

# 5974

Diag'd. on diag. ch. No. 1204-2

Form 504

## U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

### DESCRIPTIVE REPORT

Type of Survey Planimetric Air Photographic  
(Shore line)

Field No. \_\_\_\_\_ Office No. T-5974

#### LOCALITY

State Maine

General locality Coast of Maine

Locality Kennebec River - Sasanoa River

Back River and New Meadows River

1943

#### CHIEF OF PARTY

Fred. L. Peacock

#### LIBRARY & ARCHIVES

DATE

Mar 19-1948

B-1670-1 (1)

# 5974

Memorandum to be added at front of descriptive reports T-5974, T-5975, and T-5965

The U. S. Engineer Stations on this sheet above latitude 36' were plotted from state coordinate positions furnished the Baltimore Office by the Boston Field Station. A copy of these coordinates is enclosed in the descriptive report T-5975. A copy will also be on file in Geodesy.

It is understood at this date (May 3, 1944) that the Division of Geodesy intends to adjust this Engineer triangulation. At the time the office review is made, check with Geodesy and get the adjusted positions, if available. Determine the magnitude of the change in positions made by the adjustment. Determine whether this is large enough to affect the accuracy of the sheet.

B. G. Jones

*See memorandum in front of descriptive report  
T-5975. The Engineer stations have not been adjusted.  
B*



## DATA RECORD

T-5974  
*shoreline*

Quadrangle (II):

Bath, Maine

Project No. (II):

CS-272-B

Field Office:

Chief of Party:

U. S. C. &amp; G. S. (S.S. Lydonia)

C. D. Meaney

Compilation Office:

Chief of Party:

Air Photographic Party No. 2

Fred. L. Peacock

Baltimore, Maryland

Instructions dated (II III):

Copy filed in Descriptive  
Report No. T- (VI)

January 12, 1942

Div. Photogram. Office Files

April 1, 1942

Completed survey received in office:

Reported to Nautical Chart Section:

Reviewed: 5 Jan. 1946

Applied to chart No. <sup>230</sup>314Date: <sup>21 Nov. 1945</sup>24 Mar. 1945  
10 Sept. 1946

Redrafting Completed: —

Registered: <sup>July 1948</sup>12 Jan. 1948

Published:

Compilation Scale: 1:10,000

Published Scale:

Scale Factor (III): none

Geographic Datum (III): N. A. 1927 Datum Plane (III): Mean Sea Level  
(adj.)

Reference Station (III): HILL, 1903, 1913, 1934, r. 1942

Lat.: 43° 53' 53.195" 1641.8 m. Long.: 69° 48' 23.118" 516.0 m. Adjusted  
~~Horizontal~~

State Plane Coordinates (VI):

X = 594, 957.67

Y = 388, 300.86

Military Grid Zone (VI)

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
*6830 & 6831	10/17/41	1:40p.m.	1:10,000	0.4' above M. L. W.
**6816 to 6820	10/17/41	1:25 to 1:28p.m.	1:10,000	1.4' above M. L. W.
**6798 to 6800	10/17/41	12:56 to 12:57p.m.	1:10,000	2.0' above M. L. W.
***6753 to 6755	10/17/41	12:07 to 12:09p.m.	1:10,000	2.0" above M. L. W.

Portland, Maine with time correction to, \*Heal Cove, Hocko- Tide from (III): mock Bay, \*\*Bath, Maine, and to, \*\*\*Birch Point, New Meadows River.

Mean Range: \*Heal Cove, 9.2' Spring Range: \*Heal Cove, 10.5!  
 \*\*Bath, Maine, 6.4', \*\*\*Birch Point, 9.2'; \*\*Bath, Maine, 7.3', \*\*\*Birch  
 Camera: (Kind or source) Point, 10.1

U. S. Coast & Geodetic Survey, nine lens camera, (focal length 8 $\frac{1}{4}$ "). All nega- tives are on file in the Washington Office.

Field Inspection by: Lt. H. O. Fortin & Lt. R. C. Bolstad date: Summer, 1942  
 under supervision of Lt. Comdr. C. D. Meaney, Commanding Officer

SS. Lydonia

Field Edit by:

date:

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

October 17, 1941

Projection and Grids ruled by (III) Washington Office date: 4/28/42  
 (J.O.N.)

