

Graphic Control

6929a & b

Diag. ch. - No 1204 - 2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. K + C Office No. T-6929

LOCALITY

State MAINE

General locality Casco Bay

Locality Harnswell Sound to Ragged I

194 2

CHIEF OF PARTY

C. D. Meaney

LIBRARY & ARCHIVES

DATE January 17, 1944

B-1870-1 (1)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.
16929

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. K

REGISTER NO.

State MAINE

General Locality Casco Bay

Locality Vicinity of Harpswell Sound

Scale 1:10,000 Date of survey Field Season, 1942

Vessel LYDONIA

Chief of party C. D. Meaney

Surveyed by Dale 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 "K"

CASCO BAY, MAINE

HARPSWELL SOUND

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 instructions is March 11, 1942.

SCALE:

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

LIMITS:

This survey covers Harpswell Sound from Wills Strait (between Orr Island and Bailey Island) to the southern end of Ewin Narrows. It joins Survey Field Letters "G" and "H" on the east. On the south, east of Bailey Island, it joins Survey Field Letter "G" and in Mericong Sound it joins the graphic control surveys executed by the Ship OCEANOGRAPHER during the 1941 season. The area to the north has not yet been surveyed.

CONTROL:

Horizontal control consisted of triangulation of second and third order accuracy executed by C. M. Durgin in 1933.

SURVEY METHODS:

Standard planetable methods were used throughout, signals located by cuts from triangulation stations, three point fixes or resection points were used as additional control points.

TRAVERSES:

Two traverses were run on this survey. One in The Gurnet, from signal MIKE (locate by cuts) to signal LAG (also located by cuts). The closing error of this traverse was 7 meters, which was mostly in Azimuth. Field inspection showed that this closure was mainly due to an error in orientation when cutting in signal MIKE. This error in orientation was corrected and the signals adjusted on the sheet.

The other traverse was in Long Cove from signal COT to signal URG. A cut was taken on signal URG from triangulation station Harris and a double line of distances was carried down Long Cove for a distance check. As excellent results had been obtained in previous traverses this was considered to be a satisfactory check.

HIGH WATER LINE:

Short stretches of high water line were rodded in at about one mile intervals. Wherever practical this was done adjacent to recoverable topographic stations. In inking the high water line the point located has been left uninked.

ROCKS AND REEFS:

As many rocks and reefs as practical were located during the time that the signals were being located on this survey. Because of the nature of the rocks and reefs it was deemed advisable to locate them only at or near low water. The time of low water is very short due to the large range of tide.

RECOVERABLE TOPOGRAPHIC STATIONS:

Listed below are the recoverable topographic stations located on this survey. Descriptions are on form 526.
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BIG----	Gable of house
NUT----	Flag Pole
LAP----	Flagstaff
NO----	Beacon
ZULU----	Standard disc (This Stations falls on sheet 685, (graphic control))
MIS\$----	"
ARM----	"2
BASO----	"
OLD----	"
PAL----	"

MAGNETIC MERIDIAN:

The magnetic meridian shown on this sheet was taken with the declinoire for alidade #190, the index error of which is not known. The variation scaled from the sheet is $18^{\circ} 43' W$.

LANDMARKS FOR CHARTS:

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

INKING:

The high water line was inked by the topographer. The topographic signals, the triangulation stations, the rocks and reefs with the notes pertaining thereto, the projection, the names of aids to navigation and the magnetic meridian were inked by personnel of the Norfolk Processing Office under the topographer's supervision. 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 survey 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

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. G

REGISTER NO.

State MAINE

General Locality Casco Bay

Locality ~~Vicinity of Bailey Island, Ragged Island, The Curnet~~

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

T6929

DESCRIPTIVE REPORT
to accompany
GRAPHIC CONTROL SURVEY
Field Letter "G"
CASCO BAY, MAINE
EASTWARD OF BAILEY ISLAND

INSTRUCTIONS:

This survey was executed in accordance with the Director's Supplemental Instructions dated March 11, 1942 for Project CS-265, issued to the Commanding Officer, Ship LYDONIA.

SCALE:

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

LIMITS:

This survey includes the eastern part of Casco Bay from Bailey Island eastward to Ragged Island and northward to the entrances of The Gurnet and Quohog Bay.

This survey joins survey Field Letter "F" on the east, Survey Field Letters "H" and "L" on the north, and on the west the surveys executed by the ship OCEANOGRAPHER during 1941 under Project CS-265. T-69286 (1942)
T-69128 (1942) T-69154 (1942)

SURVEY METHODS:

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

HIGH WATER LINE:

Occasional stretches of high water line were located for comparison with the air photographs. In inking the high water line the point located was left uninked.

ROADS AND LOW WATER LINE:

As many rocks, reefs and as much low water line as practical were located during the time that the signals were being located. On small islets surrounded by reefs only the outer edge of the reef was located and the note "above M.H.W." noted on the islet.

RECOVERABLE TOPOGRAPHIC STATIONS:

Listed below are the recoverable topographic stations.

located on this survey. Descriptions for these are on form 526.

BUN-----Gable of house

SLAT-----" " "

LID-----Standard disc

ARMY-----Army Observation Tower (CONFIDENTIAL)

MAGNETIC MERIDIAN:

The magnetic meridian shown on this survey was observed with the declinoire for alidade #190, for which the index error is not known. The variation scaled from the sheet is 19° W.

LANDMARKS FOR CHARTS:

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

INKING:

The topographer inked in the high water line. The topographic signals, the triangulation stations, the rocks and reefs with notes pertaining thereto, and the projection were inked by personnel of the Norfolk Processing Office under the topographer's supervision. The remainder of the sheet was inked by the Norfolk Processing Office.

Respectfully submitted,

Dale E. Sturmer

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Lieut. U.S.C.&G.S.

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C. D. Meaney

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Lt. Comdr. C&G.S.

Commanding Ship LYDONIA

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R.H. Carstens 6/5/46