

6846

U. S. COAST & GEODETIC SURVEY
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Form 504
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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic }
~~Hydrographic~~ } Sheet No. "D"

State Maine

LOCALITY

Peak Island

Casco Bay

19341

CHIEF OF PARTY

Fred. L. Peacock, C&GS.

U. S. GOVERNMENT PRINTING OFFICE: 1934

6846

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. D

REGISTER NO. **T6846**

State Maine

General locality Casco Bay

Locality Peak Island

Scale 1:10000 Date of survey May - June, 1941

Vessel Ship OCEANOGRAPHER

Chief of party Fred. L. Peacock

Surveyed by Don A. Jones

Inked by Don A. Jones

Heights in feet above -- to ground to tops of trees

Contour, Approximate contour, Form line interval -- feet

Instructions dated May 7, 1941, 19

Remarks:

DESCRIPTIVE REPORT

to accompany

Topography Survey Field Letter "D"

Peaks Island

INSTRUCTIONS:

This survey was executed in accordance with paragraphs 8, 9, and 10 of the instructions, Project CS 265, dated May 7, 1941.

SCALE:

The scale of this survey is 1 : 10,000 which is the scale of the hydrographic and wire drag surveys in this area.

LIMITS:

This survey covers the south end of Great Diamond Island, the east side of Little Diamond Island, Peaks Island, House Island, Cushing Island, Ram Island and Outer Green Island.

A graphic-control survey only was made on Outer Green Island.

CONTROL:

Triangulation: The triangulation control used in executing this survey consists of 20 stations shown on the survey by red triangulation symbols.

This triangulation was established by C.M. Durgin, 1933, and the geographic positions used on this survey were on the North American 1927 Datum (unadjusted).

Following is a list of the triangulation control:

DIAMOND, USE, 1909
FORT SCAMMEL 2, 1911
CEMETERY, USE, 1933
FORT SCAMMEL PT. LIGHT, 1933
PEAKS, USE, 1909
TROTTS ROCK BEACON, 1911
SOUTH SPINDLE, USE, 1911
WHITEHEAD, 1850
NORTH CUSHING, USE, 1933
BOWDOIN, USE, 1933
DANIELS, USE, 1933
NORTH RAM, USE, 1933
SOUTH RAM, USE, 1933
RAM ID. LEDGE L.H., 1904
RAM ID. HO. CHIMNEY, 1933
PORTLAND HEAD L.H., 1904
OVERSET, USE, 1933
MARSH, USE, 1933
GREEN ISLAND, 1852
GREEN ISLAND, USE, 1909

Graphic Control: Plane table setups at triangulation stations and at previously well located control points furnished all the plane table control required for executing this survey. No difficulty was experienced in checking orientations at any of the triangulation stations or plane table positions occupied.

All control points located on this survey were for the control of hydrographic, wire drag, and topographic surveys in this area.

These control points are indicated on the survey by red circles with hydrographic signal name adjacent thereto and in red.

TOPOGRAPHIC DETAIL:

All detail was shown on this survey in accordance with instructions regarding detailing, Special Publication No. 144, Topographic Manual.

Mean High Water Line: The mean high water line delineated on this survey is in general extremely irregular, consisting of rock bluffs and broken rock ledges. The high water line is frequently plainly marked by the upper limit of the growth of barnacles on these rocks. Along the very few places having a more gentle slope at the high water line, the character of the sand beaches and vegetation combined with a tidal range of high water of as much as four feet, prevented positive identification of the mean high water line.

LOW WATER LINE: The entire low water line within the limits of the detailed shore line topographic survey was located, and is shown on the survey by standard symbols indicating the character of the area between the high water line and the low water line. All off-lying features are shown and labeled accordingly.

Detail: All water front improvements are shown on this survey. The bluff symbol shown on this survey indicates only the presence of a bluff and

does not in general indicate the height of the bluff or its character.

COMPARISONS WITH PREVIOUS SURVEYS:

A comparison of the mean high water line as delineated on this survey and as shown on Topographic Survey T-735 (1854-57) was made.

In general the high water lines agree closely, except in minor detail.

The neck of land between Great Diamond Island and Little Diamond Island has washed away leaving a bar covered approximately 1 foot at mean high water.

The open cut across House Island, Lat $43^{\circ} 39.14'$ as shown on T-735 is not now in existence.

