

5967

Diagram on Diagram Chart No. 1204-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric Air Photographic
(Shoreline)
and

Field No. CS-272 Office No. T-5967
Radial Plot Report (T-5966 & T-5967)

LOCALITY

State Maine

General locality Coast of Maine

Locality Androscoggin River

New Meadows River

1943

CHIEF OF PARTY

Fred L. Peacock

LIBRARY & ARCHIVES

DATE April 1-1949

B-1870-1 (1)

5967

DATA RECORD

Form T-1

T-5967

Quadrangle (II):

BATH, (15') Maine

Project No. (II): CS-272

Part of Sub-Project CS-272-B

Field Office:

U. S. C. & G. S. (Bath, Maine)

Chief of Party:

Henry O. Fortin

Compilation Office:

Air Photographic Party No.2

Baltimore, Maryland

Instructions dated (II III):

January 12, 1942

April 1, 1942

Chief of Party:

Fred. L. Peacock

Copy filed in Descriptive

Report No. T- (VI)

Completed survey received in office:

11 Sept. 1942 (SE 4)

7 Sept 1943. (Combined, whole)

Reported to Nautical Chart Section:

Reviewed: 20 Aug. 1947

Applied to chart No.

Date:

Redrafting Completed: 13 Jan. 1948

Registered: ^{Feb. 1949} ~~16 July 1948~~

Published: 28 Apr. 1948 (Whatman, voult)

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): BUENA, 1933, r.1942

Lat.: 43° 52' 39.117" 1207.3m Long.: 69° 54' 03.762" 84.0m Adjusted
(644.5) (1255.5) ~~Unadjusted~~

State Plane Coordinates (VI): Maine (West Zone)

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
6684 - 6686	10/17/41	10:25 - 10:27AM	1:10,000	4.4' above M. L. W.
6773 - 6777	10/17/41	12:24 - 12:28AM	1:10,000	3.4' above M. L. W.
6718 - 6722	10/17/41	11:01 - 11:05AM	1:10,000	4.3' above M. L. W.
6753 - 6755	10/17/41	12:07 - 12:09PM	1:10,000	3.7' above M. L. W.

Tide from (III): "Portland, Maine", with time correction to "Pleasant Point"

Mean Range: 4.7'

Spring Range: 5.3'

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

Field Inspection by: Lt. Henry O. Fortin

date: Fall, 1942

Field Edit by:

date:

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

October 17, 1941

Projection and Grids ruled by (III) Washington Office

date: Feb. 18, 1943

B.R.C.

" " " checked by: Washington Office
B.R.C.

date: Feb. 18, 1943

Control plotted by: Donald M. Brant

date: May, 1943

Control checked by: Abraham L. Goncharsky

date: May, 1943

Radial Plot by: Abraham L. Goncharsky

date: May, 1943

Detailed by: Ruth M. Whitson (Shoreline rough
draft)

date: June 14, to
Sept. 19, 1943

Reviewed in compilation office by: Harry R. Rudolph

date: 8/26, 27, 30, 9/1/43

Elevations on Field Edit Sheet
checked by:

date:

STATISTICS (III)

Land Area (Sq. Statute Miles): One

Shoreline (More than 200 meters to opposite shore): $20\frac{1}{2}$ Statute Miles

Shoreline (Less than 200 meters to opposite shore): 7 Statute Miles

Number of Recoverable ^{measured along Centerline} Topographic Stations established: 8

Number of Temporary Hydrographic Stations located by radial plot: 37

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:

26 CONTROL:

The control plotted and control transferred from adjoining Map Drawings consists of 25 U. S. Coast and Geodetic Survey Triangulation Stations and 19 U. S. Geological Survey Traverse Stations. These Triangulation Stations and Traverse Stations have been shown by the standard triangulation symbol. The following control sta-

The following control stations are within the detail limits of Map Drawing, Survey No. T-5967:

Fifteen (15) U. S. Coast & Geodetic ^{Survey} Triangulation Stations:

- *HUNTER, 1860, r.1942
- *ANT, 1871, no recovery in 1942
- *GRAVES, 1871, no recovery in 1942
- *PINE, 1871, no recovery in 1942
- *BRUNSWICK, TOPSHAM, CONCRETE WATER TANK VENTILATOR, 1933, r.1942
- *BRUNSWICK BLACK STANDPIPE, 1933, r.1942
- *BOWDOIN COLLEGE, CHAPEL, SOUTH TURRET, 1854, r.1942
- *BRUNSWICK CHURCH, BLACK SPIRE, 1933, r.1942
- *BRUNSWICK CONGREGATIONAL CHURCH, DARK SPIRE, 1854, r.1942
- *BRUNSWICK, BOWDOIN COLLEGE, CHAPEL, NORTH TURRET, 1854, 1933, r.1942
- *BUTTERMILK POINT, CHURCH SPIRE, 1933, r.1942
- *BUENA, 1933, r.1942
- *WOODWARD'S HOUSE CUPOLA, 1866, r.1942 - see review report
- *BARN CUPOLA, 1866, r.1942
- *FOSTER, 1860, no recovery in 1942

Sixteen (16) U. S. Geological Survey Traverse Stations:

- *1884, 1940, r.1942
- *1887, 1940, r.1942
- *1892, 1940, r.1942
- *(1893) 1940, r.1942
- (TT56BT1940) 1940, r.1942
- *1897+, 1940, r.1942
- *1904, 1940, r.1942
- *1906, 1940, r.1942
- *1913, 1940, r.1942
- *1915, 1940, r.1942
- *1915+, 1940, r.1942
- *(1911-A) 1940, r.1942
- (W16 1933)
- *1918+, 1940, r.1942
- *1919+, 1940, r.1942
- *1928+, 1940, r.1942
- *(1910-A) 1940, r.1942
- (USGS BM 67.1)
- *1913+, 1940, r.1942

Show on map thus:

