

8011

Diag'd. on Diag. Ch. No. 1203

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric Air Photographic

Field No. CS-272 Office No. T-8011

LOCALITY

State Maine

General locality Coast of Maine

Locality West Penobscot Bay: Camden & Vicinity

194 4

CHIEF OF PARTY

F.L. Peacock

LIBRARY & ARCHIVES

DATE April 19, 1949

6-1870-1 (1)

8011

DATA RECORD

Map Drawing Survey
No. T-8011Quadrangle (II): Rockland (15' series) U.S.G.S. Project No. (II): CS-272
Northeast PortionField Office:
Air Photographic Party No. 2Chief of Party: ~~Fred. L. Peacock~~ Henry O. FortinCompilation Office:
Baltimore Photogrammetric Office

Chief of Party: Fred. L. Peacock

Instructions dated (II III):
April 1, 1942, and April 20, 1943Copy filed in Descriptive
Report No. T-^(VI)

Photogrammetry General Files

Completed survey received in office: 9 Sept. 1944

Reported to Nautical Chart Section:

Reviewed: Nov. 1945

Applied to chart No. 321
209Date: 5/7/46
3/3/49

Redrafting Completed: 3 June 1948

Registered: ~~24 Sept 1948~~ April 1949

Published: July, 1948.

Compilation Scale: 1:9700

Published Scale: 1/10000

Scale Factor (III): 1.0309

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level ^{H. W.}

Reference Station (III): MT. BATTIE MEMORIAL OBSERVATORY, 1934, r.1943

Lat.: 44° 13' 21.74" 671.1m Long.: 69° 04' 10.84" 240.6m ^{Adjusted} ~~Adjusted~~ ~~Unadjusted~~ field
21.758 671.6 (G.P. 292) 10.820 240.2 ~~Unadjusted~~ Computation.State Plane Coordinates (VI): ^{Maine, East Zone (P. 6.8)}
~~No computation at this date. 26 Nov. 45. Consult with Geodesy at later date.~~ RIF

X = 350,667.07

Y = 142,446.75

Military Grid Zone (VI)

Local Egr's Grid - Camden Harbor

~~7400.3318 South of 5619.7472 East of Ref. Sta.~~ ^{omit}

to Negro Island Lighthouse 1904, 1934, r.1943 (origin)

PHOTOGRAPHS (III)
(Metal Mounted)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
7186-7189, Incl.	10/21/41	9:50 A.M.	1:10,000	10.9' above M.L.W.
7205-7202, Incl.	10/21/41	10:17 A.M.	1:10,000	11.4' above M.L.W.

Tide from (III): Tide Tables, Atlantic Ocean, 1941. Reference Station, Portland, Me., with corrections to Camden, Me.

Mean Range: 9.6'

Spring Range: 10.9'

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: Lieut. Comdr. Henry O. Fortin date: Season of 1943
Season's Field Inspection Report previously submitted.

Field Edit by: date:

Date of Mean High-Water Line Location (III): As of photographs taken on 10/21/41, supplemented by the field inspection data obtained in 1943.

Projection and Grids ruled by (III) B.R.C. - J.T.B. date: 10-30-43
Washington Office

" " " checked by: B.R.C. Washington Office date: 11-1-43
Overlap checked by: R.M.B. Washington Office date: 11-2-43

Control plotted by: Donald M. Brant date: 12-14-43

Control checked by: Abraham L. Goncharsky date: 12-15-43

Radial Plot by: Walter E. Schmidt date: 1-44

Detailed by: Mary R. Moore (Interior-rough draft) date: 6-17-44 8-22-44
Donald M. Brant (Shore line- rough draft) 2-1-44 2-19-44

Reviewed in compilation office by: Michael G. Misulia date: September, 1944

Elevations on Field Edit Sheet
checked by: date:

STATISTICS (III)

Land Area (Sq. Statute Miles); 20 $\frac{1}{2}$

Shoreline (More than 200 meters to opposite shore); 12 Statute Miles

Shoreline (Less than 200 meters to opposite shore); 4 Statute Miles measured along centerline.