" " " checked by: Washington Office date: unknown

Control plotted by: Walter E. Schmidt, James J. Brazil date: 5/11 & 15/42  
 and Harry R. Rudolph and 6/5/43

Control checked by: James E. Sunderland date: 5/20/42

Radial Plot by: R. E. Walter E. Schmidt & F. C. Sunderland, date: July, 1942

Detailed by: Ruth M. Whitson, Harriet H. Moritz, James E. date: 12/23/42 to  
 Sunderland, Harry R. Rudolph, and Abraham Goncharsky 6/5/43  
 (shore line and rough draft)

Reviewed in compilation office by: James E. Sunderland date: March, May,  
 and Harry R. Rudolph June, 1943

Elevations on Field Edit Sheet  
 checked by:

date:



STATISTICS (III)

Land Area (Sq. Statute Miles):

Shoreline (More than 200 meters to opposite shore):  $27\frac{1}{2}$  Statute Miles

Shoreline (Less than 200 meters to opposite shore):

9- $\frac{3}{4}$  Statute Miles (scaled along center line)

Number of Recoverable Topographic Stations established: By radial intersection - 23, by Theodolite by H. O. Fortin in 1942 - 1, Total 24

Number of Temporary Hydrographic Stations located by radial plot:

54

Leveling (to control contours) - miles:

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

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

Remarks:

COMPILATION REPORT

26 CONTROL:

The control plotted and control transferred from adjoining map drawings consists of seventeen (17) U. S. Coast & Geodetic Survey triangulation stations, twenty-eight (28) U. S. E. triangulation stations, and one (1) recoverable topographic station. The triangulation stations and the recoverable topographic station have been shown by the standard symbols.

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

Fourteen (14) U. S. Coast & Geodetic Survey Triangulation Stations

- ✓ GREAT HILL, 1855, r.1933, 1934, r.1942
- ✓ WEST BATH STANDPIPE, 1933, r.1942
- ✓ BATH, RED CHURCH SPIRE, 1933, r.1942
- ✓ BATH, CALVANIST CHURCH SPIRE, 1855, r.1942
- ✓ BATH, EPISCOPAL CHURCH SPIRE, 1855, r.1942
- ✓ BATH, WINTER STREET CHURCH SPIRE, 1855, 1903, r.1942
- ✓ BATH, BAPTIST CHURCH SPIRE, 1855, r.1942
- ✓ BATH, CENTRAL CHURCH SPIRE, 1855, r.1942
- ✓ BATH, BRIDGE, CENTER OF TOP OF EAST TOWER, 1933, r.1942
- ✓ BATH, BRIDGE, CENTER OF TOP OF WEST TOWER, 1933, r.1942
- ✓ LEDGE, 1903, 1913, 1934, r.1942 *not held in plot*
- ✓ ARROWSEAG, WM. WETMORE'S HOUSE CHIMNEY, 1855, r.1942
- ✓ HILL, 1903, 1913, 1934, r.1942
- ✓ GILMORES HILL, 1855, r.1913, 1933, 1934, r.1942

Twenty-five (25) U. S. E. Triangulation Stations

- ✓ LILAC, 1940, r.1942
- ✓ FELDSPAR, 1940, r.1942
- ✓ TOWESIC, 1940
- ✓ GRANITE, 1940, r.1942
- ✓ BOOG, 1940, r.1942
- ✓ CLAPP, 1940, r.1942
- ✓ PULP, 1940
- ✓ SEWALL, 1940, r.1942
- ✓ CEDAR, 1940, r.1942 *not held*
- ✓ RINGBOLT, 1940, r.1942
- ✓ SCRUB, 1940
- ✓ HIKE, 1940, r.1942
- ✓ BLAISDELL, 1940, r.1942
- ✓ WEST BRIDGE, 1940, r.1942 *not held*
- ✓ CARLTON, 1940, r.1942
- ✓ EAST BRIDGE, 1940, r.1942
- ✓ WOOLWICH, 1940
- ✓ SALT, 1940
- ✓ OAK, 1939, r.1942
- ✓ REACH, 1939, r.1942
- ✓ DOUBLING POINT LIGHT, 1903, r.1942
- ✓ BELL SUB, r.1942
- ✓ BEND, r.1942

# COMPILATION REPORT

20 CONTROL:

The control plotted and control transferred from adjoining map drawing -  
 lines consists of seventeen (17) U. S. Coast & Geodetic Survey triangulation  
 stations, twenty-eight (28) U. S. E. triangulation stations, and one (1)  
 recoverable topographic station. The triangulation stations and the recover-  
 able topographic station have been shown by the standard symbols.