TT-1884
USGS-1940

SM

The following control stations fall just outside the detail limits of Map Drawing, Survey No. T-5967:

o = Used to lay plot

26 CONTROL: (cont'd)

Ten (10) U. S. Coast & Geodetic Survey Triangulation Stations:

- *HOLBROOK'S HOUSE S. CHIMNEY, 1866, r.1942
- *SQUARE UNPAINTED HOUSE CHIMNEY, CENTER, 1866, r.1942
- *BUNGANUC LANDING, BARN CUPOLA, 1933, r.1942
- *MT. ARARAT, FIRE LOOKOUT TOWER, 1933, r.1942
- *ARARAT, 1933, r.1942
- **CAMP, 1871, no recovery in 1942
- **FRY, 1871, no recovery in 1942
- **BUCKNER, 1860, r.1933, r.1942
- ***WEST BATH, STANDPIPE, r.1933, r.1942
- ***Great Hill, 1855, r.1933, r.1934, r.1942

Three (3) U.S.Geological Traverse Stations:

- *1942, 1940, r.1942
- *(1932)
- (TT57BT1940) 1940, r.1942
- *1947+, 1940, r.1942

*Positions of these triangulation and traverse stations have been plotted from their geographic coordinates on Map Drawing, Survey No. T-5967, and such stations have been shown with black acid ink triangles.

**Positions of these triangulation stations have been plotted from their geographic coordinates on Map Drawings immediately adjoining Map Drawing, Survey No. T-5967. They were transferred to Map Drawing, Survey No. T-5967 by matching common projection lines and then pricked through. Such stations have been shown with red acid ink triangles. Their names have also been lettered in red acid ink.

***Positions of these stations were plotted from their geographic coordinates on Map Drawing, Survey No. T-5974 which joins Map Drawing, Survey No. T-5967 on the east. The positions of these stations were then transferred graphically to Map Drawing, Survey No. T-5967 from the ozalid (reproduced copy) of Map Drawing, Survey No. T-5974. However, it is believed by such a transfer and because their positions fall a considerable distance outside the detail limits of Map Drawing, Survey No. T-5967, the possible error in their positions as transferred to this Map Drawing could be reasonably assumed to be 0.2mm. The positions of these stations were used with caution in the radial plot, but no difficulty was encountered. Such stations have been shown with ~~black~~^{green} acid ink triangles and their names have been lettered in green acid ink on the Map Drawing.

27 RADIAL PLOT:

A report on the combined radial plot for the areas of Surveys Nos. T-5966 and T-5967 is submitted herein as an appendix to this descriptive report.

28 DETAILING:

The shoreline and immediate adjacent culture and the interior of small islands have been detailed on Map Drawing, Survey No. T-5967 in accordance with the Director's letters dated January 12, 1942 and April 1, 1942, pertaining to Project No. CS-272.

In general, all detail on the Map Drawing has been shown with the conventional symbols recommended by the Washington Office. However, notes fully describing any deviation therefrom have been shown either on the Map Drawing or Overlay Sheet, whichever was more practicable. It is believed, by such treatment the planimetry may be clearly interpreted by those concerned.

The area in the S. E. corner of Survey No. T-5967, was originally detailed on a celluloid projection sheet, (for the area of Survey No. T-5967) previously submitted to this compilation office. The shoreline and immediate adjacent culture of the Androscoggin River, which is in the northern section of Survey No. T-5967 was not detailed in full on the previously submitted projection sheet because of incomplete field inspection data. However, the celluloid projection sheet, just mentioned, together with a descriptive report, was submitted to the Washington Office on August 31, 1942, in order that the completed detail of the area in the S. E. corner of Survey No. T-5967 could be reproduced for use.

Attached
hereto

When the above mentioned celluloid projection sheet was returned to this office, it was found to be damaged and it was therefore necessary to request a new celluloid projection sheet for the area of Survey No. T-5967.

A combined plot was then laid for the areas of Surveys Nos. T-5966 and T-5967. (N.B.) Refer to report on the radial plot submitted as an appendix to this descriptive report.

The area in the S. E. corner of Survey No. T-5967 as detailed on the original celluloid projection sheet, was traced on the new celluloid projection sheet for the area of Survey No. T-5967. No changes were made. The detail of the shoreline and immediate adjacent culture of the Androscoggin River was also completed.

The original western detail limit of Map Drawing, Survey No. T-5967, was extended in order to complete the detail of the shoreline and adjacent culture of the Androscoggin River to Latitude $43^{\circ} 56' 15''$.

The field inspection party did not submit complete data to assist the compiler in identifying bluffs along the shoreline of the Androscoggin River. Therefore, bluffs not identified by the field inspection party were detailed according to stereoscopic examination of the office photographs. Where the character of the bluffs, whether rock or soil, could not be determined satisfactorily by stereoscopic examination, the bluffs were shown with the dirt bluff symbol. Where rock bluffs could

28 DETAILING: (cont'd)

be definitely determined by stereoscopic examination and from submitted field inspection data, the bluffs were shown with the rock bluff symbol.

All buildings and roads which are immediately adjacent to the shoreline of the Androscoggin River and which could be definitely identified on the photographs were detailed and shown on the Map Drawing. No classification of the roads was submitted by the field inspection party. The road classifications were determined by this office and should not be accepted as absolutely correct.

Notes have been shown on the celluloid overlay sheet calling attention to all questionable areas.

30 MEAN HIGH-WATER LINE:

The mean high-water line (firm ground) has been shown with a solid heavy-weight black acid ink line, the center of which should be taken as the true position. The outer limits of marsh areas bordering the mean high-water line, have been detailed in accordance with the field inspection data, and have been shown with a solid light-weight black acid ink line, which defines the outer limits of vegetation visible at mean high water. This is in accordance with field memorandum No. 1 (1938).

31 LOW-WATER AND SHOAL LINES:

The approximate limits of rocky, grass in water, and shoal areas bordering the mean high-water line (firm ground) have been detailed on the Map Drawing in accordance with the submitted field inspection data, and have been shown with the standard symbols in conjunction with descriptive notes on the map drawing. These approximate limits are for the use of hydrographic parties only, and should not be accepted as an accurate determination of the mean low-water line.

