

Graphic Control

6911a&b

Diag. Cht. No. 1204-2

6911a&b

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. B Office No. T-6911

LOCALITY

State MAINE

General locality Kennebec River

Locality Vicinity of Cox Head and Bath

Port Bonham to Rhinnsburg

1942

CHIEF OF PARTY

C. D. Meaney

LIBRARY & ARCHIVES

DATE January 17, 1944

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

T6911

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. B

REGISTER NO.

State MAINE

General Locality Kennebec River

Locality Fort Popham to Phippsburg

Scale 1:10,000 Date of survey Summer, 1942

Vessel LYDONIA

Chief of party C.D. Meaney

Surveyed by D. E. Sturmer

Inked by D. E. Sturmer and M. A. Axelton

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated March 11, 1942

Remarks: Graphic control survey

DESCRIPTIVE REPORT

to accompany

GRAPHIC CONTROL SURVEY

Field Letter "B"

KENNEBEC RIVER, MAINE

INSTRUCTIONS:

This survey was executed in accordance with The Director's Supplemental Instructions issued to the Commanding Officer, Ship LYDONIA for Project C.S.265. The date of these Supplemental Instructions is March 11, 1942.

SCALE:

The scale of this survey is 1:10,000.

LIMITS:

This survey covers the southern part of the Kennebec River from Fort Popham to Phippsburg.

This survey joins the following graphic control surveys, all of which were executed by personnel of the Ship LYDONIA during the 1942 season.

Survey, Field Letter "A" on the south	<i>T-6910 a (1942)</i>
" " " "E" " " east	<i>T-6928 a (1942)</i>
" " " "C" " " north	<i>T-6910 b (1942)</i>

CONTROL:

The horizontal control consisted mainly of triangulation executed by the U. S. Engineer Department during 1940 and which has been tied to Coast and Geodetic Survey stations. A few additional intersection stations used for control were located by C. M. Durgin in 1933 and K. G. Crosby in 1934.

SURVEY METHODS:

Standard planetable methods were used throughout. Signals cut in from triangulation stations were used as additional control points. In Sagadahoc Bay, Heal Eddy, Atkins Bay and Mill Pond combinations of cuts, resections and traversing were used.

TRAVERSES:

The following traverses were run.

1. From signal Jo eastward to Marr Island to signal GULL the ^{closing} error was 4 meters. This error was adjusted on the sheet.
2. From Signal GULL to the east of Long Island to signal ALEC the ^{closing} error was 3 meters. The error was adjusted on the sheet.

HIGH WATER LINE:

Stretches of high water line were located at intervals of about one mile along the river. As the control points are very closely spaced it was considered unnecessary to locate the high water line adjacent to each control point. The above spacing was considered adequate. In inking the high water line the point located was left uninked.

ROCKS, REEFS, AND LOW WATER LINE:

Most of the off lying rocks and reefs awash were located. Because of the nature of the rocks and reefs, almost all were located at or near low water.

As much low water line as practical without waiting for low was determined.

RECOVERABLE TOPOGRAPHIC STATIONS:

Listed below are the recoverable topographic stations located on this survey. Descriptions are on form 526⁷

WHITE----Chimney or house
CON-----Coast Guard Bell-Tower
FLAG-----Coast Guard Flag Tower

MAGNETIC MERIDIAN:

The magnetic meridian shown on this sheet was observed with the declinoire for alidade #190, the index error of which is not known. The variation as scaled from the sheet is 18° 9' W.

LANDMARKS FOR CHARTS:

Landmarks for charts is the subject of a separate report covering the entire project area.

INKING:

The high water line and the rocks and reefs were inked by the topographer. The topographic signals, the triangulation stations, the notes pertaining to the rocks and reefs, the projection, and the names of aids to navigation were inked by personnel of the Norfolk Processing Office under the Topographer's supervision; the remainder of the sheet was inked by personnel attached to the Norfolk Processing Office.

Respectfully submitted,

Dale E. Sturmer
Dale, E. Sturmer
Lieut. U.S.C.&.G.S.

Approved, Forwarded:

C. D. Meaney
C. D. Meaney
Lt. Comdr. C.&.G.S.
Commanding Ship LYDONIA

This topographic control survey has been compared with contemporary hydrographic surveys. No further review by the Hydrographic Survey section is necessary at the present time.

RH. Carstens 6/5/46

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

76911

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.

State MAINE

General Locality Kennebec River

Locality Fiddler Reach to Telegraph Point

Scale 1:10,000 Date of survey Summer, 19 42

Vessel LYDONIA

Chief of party B. D. Meaney

Surveyed by D. E. Sturmer

Inked by D. E. Sturmer and M. A. Axelton

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated March 11, 19 42

Remarks: Graphic Control Survey.

DESCRIPTIVE REPORT
to accompany
GRAPHIC CONTROL SURVEY
Field Letter "D"
KENNEBEC RIVER, MAINE

INSTRUCTIONS:

This survey was executed in accordance with The Director's Supplemental Instructions for project C.S.265 issued to the commanding officer, Ship LYDONIA. The date of these supplemental instructions is March 11, 1942.

SCALE:

The scale of this survey is 1:10,000.

LIMITS:

This survey covers the Kennebec River from Fiddlers Reach to Telegraph Point.

This survey joins Survey Field Letter "C" on the south, which was executed by LYDONIA personnel during the 1942 season. Telegraph Point is the northern limit of this project.

CONTROL:

Horizontal control consisted mainly of triangulation executed by the U. S. Engineer Department in 1940 and which has been tied to Coast and Geodetic Survey stations. A few intersection stations used were located by C. M. Durgin in 1933 and K. G. Crosby in 1934.

SURVEY METHODS:

Standard planetable methods were used throughout. No traverses were run.

HIGH WATER LINE:

The high water line was located for short distances adjacent to control points at intervals of about one mile along the river. It was not considered necessary to locate the high water line at each control point, because they are so close together. The above spacing was considered adequate. In inking the high water line the point located was not inked.

ROCKS AND LOW WATER LINE:

Most of the off lying rocks and reefs awash were located and an occasional stretch of low water line was rodged in. Because of the nature of the rocks and reefs they were rodged in at or near low water.

RECOVERABLE TOPOGRAPHIC STATIONS:

Listed below are the recoverable topographic stations located on this survey. Descriptions for these are on form 526.

ZUB-----Clock tower

MAGNETIC MERIDIAN:

The magnetic meridian shown on this survey was determined from observations with the declinator for alidade #190 for which the index error is not known. The variation scaled from the sheet is 17° 6' W.

LANDMARK FOR CHARTS:

Landmarks for charts is the subject of a separate report covering the entire project.

INKING:

The high water line was inked by the topographer. Topographic signals, triangulation stations, the rocks, reefs and low water line with the notes pertaining thereto, the projection, and the names of the aids to navigation were inked by personnel at the Norfolk Processing Office under the supervision of the topographer. The remainder of the sheet was inked by Norfolk Processing Office personnel.

Respectfully submitted,

Dale E. Sturmer

Dale E. Sturmer
Lieut. U.S.C.&G.S.

Approved, Forwarded:

C. D. Meaney

C. D. Meaney
Lt. Comdr. C.&G.S.
Commanding Ship LYDONIA

This graphic control sheet has been compared with contemporary hydrographic surveys. No further review by the Hydrographic Survey Section is necessary at the present time.
R.H. Carstens 6/5/46