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

Fourteen (14) U. S. Coast & Geodetic Survey Triangulation Stations

GREAT HILL, 1855, 1933, 1940, 1945  
 WEST BATH STANDPIPE, 1933, 1945  
 BATH, BIRD CHURCH SPIRE, 1933, 1945  
 BATH, CALVANT CHURCH SPIRE, 1855, 1945  
 BATH, EPISCOPAL CHURCH SPIRE, 1855, 1945  
 BATH, WINTER STREET CHURCH SPIRE, 1855, 1933, 1945  
 BATH, BAPTIST CHURCH SPIRE, 1855, 1945  
 BATH, CENTRAL CHURCH SPIRE, 1855, 1945  
 BATH, BRIDGE, CENTER OF TOP OF EAST TOWER, 1933, 1945  
 BATH, BRIDGE, CENTER OF TOP OF WEST TOWER, 1933, 1945  
 LEDGE, 1903, 1913, 1945  
 ARROWHEAD, MR. WETMORE'S HOUSE CHIMNEY, 1855, 1945  
 HILL, 1903, 1913, 1945  
 GILMORES HILL, 1855, 1913, 1933, 1945

Twenty-five (25) U. S. E. Triangulation Stations

WILAC, 1940, 1945  
 FLEETSTAR, 1940, 1945  
 TOWNSHIP, 1940  
 GRANITE, 1940, 1945  
 BOOG, 1940, 1945  
 STAFF, 1940, 1945  
 PUMP, 1940

\* Station "Ledge" was recovered in 1940 by U.S.E. It was found  
 lying on the surface and was reset. ~~at that time~~. No check on the  
 position, by the U.S.C. & G.S., has been made since that date.  
 Identification believed in error. Station is not shown on sheet. →

\*\* U.S.E. stations "Box", "cedar" and "West Bridge" have all been  
 misidentified. The U.S.E. set numerous reference marks in this  
 vicinity all marked the same as the station they reference. →

The above four stations have been deleted from the map  
 manuscript.

2/12/48



26 CONTROL: (cont'd)

- ✓ RIDGE, r.1942
- ✓ BOX, 1940, r.1942

One (1) Recoverable Topographic Station

- ✓ SAGA, 1942

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

Three (3) U. S. Coast & Geodetic Survey Triangulation Stations

- \*BARN CUPOLA, 1866, r.1942
- \*BUENA, 1933, r.1942
- \*HOLBROOK'S HOUSE, SOUTH CHIMNEY, 1866, r.1942

Three (3) U. S. E. Triangulation Stations

- CROOK, 1940, r.1942
- STETSON, 1940, r.1942
- LITHGOW, 1940, r.1942

\*These triangulation stations were transferred from adjoining map drawings and have been shown with red acid ink triangles. All others have been plotted and have been shown by black acid ink triangles.

Recoverable topographic station, SAGA, 1942, has been plotted from geographic coordinates (field). It is shown by a 2 $\frac{1}{2}$ mm black acid ink circle.

27 RADIAL PLOT:

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

All control recovered in 1942 could be "held to" in the plot within the desirable accuracy except as discussed in the following paragraphs.

\* Station "LEDGE," 1903, 13, 34, r.42 as identified by the field inspection party is approximately 3.0mm. N.E. of the position as plotted by geographic coordinates. This station is on a small island approximately 4.5mm. in length and 1.2mm. in width and the station according to the recovery in 1934 is south of the north tip of the island. The distance from the north tip is approximately 0.6mm. according to the field inspection party of 1942. No particular reason can be given as to the cause of the above disagreement.

\*\* Station "BOX" (U.S.E.) as identified by the field inspection party is approximately 2.0mm. east of the position as plotted by geographic coordinates. This station mark is located in a marsh area and it is possible that an incorrect identification was made by the field inspection party which was probably due to a change in shore line between the time the photographs were taken (Oct. 1941) and the field inspection (Fall, 1942).