32 DETAILS OFFSHORE FROM HIGH-WATER LINE:

Rocks, old bridge piers, etc. have been shown in accordance with the submitted 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. Grass-in-water areas offshore from the mean high-water line have been shown with the conventional symbol.

33 WHARVES AND SHORELINE STRUCTURES:

Dams, cribbing, etc., have been shown on the Map Drawing in accordance with the submitted field inspection data. Notes have been

33 WHARVES AND SHORELINE STRUCTURES: (cont'd)

shown on the Map Drawing calling attention to such structures.

34 LANDMARKS AND AIDS TO NAVIGATION:

The landmarks listed below were recommended by the field inspection party. However, their geographic positions have not been submitted because they were established by triangulation in 1933.

Two (2) Landmarks for Charts:

STANDPIPE, Silver, Steel, 80' high
(U.S.C.&G.S. Triangulation Station)
("BRUNSWICK BLACK STANDPIPE")
TANK, Gray, Concrete,
(U.S.C.&G.S. Triangulation Station)
("TOPSHAM, CONCRETE TANK")

The above landmarks affect Chart No. 1204. The field inspection party did not submit any data for fixed aids to navigation.

35 HYDROGRAPHIC CONTROL:

The positions of eight (8) recoverable topographic stations and thirty-seven (37) temporary hydrographic stations have been radial plotted on the Map Drawing. They have been shown with either purple or green ink circles on the glossy side of the celluloid map drawing, depending on whether their positions were either considered relatively strong or weak, respectively. The recoverable topographic stations have been shown on the dull side of the celluloid map drawing with 2 $\frac{1}{2}$ mm black acid ink circles in conjunction with their descriptions. The note "recoverable" has also been shown on the Map Drawing.

30 listed by number, on ms.
(5 & corr. map) listed by desc on ms

The temporary hydrographic stations have been shown on the dull side of the Map Drawing with 2 $\frac{1}{2}$ mm black acid ink circles, and their descriptions have been shown on the Overlay Sheet.

The descriptions, sketches and scaled geographic positions of the following eight (8) recoverable topographic stations have been submitted on Form No. 524:

Eight (8) Recoverable Topographic Stations:

- Nos.
*1960, Signal Site, unmarked, North tip of bare rock ledge, west of and north of high tension lines.
*1966, Stack, tall brick, at paper mill site.
*1977, Gable, east, large white barn.
**164, East gable, one story grey house, white trim.

35 HYDROGRAPHIC CONTROL: (cont'd)

Nos.

**165, East gable, one story white house, with red chimney.

**166, Small tile chimney on small one story shack at waterfront.

**167, South gable of one story white house, green roof.

**168, Chimney on house east side of point.

*Form No. 524 for these three (3) recoverable topographic stations have been submitted with this report.

**Form No. 524 for these five (5) recoverable topographic stations were previously submitted as of August 31, 1942.

37 JUNCTIONS:

Junctions of shoreline and adjacent detail were made with Map Drawings, Surveys Nos. T-5966, to the North, T-5974, to the east, and T-5968, to the South, and are in agreement. There is no contemporary survey to the West.

38 OVERHEAD CABLE CROSSING AREA:

A three wire power-line crosses the Androscoggin River above Cow Island and it has been shown on the Map Drawing with the standard power-line symbol. The vertical clearance above mean high-water has been shown by notes on the Map Drawing.

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry shown on the map drawing is believed to be complete in all details of importance for charting, and no additional surveys are recommended.

It is believed that the probable error in the positions of radial points and well-defined objects along the shoreline is not greater than 0.5mm., and in the positions of inland radial points and details of importance, not greater than 1.0mm.

40 GEOGRAPHIC NAMES:

No field inspection data was submitted for Geographic names pertaining to the area of Survey No. T-5967. It is believed that geographic names shown on the Map Drawing have been taken from the best known available sources.

40 GEOGRAPHIC NAMES: (cont'd)

A tabulated list of undisputed Geographic names is submitted herein.

41 BRIDGES:

One (1) highway bridge, one (1) foot bridge; one (1) highway and railroad bridge; and one (1) railroad bridge - which cross the Androscoggin River, and one (1) highway underpass, have been detailed and shown on the celluloid Map Drawing in accordance with the submitted field inspection data.

The vertical clearances above M. H. W., the horizontal clearances and the types of the bridges, have been noted on the Map Drawing. The vertical and horizontal clearances of the highway underpass have also been noted on the Map Drawing.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Bath Quadrangle (15') U.S.G.S., scale 1:62,500 edition 1894, reprinted 1940.

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

At approximately Latitude $43^{\circ} 54' 57''$ and Longitude $69^{\circ} 55' 20''$ two (2) separate islands, as shown on the quadrangle, have been detailed on the Map Drawing as one (1) island in accordance with the field inspection data, and also because it definitely appears as one (1) island on the photographs.

At approximately Latitude $43^{\circ} 55' 27''$ and Longitude $69^{\circ} 54' 35''$ an island, not shown on the quadrangle, has been detailed on the map drawing in accordance with the field inspection data; and also because it definitely appears on the photographs.

At approximately Latitude $43^{\circ} 55' 34''$ and Longitude $69^{\circ} 54' 03''$ an island, not shown on the quadrangle, has been detailed on the Map Drawing in accordance with the field inspection data and also because it definitely appears on the photographs.

At approximately Latitude $43^{\circ} 55' 50''$ and Longitude $69^{\circ} 53' 57''$ an island, not shown on the quadrangle, has been detailed on the Map Drawing in accordance with the field inspection data; and also because it definitely appears on the photographs.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (cont'd)

At approximately Latitude $43^{\circ} 56' 10''$ and Longitude $69^{\circ} 53' 27''$ the ruins of an old bay Bridge, rock fill, not shown on the quadrangle / has been detailed on the Map Drawing in accordance with the field inspection data; and also because it definitely appears on the photographs.