At several points discrepancies exist which may be due to interpretations of the high water line. One outstanding example of this type of discrepancy exists at a rocky point on the south side of Peaks Island, vicinity of signal VAN. It is evident that the high water line shown on T-735 is the same as the foot of a 5 foot bluff shown on this survey. It was definitely established in the field that the rock ledge extending eastward from this point is bare at mean high water.

JUNCTIONS:

Satisfactory junctions were made with
Topographic Surveys ^{T-6844(1941) T-6847(1941)} "B" and "M" on the north and northwest.

MAGNETIC MERIDIAN:

A magnetic meridian was determined by declinoire No. 236 on this survey on May 19, 1941 at 2:15 PM. (60th meridian time) at Triangulation Station CEMETERY, USE, 1933. The unadjusted magnetic variation for this determination equalled $18^{\circ} 02' W$.

RECOMMENDATIONS FOR ADDITIONAL WORK:

The detailed shore line topography executed on this survey is believed to be complete in all detail of importance for charting and no additional surveys are required.

In the vicinity of OUTER GREEN ISLAND in which area only a graphic control survey was made, a complete topographic survey is recommended.

*covered by
air photo survey*

GEOGRAPHIC NAMES:

The geographic names shown on this survey in pencil are listed in the appendix.

LANDMARKS:

Landmarks recommended for charting in this area have been made the subject of a separate report.

Two landmarks within the limits of this survey were recommended deleted, namely: RADIO TOWER, Cushing Island, and TOWER, Peaks Island.

Three objects within the limits of this survey located by triangulation by C.M. Durgin, 1933 and shown on Chart No. 201 as landmarks, namely; TROTTS Rk. BEACON, WHITEHEAD LEDGE BEACON, AND RAM ID. LEDGE L.H., were recommended retained as landmarks.

Nine control points located on this survey were also recommended as landmarks for charting. These nine points are:

✓ LITTLE DIAMOND ID. LIGHT	Hydro Signal	name	ANDE
✓ HOUSE ID. LIGHT	"	"	WIND
✓ FORT SCAMMEL POINT LIGHT	"	"	OIL
✓ PAVILION, Cushing Island	"	"	ODA
✓ FLAG STAFF, (Dock Ho.) Cushing Id."	"	"	RAT
✓ FLAG POLE, House Island	"	"	NED
✓ HOUSE, (Flag Staff) Gr. Diamond Id."	"	"	CORN
✓ HOUSE, (Tower) Peaks Id.	"	"	LAND
✓ LIGHT, (PRIV. Maint'd.) Cushing Id. "	"	"	MIT

RECOVERABLE HYDROGRAPHIC AND TOPOGRAPHIC STATIONS:

The above nine control points recommended as landmarks were also submitted on Form 524 as recoverable topographic stations.

STATISTICS:

Field work began May 15, 1941
 Field work completed June 14, 1941
 Number of days of Field Work 15
 Statute miles of shore line 13.2
 Number of Hydrographic signals located.. 62
 Number of recoverable topographic
 stations submitted 9
 Number of triangulation stations
 recovered 20

October 31, 1941

Respectfully submitted,

Don A. Jones
 Don A. Jones,
 Aid, C&GS.

Approved and forwarded,

Fred. L. Peacock
 Fred. L. Peacock,
 Chief of Party, C&GS.

*This survey has been
 incorporated in T-5958 (1941-42)
 a comparison has been made
 with the contemporary
 hydrographic surveys. No further
 review by the Hydrographic Survey
 section is considered necessary*

R. H. Carstens 4/9/47

SHEET "D"

<u>GEOGRAPHIC NAMES</u>	<u>C&GS CHART 201</u>	<u>LOCAL INFORMATION</u>	
✓ Gr. Diamond Id.	✓	x	x
✓ Little Diamond Id.	✓	x	x
✓ Peak Id.	✓	x	x
✓ Cushing Id.	✓	x	x
✓ House Id.	✓	x	x
✓ Ram Id.	✓	x	x
✓ Ram Id. Ledge	✓	x	x
✓ Catfish Rk.	✓		
✓ Whitehead	✓	x	x
✓ Whitehead Passage	✓	x	x
✓ Fort Scammel	✓	x	x
✓ Trotts Rk. Bn.	✓	U.S. Coast Guard Light List	
✓ Diamond Id. Roads	✓		x
✓ Forrest City Landing		x	x Sign on Ldg.
✓ Cushings Id. Landing		x	x Sign on Ldg.
✓ Evergreen Landing		x	x Sign on Ldg.
✓ Trefethen Landing		x	x Sign on Ldg.
✓ Outer Green Island	✓	x	x
✓ Junk of Pork	✓		x

x Sgt. S. A. Wheelden, Fort McKinley, Portland, Maine.

x Fred McKeel, Peaks Island, Portland, Maine.