27 RADIAL PLOT: (cont'd)

\*\* Station "CEDAR" (U.S.E.) as identified by the field inspection party is approximately 2.0mm. N.W. of the position as plotted by geographic coordinates. No particular reason can be given as to the cause of this disagreement.

\*\* Station "WEST BRIDGE" (U.S.E.) as identified by the field inspection party is approximately 12.3 mm. east of the position as plotted by geographic coordinates. From the data available, it is believed that the identification of this station by the field inspection party was probably correct and that the geographic position furnished is probably in error.

The following stations could not be identified on the photograph because of thickly wooded areas:

HILL, 1903, 1913, 1934, r.1942  
GILMORES HILL, 1855, r.1913, 1933, r.1942  
GREAT HILL, 1855, r.1933, 1934, r.1942

Other control stations shown on this map drawing, which do not have "r.1942" noted after their names, were not used in the plot.

Small double purple ink circles indicate positions of radial plotted secondary points considered relatively strong with respect to the control. Large double purple ink circles indicate positions of the principal points of the photographs.

The number of photographs was adequate.

The identification of the control was adequate in most cases.

The error of closure and adjustment was negligible.

The positions of the principal and secondary points, established by resection and radial intersection respectively, were accepted as being within the standard of accuracy required by the Washington Office.

28 DETAILING:

The shore line and immediate adjacent culture have been detailed on this map drawing in accordance with the Director's letters dated January 12, 1942 and April 1, 1942, pertaining to this project CS-272-B.

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

Considerable difficulty was encountered in some areas in establishing minor detail points, due to deep shadows, relief displacement, and dense vegetation along the shoreline.

28 DETAILING: (cont'd)

The field inspection party did not submit any data to assist the compiler in identifying bluffs along the shore line. Therefore, they were detailed according to stereoscopic examination of the office photographs. Since their character, whether rock or soil, could not be ascertained satisfactorily by stereoscopic examination, the dirt bluff symbol was used throughout.

The shore line of the stream located between Latitude  $43^{\circ} 54' 50''$  and Latitude  $43^{\circ} 56' 00''$  and between Longitude  $69^{\circ} 50' 00''$  and Longitude  $69^{\circ} 50' 40''$  was detailed according to the compilers interpretation because no field inspection data was submitted for this area.

A Black Barrel Beacon located at approximately Latitude  $43^{\circ} 53' 30''$  and Longitude  $69^{\circ} 46' 06''$  and a Red Slatted Beacon located at approximately Latitude  $43^{\circ} 54' 07''$  and Longitude  $69^{\circ} 46' 57''$  could not be identified on any of the photographs. It is recommended that the hydrographic party determine the positions of these two beacons.

The position of bench mark, U. S. Coast & Geodetic Survey, B-17, has not been located on this map drawing because it is approximately one (1) meter from the position of triangulation station "CARLTON" (U.S.E.) which has been shown. At approximately Latitude  $43^{\circ} 52' 36''$  and Longitude  $69^{\circ} 51' 08''$  the position of "U. S. B. M. 98" has not been located because it is approximately 2 meters south of a temporary hydrographic signal which has been shown.

30 MEAN HIGH WATER LINE:

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

31 LOW WATER AND SHOAL LINES:

The limits of rock ledge, mud flats and shoal areas have been detailed on this map drawing in accordance with the field inspection data and have been shown with the standard symbols. Notes have been made on the overlay sheet stating the character of these areas. These limits are for the use of the hydrographer only. They should not be accepted by any mapping agency as indicating the true position of the mean low water line.

32 DETAILS OFFSHORE FROM HIGH WATER LINE:

Rocks, old piling areas, old bridge piers, etc., have been shown in accordance with the field inspection data. The extent to which rocks bare at mean high water or mean low water has been shown by notes on the overlay sheet.



33 WHARVES AND SHORE LINE STRUCTURES:

Docks, cribbing, bulkheads and foundations of old bridge piers have been shown on this map drawing in accordance with the field inspection data. Notes have been made on the overlay sheet calling attention to such structures.