At approximately Latitude $43^{\circ} 56' 12''$ and Longitude $69^{\circ} 53' 30''$ the center bridge abutment of the old Bay Bridge, not shown on the quadrangle, has been detailed on the Map Drawing, in accordance with the field inspection data (Hydrographic Signal Site) and also because it definitely appears on the photographs.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 1204, Scale 1:80,000; published March, 1942, (corrected to April 12, 1942).

Because of scale difference between the Map Drawing and Chart No. 1204, planimetric detail could not be readily compared. In general, however, planimetry common to both is in fair agreement, except the following:

At approximately Latitude $43^{\circ} 54' 57''$ and Longitude $69^{\circ} 55' 20''$ two (2) separate islands, as shown on the chart, have been detailed on the Map Drawing as one (1) island, in accordance with the field inspection data; and also because it definitely appears on the photographs.

At approximately Latitude $43^{\circ} 55' 27''$ and Longitude $69^{\circ} 54' 35''$ an island, not shown on the chart, has been detailed on the Map Drawing in accordance with the field inspection data, and also because it definitely appears on the photographs.

At approximately Latitude $43^{\circ} 55' 34''$ and Longitude $69^{\circ} 54' 03''$ an island, not shown on the chart, has been detailed on the Map Drawing in accordance with the field inspection data; and also because it definitely appears on the photographs.

At approximately Latitude $43^{\circ} 55' 50''$ and Longitude $69^{\circ} 53' 57''$ an island, not shown on the chart, has been detailed on the Map Drawing in accordance with the field inspection data; and also because it definitely appears on the photographs.

At approximately Latitude $43^{\circ} 56' 10''$ and Longitude $69^{\circ} 53' 27''$ the ruins of an old Bay Bridge, rock fill, not shown on the chart, has been detailed on the Map Drawing in accordance with the field inspection data; and also because it definitely appears on the photographs.

1204
7/24/49

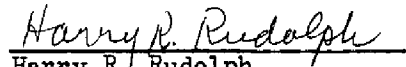
45 COMPARISON WITH NAUTICAL CHARTS: (cont'd)

At approximately Latitude $43^{\circ} 56' 12''$ and Longitude $69^{\circ} 53' 30''$ the center bridge abutment of the old Bay Bridge not shown on the chart, has been detailed on the Map Drawing in accordance with the field inspection data (Hydrographic Signal Site), and also because it definitely appears on the photographs.

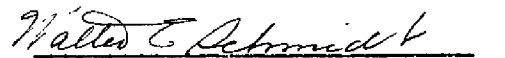
Respectfully submitted,
September 3, 1943


Ruth M. Whitson
Senior Engineering Draftsman


Compilation and Descriptive
Report reviewed by:


Harry R. Rudolph
Senior Photogrammetric Aid

Supervised by:


Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved & Forwarded:
September 7, 1943


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

GEOGRAPHIC NAMES

Survey No. T-5967

GEOGRAPHIC NAMES		Survey No. T-5967									
Name on Survey	<div>On Chart No. 1204</div> <div>On previous survey No.</div> <div>On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div>										
	A,	B,	C,	D	E	F	G	H	K		
Howard Point ✓			X							1	
Middle Bay ✓			X							2	
New Meadows River ✓	X		X					USGA		3	
Woodward Cove ✓			X							4	
Woodward Point ✓	X		X							5	
										6	
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										27	

M 234

LIST OF GEOGRAPHIC NAMES
Undisputed

- • Androscoggin River -

- • Brunswick (Town) -

- • Cow Island -

✓ • ~~Freyer Island~~ -

(Referred to U.S.B.G.N.)

- • Maine Central R.R. (both places)

M. C. R. R. (Brunswick & Lewiston Branch)

- • Topsham (Town) -

Mustard I.

(decision of B & N 9/16/48)
KTA

There are no disputed names in the area of Survey No. T-5967
insofar as the shoreline and immediate adjacent culture is concerned.

Names preceded by • are approved
L. Hack 9/24/47

GEOGRAPHIC NAMES

Division of Photogrammetry

Review Report of

~~Shoreline~~
~~Planimetric~~ Map Manuscript T-5967

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

26. Control

The triangulation station, Woodward's House Cupola, 1866, has been removed from the map manuscript. The station was lost when the house was destroyed by fire.

28. Detailing

Corrections and additions made by the reviewer have been shown in red acid ink on the map manuscript.

31. Low-Water and Shoal Lines

A number of low-water and shoal lines, originally shown on the map manuscript, have been deleted as they were not in agreement with Field Memorandum No. 1. (1938)

42. Photographs

The review of this map manuscript is as complete as possible with the photographs that were available to the reviewer. The southeast section of the map manuscript was covered by office and field photographs with one exception. (See list of photographs available). There was only one field inspected photograph on the Andros-coggin River and this was of little help to the reviewer because it contained only control data. The only work the reviewer could do in this area was to check planimetry with the one available photograph and make corrections according to Field Memorandum No. 1 (1938).

Following is a list of photographs available

<u>Field</u>	<u>Office</u>
6684	6685
6685	6686
6686	6718
6722	6722
6753	6724
6754	6753
6755	6755
6773	
6777	

43. Comparison with Contemporary Hydrographic Surveys

H-6807 1:10,000 1942, Additional work 1943

This survey is in good agreement with the map manuscript with two major exceptions. The upper reaches of Woodward Cove and Middle Bay do not extend as far north as indicated on the hydrographic survey.

H-6961 1:5,000 1944

This survey is in good agreement with the map manuscript with the following exception. Shoreline on the hydrographic survey does not agree with the map manuscript in the vicinity of the old bay bridge on the East side of the Androscoggin River.

44. Comparison with Existing Topographic Surveys

U.S.G.S. Boothbay, Maine, 15' quadrangle, surveyed 1941. Edition of 1945, 1:62,500.