*Number of Recoverable Topographic Stations established; 3

Number of Bench Marks located by radial plot; 5

Number of Temporary Hydrographic Stations located by radial plot; 24

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: * One of these, Recoverable Topographic Station 4503, is also a Tidal Bench Mark.

26 CONTROL:

There are twenty-four horizontal control stations appearing on Map Drawing Survey No. T-8011. They consist of two U. S. Coast and Geodetic Survey Triangulation Stations, nine U. S. Coast and Geodetic Survey Triangulation intersection stations, eight U. S. Engineers Triangulation Stations four Maine State marked traverse stations (also bench marks), and one U. S. Geological Survey marked traverse station. Three of the horizontal control stations have been identified by Field Inspection Points.

The following horizontal control stations lie within the detail limits of the Survey:

One U. S. Coast and Geodetic Survey Triangulation Station:

✓ OJIER, 1861 (No recovery in 1943) .

Seven U. S. Coast and Geodetic Survey Triangulation intersection stations:

- (a) ✓ CAMDEN WHITE BRICK STACK, 1934, r. 1943 . ✓
- (a) ✓ CAMDEN WHITE CHURCH SPIRE, 1934, r. 1943 (Landmark) .
- (a) ✓ INNER LEDGES SPINDLE, 1904, r. 1943 .
(same as INNER LEDGES SPINDLE, U.S.E.)
- (a) ✓ MT. BATTIE MEMORIAL OBSERVATORY, 1934, r. 1943 (Landmark) .
- (a) ✓ NEGRO ISLAND LIGHTHOUSE, 1904, 1934, r. 1943 .
(Same as NEGRO ISLAND LIGHTHOUSE, U.S.E.) (Fixed Aid to Navigation) *Also origin of Egr's "Camden Harbor Grid"*
- (a) ✓ NORTHEAST POINT LEDGES SPINDLE, 1904, r. 1943 .
(Same as NORTHEAST POINT SPINDLE, U.S.E.) (Fixed Aid to Navigation)
- (a) ✓ ROCKPORT SCHOOLHOUSE, CLOCK TOWER, 1911, 1934, r. 1943 .
(Landmark)

Eight United States Engineers Triangulation Stations:

- (a) ✓ CLUB, (U.S.E.) r. 1943 ✓
- ✓ E.B. (U.S.E.) (no recovery in 1943) .
- ✓ E.S.S. (U.S.E.) (no recovery in 1943) .
- ✓ NEGRO, (U.S.E.) (Field Inspection Unit did not furnish any data)
- (a) ✓ POINT, (U.S.E.) r. 1943 (F.I.P. "POI") ✓
- (a) ✓ STEPS (U.S.E.) r. 1943 ✓
- ✓ W.B. (U.S.E.) (No recovery in 1943) .
- ✓ WILLEY (U.S.E.) (No recovery in 1943) .

26 CONTROL: (Cont'd.)

All of the U. S. Engineers triangulation stations were plotted from a U. S. Engineer's grid which was drawn on the Map Drawing Projection, by the Baltimore Compilation Office. The grid with its coordinates has been shown on the Map Drawing with green acid ink lines.

Four Maine State marked Traverse Stations (also bench marks):

- M.G.S.* { (a) MONUMENT 202, 1934, 1935, r. 1943 (F.I.P. "CAM")
M.G.S. { (a) MONUMENT 203, 1934, 1935, r. 1943
 { (a) MONUMENT 204, 1934, 1935, r. 1943
 { (a) MONUMENT 205, 1934, 1935, r. 1943

The following horizontal control stations lie just outside the detail limits of the Survey:

One U. S. Coast and Geodetic Survey triangulation station:

RAGGED MOUNTAIN, 1854, 1932, 1934, r. 1943 (Not used;
field data inadequate)

Two U. S. Coast and Geodetic Survey triangulation intersection stations:

- (a) ROCKPORT WHITE SQUARE CUPOLA, 1934, r. 1943 (Landmark)
(a) WHITE BARN CUPOLA, 1911, r. 1943 (Landmark)

One U. S. Geological Survey marked traverse station:

- (a) BALDROCK, U.S.G.S. taken from brochure 1911 and 1912
(F.I.P. "BALD")

All of the horizontal control stations were shown on the Map Drawing with the conventional triangulation symbol, while the Field Inspection Points were shown with small black acid ink squares.