34 LANDMARKS AND AIDS TO NAVIGATION:

The following recommended landmarks and aids to navigation appear on this map drawing. Their descriptions and geographic positions have been submitted on form No. 567. Their descriptions also appear on the overlay sheet.

*Could not find chart letter*

Eight (8) Aids to Navigation

- \*\*Beacon (from Light list - Trufant Ledges Buoy No. 13)
- \*\*Beacon, Carleton Ledges Jetty (unlighted)
- \*\*Beacon, Halftide Ledge (unlighted)
- \*\*Beacon, Lime Rock (unlighted)
- \*\*Bell, Fiddler Reach Fog Signal
- \*Light, DOUBLING POINT LIGHT
- \*\*Light, Doubling Point Front Range
- \*\*Light, Doubling Point Rear Range

Seven (7) recommended landmarks

- \*Spire, BATH, CALVANIST CHURCH SPIRE
- \*Spire, BATH, CENTRAL CHURCH SPIRE
- \*Spire, BATH, RED CHURCH SPIRE
- \*Spire, BATH, WINTER STREET CHURCH SPIRE
- \*\*Spire, Baptist Church
- \*\*Spire, St. Marys Church
- \*\*Spire, Wesley Methodist Church

\*These recommended landmarks and aids to navigation are triangulation stations which have been plotted on this map drawing from geographic coordinates.

\*\*The positions of these landmarks and aids to navigation have been established by radial intersection on this map drawing.

Landmarks and aids to navigation that are triangulation stations are shown by the usual black acid ink triangulation symbol and those established by radial intersection have been shown by a 2 $\frac{1}{2}$ mm. black acid ink circle.

35 HYDROGRAPHIC CONTROL:

The positions of twenty-four (24) recoverable topographic stations and fifty-four (54) temporary hydrographic stations have been shown on this map drawing. Twenty-three (23) of the recoverable topographic



35 HYDROGRAPHIC CONTROL: (cont'd)

stations and fifty-three (53) of the temporary hydrographic stations have been established by radial intersection. They have been shown by purple or green ink circles on the glossy side of this map drawing, depending on whether their positions were considered relatively strong or weak respectively. The position of one (1) recoverable topographic station "SAGA" was plotted from geographic coordinates (field comp.) and used to control the plot. The position of one (1) temporary hydrographic station was established by detailing from surrounding minor detail points and has been shown by a dashed green ink circle on the glossy side of this map drawing. The recoverable topographic stations and temporary hydrographic stations have been shown on the dull side of this map drawing by  $2\frac{1}{2}$ mm. and  $1\frac{1}{2}$ mm. black acid ink circles respectively. Descriptions of both classes of stations have been shown by notes made on the overlay sheet.

Note: Three of the above recoverable topographic stations are also bench marks and have been shown by the addition of a black acid ink "X" inside the  $2\frac{1}{2}$ mm. circle.

The descriptions and geographic positions of the following twenty-four recoverable topographic stations have been submitted on Form No. 524:

No. 11 ✓

No. 169 ✓

No. 170 ✓

No. 173 ✓

No. 512 ✓

No. 558 ✓

No. 595 ✓

No. 607 ✓

Beacon (Trufant ledges)

Beacon, Halftide Ledge

Beacon, Lime Rock

Beacon, Carleton Ledges Jetty

Bell, Fiddler Reach Fog Signal

Light, Doubling Point Front Range

Light, Doubling Point Rear Range

SAGA

Spire, St. Marys Church

Spire, Wesley Methodist Church

Spire, Baptist Church

U. S. E. Bench Mark "11.00"

U. S. B. M. "6M19/1 51"

U. S. C. & G. S. Tidal B.M. "Bath"

Tank, water, North

Tank, water, South

*Not a beacon. Removed from map ms at time of review.  
Note made on fm 524.*

Thirty-eight (38) of the temporary hydrographic signals were picked by the field inspection party and sixteen (16) were picked by this compilation office. These latter 16 can be identified on the overlay sheet by the notation "See note 'C'" after their descriptions.



37 JUNCTIONS:

- Map Drawing No. T-5975 - North Side -- *Adjustments made. (see Rpt T-5975)*  
~~No junction possible at this date.~~
- Map Drawing No. T-5987 - East Side -- Junction in agreement.
- Map Drawing No. T-5973 - South Side -- Junction in agreement.
- Map Drawing No. T-5967 - West Side -- Junction in agreement.