The disagreements noted in the descriptive report have been corrected on this quadrangle with the following exception. The center bridge abutment of the old bay bridge does not appear on the quadrangle. Other discrepancies that were noted are:

Two small islands, two dams, and a wooden suspension footbridge in the vicinity of Brunswick are not shown on the quadrangle.

Cow Island appears as two islands on the map manuscript.

Four overhead cable crossings at approximate latitude $43^{\circ}55'00''$ and longitude $69^{\circ}55'30''$ do not appear on the quadrangle.

An island at approximate latitude $43^{\circ}55'50''$ and longitude $69^{\circ}53'57''$ on the quadrangle appears as two islands on the map manuscript.

An approximate longitude $69^{\circ}53'30''$ and latitude $43^{\circ}56'00''$ there is an island. This is joined to the mainland on the map manuscript.

Mustard Island on the quadrangle appears as Freyer Island on the map manuscript and H-6961, and it is shown as two islands on the map manuscript and one on the quadrangle. On T-1214 this island is called Mustins Island.

A section of the old bay bridge extends from the east side of Freyer Island (Mustard I.) into the Andros-coggin River. This is not shown on the quadrangle.

There is a pier on the eastern side of Howard Point that does not appear on the quadrangle.

T-1021	1:10,000	1866
T-1214	1:10,000	1871

Planimetry common to these previous surveys and T-5967 is only in fair agreement.

45. Comparison with Nautical Charts

Chart No. 1204, Scale 1:80,000, first edition 1913, Sixth edition, 1945, with corrections to July 28, 1947.

The last two differences listed in the descriptive report have been corrected.

Five small islands, four dams, and one wooden suspension bridge in the vicinity of Brunswick have not been shown on the chart.

Cow Island appears as two islands on the map manuscript.

At approximate latitude $43^{\circ}55'00''$ and longitude $69^{\circ}55'30''$ there are four overhead cable crossings that do not appear on this chart.

Freyer Island on the chart should be corrected to agree with the map manuscript.

Chart No. 315, scale 1:40,000, first edition, 1870. Thirteenth edition, 1946, with corrections to June 9, 1947.

The planimetry common to both is in good agreement. This map manuscript was applied to nautical charts 314 and 315 prior to review.

The map manuscript has been applied to nautical charts prior to review.

Reviewed by:

B. Thomas Hynson
B. Thomas Hynson,
Photogrammetrist
8-20-47

Reviewed under direction of:

S. V. Griffith
S. V. Griffith
Chief, Review Section K. N. M.

APPROVED BY:

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

H. C. Edmonson
Chief, Nautical Chart Br.
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

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

Form 504
Rev. June 1941
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Air Photographic
Plane Table
Hydrographic

Survey No. T-5967
(Field)

LOCALITY

State Maine

General locality Casco Bay

Locality Head of New Meadows River

1942

CHIEF OF PARTY

Commander Fred. L. Peacock

Compilation Report of Sept. 1942 (E.H. Sawyer)
+ Compilation Report of Sept. 1943 (R.H. Johnson)

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-5967

REGISTER NO.

State Maine

General Locality Casco Bay

Locality Head of New Meadows River

Scale 1:10,000 Date of ~~survey~~ Photographs 10/17/41 - Supplemented by
Field Inspection of May, 1942

~~WASSKY~~ Air Photographic Survey Party No.2

Chief of party Fred. L. Peacock

Field Inspection by: ^{Lieut.} H.O. Fortin & R.C. Bolstad under supervision

Surveyed by of Lieut. Comdr. G.D. Meaney Commanding "S.S. Lydonia"

Inked by (Shoreline) E. H. Snyder (Sept., 1942)

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated Jan. 12, 1942 and April 1, 1942, 19

Remarks: Project No. HT-272B

DATA RECORD T-5967
PHOTOGRAPHS

Number	Date	Time	Scale	Altitude	Stage of Tide
6719-6720	10/17/41	10:59A.M.	1:10,000		4.5' above M. L. W.
6755	10/17/41	12:08P.M.	1:10,000		2.2' above M. L. W.
6754	10/17/41	12:08P.M.	1:10,000		2.2' above M. L. W.
6718	10/17/41	10:58A.M.	1:10,000		4.5' above M. L. W.
6773	10/17/41	12:26P.M.	1:10,000		1.6' above M. L. W.

Tide for the above photographs from predicted tables for Portland, Maine with time correction to Middle Bay Cove, Middle Bay. Mean Range 9.0', Spring Range 10.3'.

PHOTOGRAPHS

6684	10/17/41	10:25A.M.	1:10,000	4.3' above M. L. W.
6774-76	10/17/41	12:28P.M.	1:10,000	3.4' above M. L. W.
6721	10/17/41	10:56A.M.	1:10,000	4.2' above M. L. W.

Tide for the above photographs from predicted tables for Portland, Maine with time correction to Pleasant Point, Androscoggin River, Maine. Mean Range 4.7', Spring Range 5.3'.

Camera: U.S. Coast & Geodetic Survey Nine Lens. Focal Length $8\frac{1}{4}$ ".
All negatives are on file in the Washington Office.

SUPPLEMENTAL SURVEYS

Graphic Control Sheets.....None
Hydrographic Surveys.....None
Field Inspection By....Lieuts. H. O. Fortin & R. C. Bolstad.....
Under Supervision of...Lieut. Comdr. C.D.Meaney Commanding "S.S.Lydonia"
Name Investigation.....None

GENERAL INFORMATION

Chief of Party.....Fred. L. Peacock.....
Projection By.....W.C.B.....Ruling Machine..Washington Office..4/24/42
Projection Checked By.....Washington Office.....4/24/42
Control Plotted By.....James J. Brazil.....5/7-11/42
Control Checked By.....James E. Sunderland.....5/8/42
Radial Plot By.....Walter E. Schmidt.....6/42
Radial Points Pricked By.....Walter E. Schmidt.....6/42
Additional Radial Points By.....Edward H. Snyder.....7/42
Shoreline Inked By (Rough Draft)Edward H. Snyder.....7/42
Scale.....1:10,000

The details on T-5967 are of the date of the photographs, supplemented by field inspection May, 1942.