Remarks

Decisions

1		436700 U.S.G.B.
2		436702
3		" U.S.G.B.
4		"
5		436702
6		436701
7		436701
8		436701 U.S.G.B.
9		
10		436701
11		436702 U.S.G.B.
12		436701
13		436701
14		"
15		"
16		436701 U.S.G.B.
17		436701
18		"
19		436702
20		436701
21		"
22		436702
23		436701
24		436702
25		"
26		
27		

GEOGRAPHIC NAMES
Survey No. **T6846**

Name on Survey	GEOGRAPHIC NAMES									
	Survey No. T6846									
	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
A,	B,	C,	D	E	F	G	H	K		
Casco Bay										1
Catfish Rock										2
Cushing Island										3
Island Cushing Landing										4
Diamond Island Roads										5
Evergreen Landing										6
Forrest City Landing										7
Great Diamond Island										8
" " " Landing										9
Junk of Pork										10
Little Diamond Island										11
Overset Island										12
Peak Island										13
Ram Island Ledge										14
Trefethen Landing										15
Vaill Island										16
White Head										17
Whitehead Passage										18
House I										19
Outer Green I.										20
Trotts Rock										21
Fort Scammel										22
Ram Island										23
Little Diamond I. Landing										24
Great Diamond I. Landing										25
										26
										27

Names underlined in red approved by W. Heck on 4/25/42

M 234

Names underlined in red approved
by W. Heck on 4/25/42

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOGRAPH~~

~~NO. H~~

No. T T6846

{ received Nov. 28, 1941
registered Dec. 19, 1941
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
25			
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	R.W. Knox
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W. R. Knox

62-KBW

January 21, 1942

To: The Commanding Officer,
U.S. C. & G.S. Ship OCEANOGRAPHER,
% Postmaster,
Norfolk, Virginia.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Topographic Survey T-6846.

We are enclosing a photostat of a section of topographic survey T-6846 (Field No. D), upon which in white ink is noted hydrographic signal IRE, transferred from hydrographic sheet H-6661. This signal is not indicated on the topographic sheet although there is a pricked point in its approximate position.

Please inform this office as to the method of locating signal IRE and where its position may be obtained.

(Signed) J. H. HAWLEY

Enclosure.

Acting Director.

821
POST-OFFICE ADDRESS: c/o Postmaster, Norfolk, Va.

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

JAN - 31 - PM 12:03

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

Ship OCEANOGRAPHER

January 28, 1942.

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

Through: The Commanding Officer,
U.S.C. & G.S.S. OCEANOGRAPHER.

From: Ensign Don A. Jones,
U.S.C. & G.S.S. OCEANOGRAPHER.

Subject: Topographic Survey T-6846.

Reference: The Director's Letter 82-KBW dated Jan. 21, 1942.

You are respectfully advised that a signal in the approximate position of Signal IRE as indicated on photostatic copy of Topographic Survey T-6846 was located by plane-table cuts on Survey T-6846. The intersection of the plane-table cuts was pricked on the Survey.

This signal is the southerly of two U. S. Army fire control towers. Signal FIRE is the northerly of the two towers.

The two towers were located during the routine location of all available signals and landmarks on the Survey. Upon the recommendation of hydrographic parties of the OCEANOGRAPHER that the northerly tower (Signal FIRE) provided the best hydrographic signal, the southerly tower was deleted from the survey. These two towers were not recommended as landmarks because of their importance as military installations.

It was not known that either of the wire drag parties operating in this vicinity used the southerly tower as a hydrographic signal. They may, however, have obtained the position of the tower from the Topographic Survey without the knowledge of the writer.

Don A. Jones
Don A. Jones, Ensign, C&GS.

Respectfully forwarded:

Albert J. Hoskinson
Albert J. Hoskinson, Lieutenant, C&GS,
Commanding Ship OCEANOGRAPHER.