38 CABLE AND PIPE LINE CROSSING AREA:

The cable and pipe line crossing area shown on this map drawing by dashed red acid ink lines, was transferred from Chart No. 230, scale 1:15,000 by use of the projector and the position is to be considered approximate.

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry shown on this 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 shore line is not greater than 0.5mm.

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

40 BRIDGES OVER NAVIGABLE WATERS:

All necessary data pertaining to bridges have been shown by notes on the overlay sheet. *See Review Report & map manuscript notes*

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Bath Quadrangle U.S.G.S., Scale 1:62,500; edition 1894, reprinted 1940.

Due to difference in scale between this map drawing and the above mentioned quadrangle, small planimetric details could not be readily compared. However, the following disagreements are noted:

- \*(a) At Latitude 43° 56' 15" and Longitude 69° 46' 40", the railroad bridge across Nequasset Brook has been moved approximately 280 meters south.
- (b) At Latitude 43° 54' 40" and Longitude 69° 48' 50", a new combination highway and railroad bridge has been constructed across the Kennebec River and the Ferry has probably been abandoned.
- \*(c) At Latitude 43° 54' 40" and Longitude 69° 52' 10", a new highway bridge has been constructed across the New Meadows River, at the village of Harding.



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

(d) In Woolwich Village the railroad has been relocated to connect with the new bridge.

\*(e) At Latitude  $43^{\circ} 55' 25''$  and Longitude  $69^{\circ} 47' 45''$ , the highway has been relocated.

\*(f) At Latitude  $43^{\circ} 54' 25''$  and Longitude  $69^{\circ} 52' 25''$ , a bridge as shown on the quadrangle has been removed.

\*These disagreements also apply to chart No. 1204.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 230 - Scale 1:15,000 published Sept., 1941, (issued to Baltimore Office April 12, 1942).

Chart No. 230 was enlarged to a scale of 1:10,000 by use of the projector and planimetry compared. In general, the shore line was found to be in fair agreement. However, there was a large disagreement between this map drawing and Chart No. 230 in the location of the Carleton bridge connecting Bath with the village of Woolwich. The Washington Office has been previously notified of this disagreement.

At Latitude  $43^{\circ} 55' 25''$  and Longitude  $69^{\circ} 52' 25''$ , a highway has been relocated.

Chart No. 314 - Scale 1:40,000 published Feb., 1935, reissued July, 1938 (issued to the Baltimore Office April 12, 1942).

Due to scale difference between this map drawing and Chart No. 314, small planimetric details could not be readily compared. In general, however, planimetry common to both is in fair agreement with the following exception:

At Latitude  $43^{\circ} 55' 25''$  and Longitude  $69^{\circ} 47' 45''$  the highway has been relocated.

Chart No. 1204.

Due to scale difference between this map drawing and Chart No. 1204, planimetry could not be readily compared. In general, however, planimetric details common to both are in fair agreement with the following exceptions:

See Paragraph No. 44.

Respectfully submitted  
June 8, 1943

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

Compilation reviewed by:  
(Shore line only)

James E. Sunderland  
James E. Sunderland  
Senior Photogrammetric Aid

Compilation & Descriptive  
Report reviewed by:  
(Houses and roads adjacent  
to shore line)

Harry R. Rudolph  
Harry R. Rudolph  
Senior Photogrammetric Aid

Supervised by:

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

Approved & Forwarded:  
June 9, 1943

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



REVIEW REPORT  
Shoreline Map T-5974  
Kennebec-Sasanoa Rivers, BATH & Vicinity, Me.

Re-write (LTS)

Subject headings not used in this review report are adequately covered in the Descriptive Report.

28. DETAILING The name overlay, giving all geographic names, triangulation names, temporary and permanent hydrographic signals had been virtually destroyed. It was, therefore, necessary to secure much of the name information from published charts and quadrangles. ~~All~~ This name information was entered on the original map manuscript during review *and has been approved by Section of Geographic Names. See geographic name list at back of this report*

40. BRIDGES OVER NAVIGABLE WATERS Discrepancies between the data furnished by the field inspection party and that in the 1941 bridge list were noted for bridges over the Kennebec River:

Carlton Bridge,- Bath-Towesic Neck  
Towesic Neck-Freble Pt.