STATISTICS

Area (land).....None
Shoreline (more than 200 m. from opposite shore).....7 Statute Miles
Shoreline (less than 200 m. from opposite shore).....6 Statute Miles
Roads, Streams, and Trails.....None
Time required for Shoreline and Detail.....20 Working Days

REFERENCE STATION

Buena, 1933

North American Datum 1927 (adj.)

Latitude $43^{\circ} 52' 39.117''$ 1207.3m. (644.5)
Longitude $69^{\circ} 54' 03.762''$ 84.0m. (1255.5)

DESCRIPTIVE REPORT OF RADIAL PLOT
MAP DRAWINGS, SURVEYS NOS. T-5966
AND T-5967 - PROJECT CS 272-B

A combined radial plot was laid for map drawings, Surveys Nos. T-5966 and T-5967 by the usual radial method. Celluloid templates were used.

Positions of secondary points and photograph centers, determined from previous plots of adjoining map drawings, were transferred to the map drawings and could be "held to" in this plot within the desirable accuracy.

The number of control stations available was adequate.

The number of photographs was adequate for the area of map drawing, Survey No. T-5967, but the number of photographs was not adequate for the area of map drawing, Survey No. T-5966.

There is one (1) U. S. Coast and Geodetic Survey station and five (5) U. S. Geological Survey traverse stations in the northwest corner of map drawing, Survey No. T-5966 which could not be used in the plot because the area was not covered by photography.

The identification of the control was adequate except for the following:

BARN CUPOLA, 1866; a barn cupola identified by this compilation office held 100% in the plot, but the barn cupola as identified by the field inspection party was in error approximately 30.0 mm. southwest of the geographic position. However, the position of the cupola identified by the field inspection party has been radial plotted and shown by a red acid ink circle and a note has been made on the map drawing.

BUCKNER, 1860; (N.B.) refer to report on radial plot for map drawing, Survey No. T-5975.

BRICK, 1871; (N.B.) refer to report on radial plot for map drawing, Survey No. T-5975.

HUMPHRIE'S BARN, APEX OF VENTILATOR, 1871; the station as identified by the field inspection party in the year 1942 could not be "held to" in the plot. The barn has been destroyed and the station should be considered lost. The point pricked by the field inspection party is the center of the remains of the old foundation. This point has been radial plotted and shown with a red acid ink circle and a note has been made on the map drawing. The position, plotted by geographic coordinates, has been deleted.

SPRAGUE, 1855; this station is in a thickly wooded area. It could not be "held to" in the plot within 0.2 to 0.3 mm. The station was difficult to identify within the desirable accuracy because of relief displacement of surrounding trees. A field inspection station would have provided better field identification.

GREAT HILL, 1855; this station was recovered by the field inspection party in the year 1942, but they could not identify it on the field photographs. A field inspection station would have provided better identification.

HUNTER, 1860; this station, located in a thickly wooded area, was pricked direct by the field inspection party of the year 1942. It could be "held to" in the plot within 0.2 mm. A field inspection station would have provided better identification.

P.T.S., 1911 - A, ("W 16-1933") (U.S.G.S.) 1940; this station could not be "held to" in the plot. However, the position of the station as identified by the field inspection party has been radial plotted. It has been shown with a red acid ink circle and a note has been made on the map drawing. This station was probably identified incorrectly by the field inspection party because the descriptions of many of the U.S.G.S. traverse stations are very indefinite.

P.T.S. 19184, 1940, (U.S.G.S.); this station could not be "held to" in the plot. The position of the station, as identified by the field inspection party has been radial plotted. It has been shown with a red acid ink circle and a note made on the map drawing. It is believed that the station was incorrectly identified by the field inspection party because of an indefinite description, or perhaps the positions of the roads in this area have been changed due to new construction.

P.T.S. 1942, 1940, (U.S.G.S.) Three possible points for this station were identified by the field inspection party. Neither could be "held to" in the plot. However, one of these identified points has been radial plotted. It has been shown with a red acid ink circle and a note made on the map drawing.

P.T.S. 20904, 1941, (U.S.G.S.); this station as identified by the field inspection party could not be "held to" within approximately 1.0 mm. in the plot. Incorrect identification of this station, by the field inspection party, was probably due to an indefinite description.

P.T.S. 2063-A, 1941; this station as identified by the field inspection party of the year 1942 could not be "held to" within

1.5 mm. on photograph No. 6778. No distance between two reference points (a, b) was submitted by the field inspection party in order that this compilation office might be able to determine a scale factor for use in locating the photographic position of the station.

The positions of the photograph centers and secondary points established by this plot were considered within the desirable accuracy, except the positions of the secondary points in the western half of map drawing, Survey No. T-5966, which were shown with double green ink circles. It is believed the probable error in the position of the secondary points shown by double green ink circles on map drawing, Survey No. T-5966, is not greater than 1.5 mm. Positions of secondary points considered relatively strong with respect to the control were shown with double purple ink circles.

REMARKS

At least one additional control station was needed at approximately latitude $43^{\circ} 58'$ and longitude $69^{\circ} 57'$ on map drawing, Survey No. T-5966 within the area covered by photography. Field inspection stations would have been more desirable where the control stations were located in thickly wooded areas. Blurred photography was a source of trouble. Descriptions of U.S.G.S. traverse stations were probably too indefinite for an accurate identification of the stations. (N.B.) Refer to report on field inspection by Lieutenant Henry O. Fortin (season's report 1942).

Respectfully submitted

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

Donald M. Brant
Donald M. Brant
Sr. Engineering Aid

Approved

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

DESCRIPTIVE REPORT
TO ACCOMPANY
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5967
CASCO BAY
STATE OF MAINE

Date of this Report

August 31, 1942

INSTRUCTIONS:

This rough draft map drawing is a part of Project HT-272, instructions dated January 12, 1942 and April 1, 1942.