These discrepancies are listed and compared in notes "A" and "B" on the map manuscript.

43. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS Any discrepancies which ~~had existed~~ <sup>were</sup> adjusted by the Nautical Chart Branch prior to this review.

Recent Hydrographic Surveys

H-6800	1942	1:5,000
6801	"	"
6807	"	1:10,000
6811	"	"
6837*	1943	"
6959	1944	1:5,000
6980WD	"	1:10,000

\*Note to reviewer by R.H.Carstens, 27 Jan, 1944: "Unlabeled additions (to manuscript) in red originates with H-6837."

44. COMPARISON WITH TOPOGRAPHIC SURVEYS The following surveys were examined. There were no significant changes in shoreline, except for harbor improvements near Bath.

T-667	1857	1:10,000	T-889	1862	1:10,000
	(1858		967	1860-64	"
	(1859	"	982	1865	"
728	(1869		1021	1866	"
	(1870		6910b(GC)	1942	"
802	1860	"	6911b(GC)	"	"
842	1861-64		6915b(GC)	"	"

*the common features on*

T-5974 supersedes ~~these above~~ old surveys for the areas in common.

U.S.G.S.-War Dept. BATH 15' ed 1945 1:62,500 (See Descriptive Report for comparison notes)



45. COMPARISON WITH NAUTICAL CHARTS (See also Descriptive Report)

230	1:15,000	314	1:40,000	1204	1:80,000
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T-5974 had been applied to charts 230 and 314 prior to review.

Shoreline changes were made during the review to adjust differences with the hydrographic surveys. These changes are shown in red.

Reviewed by

H. W. Thune,  
Photogrammetrist  
5 Jan. 1946.

Under direction of

Ralph Moore Berry  
Ralph Moore Berry  
Chief, Review Section

APPROVED:

B. J. Jones 2/48  
Technical Assistant to the  
Chief, Div. of Photogrammetry

[Signature]  
Chief, Nautical Chart Br.  
Division of Charts

K. T. Adams  
Chief, Div. of Photogrammetry

C. K. Green  
Chief, Div of Coastal Surveys

P.S.: (As of date of registration)

The 54 temporary hydrographic stations mentioned in the Descriptive Report have not been carried forward to the vault copy of the map. The locations and descriptive names of these 54 stations appear on the map manuscript. (See list of hydrographic surveys in paragraph 43 above).

Lina T. Stevens  
12 Jan. 1948

MEMORANDUM for Review of T-5974

Field inspection photograph 6799 shows a beacon 750 meters south of the bridge. This was located on the manuscript and a description submitted on the attached form 524.

The review of the hydrographic survey disclosed the fact that there is a buoy about 850 meters south of the bridge which was located by the hydrographic survey. Neither the hydrography nor the light list indicated the existence of a beacon in this locality. It should be noted that the description on form 524 is ambiguous, and in fact questions the existence of the beacon.

The beacon is being removed from the manuscript and the attached card should be left in the Descriptive Report envelope and not filed. Apparently the field inspection marked up a floating object at this point. } See Note below

Note The bridge across Sasanaa River at  $\phi$   $43^{\circ} 54.6'$   
 $\lambda$   $69^{\circ} 47.9'$  shows the swing span of bridge to be very  
close in to Preble Pt. away from best water.  
H-6800 (1:5000) was enlarged from T-5974.  
Should be verified.

W.A. Bruder 11/16/43  
Span charted inshore as per T-5974

Benson examined picture and verified T-5974. W.A.B. 11/16/43

At the time of review of this sheet (T-5974) the beacon had not been removed. The reviewer checked carefully with all parties concerned in the Nautical Chart Branch and checked the accuracy of this statement. It appears correct and the beacon was removed

H.W. Thuma 12/10/45



# LIST OF GEOGRAPHIC NAMES

## Undisputed

- |  |                                |
|--|--------------------------------|
| ✓ Alum Rock -                            | ✓ Long Reach -                 |
| ✓ Arrowsic Island -                      | ✓ Marsh Island Flats -         |
| <del>Arrowsic (Village)</del> (on 5-973) | ✓ Mill Point -                 |
| ✓ Back River -                           | ✓ Mill Cove -                  |
| ✓ Back River Creek -                     | ✓ Mill Island -                |
| ✓ Bath -                                 | ✓ Money Point -                |
| ✓ Berry Island -                         | ✓ M. C. R. R. -                |
| ✓ Berry Island Flats -                   | ✓ Nequasset Brook -            |
| ✓ Brooking Bay -                         | ✓ New Meadows River -          |
| ✓ Carleton Point -                       | ✓ Nigger Island -              |
| ✓ Carleton Cove -                        | ✓ Palace Cove -                |
| ✓ Carleton Ledges -                      | ✓ Peggy Island -               |
| ✓ Castle Island -                        | ✓ Pleasant Cove -              |
| ✓ Clapp Point -                          | ✓ Preble Point -               |
| ✓ Crow Point -                           | ✓ Ram Island -                 |
| ✓ Doubling Point -                       | ✓ Read Island -                |
| ✓ East Ledge -                           | ✓ Sasanoa Point -              |
| ✓ Ewe Island -                           | ✓ Sasanoa River -              |
| ✓ Ferry Point - <i>R</i>                 | ✓ Snipe Cove -                 |
| ✓ Fiddler Beach -                        | ✓ Swett Point -                |
| ✓ Flying Point -                         | ✓ Tibbett Point -              |
| ✓ Georgetown Island -                    | ✓ Towesic Neck -               |
| ✓ Gilmore Hill -                         | ✓ Trufant Ledge -              |
| ✓ Great Hill -                           | ✓ Upper Hell Gate -            |
| ✓ Hall Bay -                             | ✓ Winnegance Creek -           |
| ✓ Hanson Bay -                           | ✓ Woolwich (Village) -         |
| ✓ Harding (Village) -                    | ✓ Whiskeag Creek -             |
| ✓ Hockomock Flats -                      | ✓ Winnegance -                 |
| ✓ Hockomock Point -                      | ✓ Castle Flats - <i>Island</i> |
| ✓ Hockomock Bay -                        | ✓ North Bath (Village) -       |
| ✓ Hockomock Head -                       | ✓ Winslow Rocks -              |
| ✓ Hospital Point -                       | ✓ Bath Shoal                   |
| ✓ Kennebec River -                       | <i>Broad Cove - see below</i>  |
| ✓ Lime Rock -                            | ✓ Doubling Point Range Light - |

The following geographic names have neither been shown on this map drawing nor on the overlay sheet. They pertain to areas, within the detail limits of this map drawing, which have not been detailed because identification could not be made on the photographs and for which no field inspection data was submitted.

- |                                     |  |
|-------------------------------------|--|
| Fiddler Ledge                       | } Names are O.K. if they are to be used. |
| Tomcod Rock                         |  |
| Lincoln Ledges                      |  |
| ✓ Carlton Bridge (East of Bath) -   |  |
| • State No. 209 (South from Bath) - |  |
| ✓ Back Cove (not Broad Cove) -      |  |
| • U.S. No. 1 (several places) -     |  |
| • New Meadows (r.r. sta.)           | ✓ BARLEY NECK -                          |
| • State No. 127 -                   |  |

LIST OF GEOGRAPHIC NAMES

Disputed

• Halftide Ledge -

Upper ~~HeN~~ Gate ~~Lower~~ Ledge

Names preceded by • are  
approved. L. Heck  
9/30/47

GEOGRAPHIC NAMES



## NAUTICAL CHARTS BRANCH

SURVEY NO. T5974

### Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
3/21/45	R 230	Everett	Before <del>After</del> Verification and Review
3/24/45	Reconst 314	Everett	Before <del>After</del> Verification and Review
9/10/46	"	J. P. Waller	No change to 314 after review Before After Verification and Review
6/9/49	315	L. F. Stegman	<del>Before</del> After Verification and Review No changes after review - Completely applied. Before After Verification and Review
8/4/50	230	J. A. McGinnis	<del>Before</del> After Verification and Review Completely applied.
2/10/54	Reconst 288	J. P. Waller et al	<del>Before</del> After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

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