FIELD INSPECTION:

Field inspection of this Area was made by Lieuts. H. O. Fortin and R. C. Bolstad, May, 1942 of the Party of Lieut. Comdr. C. D. Meaney Commanding "S.S. Lydonia".

PHOTOGRAPHS:

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

SCALE:

The Scale of the photographs was in close agreement to the scale of this map drawing.

RADIAL PLOT:

Refer to special report submitted with T-5970.

Red, blue, and purple circles indicate points located by the intersection of three or more radial lines. Green circles indicate weak intersections.

CONTROL USED TO LAY PLOT FOR THIS MAP DRAWING:

U.S. C & G S. Stations inside limits of this map drawing:
Brunswick Black Standpipe, 1933
Brunswick, Topsham concrete W.T. ventilator, 1933
Brunswick, church, black spire, 1933
Brunswick, Bowdoin College Chapel, North Turret, 1933
Barn Cupola, 1866
Buttermilk Point Church Spire, 1933
Buena, 1933
Woodward's Ho. Cupola, 1866

U.S. G. S. Traverse Stations inside limits of this map drawing:

CONTROL (CONT'D.)

No. 1887	No. 1913+
1915	1913
1915+	1911A
1918+	1910A
1919+	1906
1892	1897
1895	

U.S. C & G S ^{ign} Triangulation Stations outside limits of this map drawing:

Mt. Ararat Fire Lookout Tower, 1933
Ararat, 1933 r. 1934
Bunganuc Landing, barn cupola, 1933
Litchfields, 1933
Pennell's N. Chy., 1866
Square unpainted Ho. Chy, center, 1866
Cove, 1933
Great Hill, 1933, 1934
Holbrook's Ho., South Chy, 1866

U.S. G.S. Traverse Stations outside limits of this map drawing:

1928+

1932

Note: Triangulation Station, Ross's Robert Ho. Chy. 1854 as pricked and located by the field party was found to be incorrect. Photo compilation proved this station to be lost. See S.P. No. 46 Maine, page 251 for description. Notes to this effect have been shown on Forms No. 526 and M-982-1 which were submitted to ^{this} office by the field party.

DETAIL:

The area north of the red line, as shown on this map drawing, is to be considered void until sufficient field inspection is received by this office.

The shoreline and the immediate adjacent culture has been detailed on this map drawing in accordance with the Director's letters of Jan. 12, 1942 and April 1, 1942 pertaining to this project.

No bluffs were indicated on the field inspection photographs covering this area. However, all office photographs were carefully examined under the stereoscope, and bluffs of any importance were observed and located.

DETAIL (CONT'D.)

An attempt was made to transfer the M. H. W. line as shown on the field inspection photographs, to the office photographs. This did not prove very successful in the opinion of this office. It was then decided to transfer the radial points as selected on the office photographs and which were previously radially located on this map drawing, to the field photographs and detailed directly from them. The shoreline on the field photographs was slightly refined in some cases. It is respectfully recommended that the above paragraph be kept in mind when this map drawing is reviewed by the Washington Office.

Hydrographic signal No.168 as numbered and recommended by the field party and submitted on form No.524 could be pricked definitely on only one photograph. This office, therefore, has marked the submitted form No.524 void for this signal. However, another hydrographic signal was selected in the same vicinity and given the same number (168), described by this office and submitted on form No.524 in the appendix. This of course, was a recoverable hydrographic station. See field photograph No.6755.

Approximate limits of shoal water are shown with a dashed line (Black Acid ink) and labeled for use of the Hydrographer only.

Movable floats were not shown. The permanent sections of the wharves were generally in back of the M. H. W. line and could not be clearly seen on the photographs. This situation prevented the draftsman from showing them on the map drawing.

Four buildings have been shown on this map drawing whose locations are not considered by this office as within the required degree of accuracy established by the Washington Office for this map drawing. Attention has been called to this fact by a suitable note on the map drawing.

A firm ground line (heavy line) along the head waters of Middle Bay and its tributaries has been detailed back of the light black line that indicates hard marsh in accordance with the field inspection, and labeled for attention. It is questionable, whether or not this line (firm ground line) as so detailed can be considered the M. H. W. Line.

Areas of questionable interpretation were labeled.

When the field inspection was in its initial stage a certain legend, for ledge, marsh, M. H. W. and firm ground line, was used

DETAIL (CONT'D.)

for interpretation and later was changed. This office had no way of knowing at what point in the field inspection the change of legend took place. We quote from Lieut. R. C. Bolstad's letter: "At start of field inspection the ledge line (not necessarily MLW line) was outlined in green ink on the photos. This was later abandoned as Office party can identify just as well as field party. Inasmuch as field inspection was carried on at all stages of tide, there were times when ledges were not visible. Numerous rocky ledges have been labeled on the photos and from similiarity it should be easy for office to identify any which may have been missed. Particular effort was made to obtain and label on the photos all ledges detached from the islands and mainland which were important to navigation; the height of exposed ledge with date and time were marked on the photo.

On the latter inspection in the field, the red full line was used to delineate the firm ground so that on marsh area, the full green line represents the MHW line on the marsh itself and where the marsh grass only protrudes above MHW, the broken green line was used. There are numerous areas where a very fine fringe (too narrow to plot) of marsh bounded the firm shoreline; this was omitted. In some cases it was impossible to get all the way up in the marsh area for an inspection but from the similiarity at the mouth of the area, the office party should experience no difficulty in interpretation."

A light line has been used to indicate the limits of rock ledge and labeled. This should not be confused with the marsh line.

Submitted in the appendix of this report is a copy of a letter from Lieut. H. O. Fortin; Subject: Air Photographic Field Inspection Records.

TIDE CURVES:

All tide curves were plotted in order to approximate the tide of the photographs. Curves were also plotted to approximate the baring of rocks and reefs as referred to data supplied by the field party. All time noted by the field inspection is E. S. T. (75th meridian).

BRIDGES:

A small wooden bridge, approximately 3/4 mile north of the mouth of Middle Bay, is shown on this map drawing with all necessary data noted.

JUNCTIONS:

T-5966 to the north---not completed
T-5964 to the west---no junction necessary
T-5968 to the south---not completed
T-5974 to the east---not completed

RECOVERABLE HYDROGRAPHIC AND TOPOGRAPHIC STATIONS:

These stations have been submitted on form No.524 in the appendix.

COMPARISON WITH PREVIOUS SURVEYS:

No previous surveys of this area have been submitted to this party.

LAND MARKS FOR CHARTS:

No land marks appear in the completed section of this map drawing.

GEOGRAPHIC NAMES:

Geographic names shown on this map drawing are listed on form No. M234 in the appendix.

RECOMMENDATION FOR FUTURE SURVEYS:

The area of this map drawing South of the red line, is believed to be complete in all important details and no additional surveys should be required.

The probable error of radial points and well-defined objects along the shoreline is no greater than 0.5 mm. The error of other detail of importance on this map drawing is probably not greater than 1.0 mm. where the radial points have been determined by three or more photographs.

Approved

L. W. Swanson
L. W. Swanson, Lieutenant
U.S. Coast & Geodetic Survey

Approved & Forwarded

Fred. L. Peacock
Fred. L. Peacock
Officer in Charge
Baltimore Field Office

Respectfully submitted

Edward H. Snyder
Edward H. Snyder
Photogrammetric Aid (field)

Reviewed by

W. E. Schmidt
Walter E. Schmidt
Pr. Photogrammetric Aid (field)

711-RCR

January 1946

Commander Fred. L. Peacock
U. S. Coast and Geodetic Survey
601-611 Gorsuch Avenue
Baltimore 18, Maryland

Dear Captain Peacock:

In reviewing T-5967 on project CS 272-B we have been unable to locate the following nine-lens field inspection photographs or to find any correspondence regarding them.

This sheet was forwarded to the office in 1943 and I have no reason whatever to assume that the photographs are in the Baltimore Office. However, will you please check on them and forward them should they happen to be there still.

6721
6720
6719
6776

6775
6774
6684 ✓
6685 ✓

Sincerely,

B. G. Jones

*File in
Descriptive Report.*

COPY

POST-OFFICE ADDRESS: Bath, Maine
General Delivery
TELEGRAPH ADDRESS:
EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

June 1, 1942

To: Lt. L.W. Swanson,
U.S.C. & G. Survey
Baltimore, Md.

From: Henry O. Fortin,
U.S. C. & G. Survey

Subject: Air Photographic Field Inspection Records

Am sending by registered mail eleven center parts of field inspection photographs. They are not necessarily complete for the main idea at the present time is to get the shoreline out so that the LYDONIA will be able to use the compilation this summer. Send them back if you don't think they are complete enough with notes on what you want. Geographic names will be taken up later, along with other details as set down in the instructions.

A list of our use of nomenclature is as follows:

C-D-1(20)——Coniferous and Deciduous Trees, Class 1-20' high
Rd.-1——Road, Class 1.
Area in red——M.H.W.Line or solid, fast ground around ponds, etc.
Area in green——Means outer limits of vegetation or grass as shown on photographs at time when taken, and does not necessarily mean M.L.W.Line. Also means outer limits of ledges and reefs at time when photos were taken.
(2'0——Height of object above M.H.W.

All times written on pictures are Eastern Standard Time (75th Meridian Time)

Ba——Barn	D——Deciduous	M——Mud	W——Water
Bo——Boat		Ma——Marsh	St——Street
Br——Brush	Fi——Field	M.H.W.L.—Mean High Water Line	Str——Stream
Brd——Bridge		M.L.W.L.—Mean Low Water Line	Sct——Scattered
Bld——Boulder	Gr——Grass	P——Pond	Sp——Spire
Bldg——Building	G——Gravel	Pi——Pier	Sw——Swamp
		Pr.——Private	Sc——School
C——Coniferous	Ho——House	SH 1——Shell	
Ce——Cem——Cemetery		Rd——Road	Sh——Shed
Ca——Cabin	Is——Island	RK——Rock	
Cu——Cultivation		Ri——River	T——Tank
Cul——Culvert	L——Lake		Tr——Trail
Ch——Church		S——Sand	Tre——Tree

Lt. Bolstad and I are both working on these pictures, and as a result we both have different ideas of how the work should be done, the outcome of which is that we have not systematized our work. We are pricking as many hydrographic signals mostly natural objects, as we can. For their descriptions, you will find them either described on the pictures, on form 524 or on separate notes.

I am mailing all pricking notes that I can today. Other pictures and notes will follow in the near future.

Unless marked Sand-Gravel-Shell, etc., a 11 off lying detail from the M.H.W. Line is rocky ledges, reefs, etc.

Don't be afraid to offer any suggestions on how the work could be made easier for you in the office after a few field inspection photos come in.

Best regards to all I know in the office.

(Signed) Henry O. Fortin
Lt. C. & G. Survey

P.S. Do you want the Recovery notes of all stations recovered? If not, I will mail them on to the Washington, Office.

The Turning Points for B.M.S. that are painted with elevations, I have not described, for there are not any original descriptions for them, and besides they are not ~~permanent~~ marks. Red circles with no notations are dwellings, mansions or cabins, others are marked H.OF. Ba or Sh., etc.

NAUTICAL CHARTS BRANCH

SURVEY NO. T 5967

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
3/3/43	Reconst 315	JW Walker	Before After Verification and Review OZalid used
1/9/46	Reconst 314	Everett	Before After Verification and Review
9/10/46	"	JW	T 5967 still not reviewed Before After Verification and Review
	Reconst 1204	H E MACLEWEN	Before After Verification and Review Thru chs 314 m 315
6/9/49	315	H. F. Stegman	Before After Verification and Review No correction had been completely applied before review
3-20-50	314	M. Andros	Before After Verification and Review Fully applied
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-216B-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.

Ozalid applied to Reconstruction of Chart 315 - Mar. 3, 1943 - JFW

applied to Ch. 314 (Reconstruction) 1/9/46 JFE