- (a) Stations were used to determine the positions of the recoverable topographic stations, temporary hydrographic stations, secondary and tertiary points, and photograph centers within the area of the Survey.

A copy of the identification report of the horizontal control within the area of the Survey, as furnished by the Field Inspection Unit, is attached to this report.

Bench Marks:

J-18, 1933
L-18, 1933
TBM No 4, 1911(d)
TBM No 5, 1911(d) (from 524 submitted)

27 RADIAL PLOT:

An individual plot was laid for the area of Survey No. T-8011. No celluloid templates were used, the photographs being oriented directly under the Map Drawing Projection. Satisfactory results were obtained. The facts pertaining to the radial plot have been fully brought out in the Report on the individual radial plots for the areas of Surveys Nos. T-5625, T-8000 to T-8003, inclusive, and T-8007 to T-8011, inclusive, attached to the Descriptive Report for Map Drawing, Surveys No. T-8002, previously submitted.

28 DETAILING:

Map Drawing, Survey No. T-8011, has been compiled in accordance with instructions and the field inspection data. The topographic features shown have been detailed from metal mounted nine lens photographs.

In general, photographic coverage for the area of Survey No. T-8011 was adequate for detailing. However, in certain areas, namely the peninsula on the east side of Sherman Cove, the area lying between Metcalf Point, Lilly Pond, and Ogier Point, and the area outlined in green ink on the western part of the Map Drawing; insufficient side-lap, dense vegetation, and shadow made it extremely difficult to establish tertiary points. The scales of the Map Drawing and the photographs were, for the most part, in fair agreement.

The main bodies of water appearing on the Map Drawing are Megunticook River, Sherman Cove, and portions of West Penobscot Bay, and Megunticook Lake. The shore line along West Penobscot Bay and Sherman Cove is mainly backed by wooded rock bluff, five to thirty feet in height, with several stretches of sand or gravel beaches. The adjacent interior on Megunticook Lake is densely wooded. No field inspection data were available for the compilation of the area in the vicinity of Fernalds Neck. This area, outlined on the Map Drawing with a dashed, red ink line, has been interpreted by the Baltimore Compilation Office.

The land area is mainly wooded. There are, however, several cultivated farm lands, villages, a portion of the town of Rockport, and the town of Camden. Since Camden was not considered a congested urban district, all buildings except small outbuildings were shown.

The field inspection data pertaining to the investigation of drainage for the area of the Survey were inadequate. For the most part, the character and location of the drainage was determined by stereoscopy at the Baltimore Compilation Office. ✓

28 DETAILING: (Cont'd.)

All roads are to be considered 0.6 mm. in width, unless otherwise indicated on the Map Drawing. Trails have been shown with the conventional symbol, accompanied by the note "Trail".

All public buildings within the area of the Survey have been detailed in accordance with the field inspection data and shown on the Map Drawing with the conventional symbol. Descriptive notes have been added where thought necessary for clarification.

The street and road names shown on the Map Drawing are in accordance with the field inspection data.

The radially plotted positions of temporary hydrographic stations, Recoverable Topographic Stations, and detail points, considered relatively strong, have been shown on the glossy side of the Map Drawing with small, single, blue ink circles, while the relatively weak positions of such points have been shown with small, green ink circles.

A list of abbreviations, accompanied by explanatory notes, has been lettered on the Map Drawing just outside its eastern detail limit. ✓

An overlay sheet for Map Drawing, Survey No. T-8011, has been made, upon which pertinent notes and the limits and heights of bluffs have been shown.

30 MEAN HIGH-WATER LINE:

The definite Mean High-Water Line was detailed in accordance with the field inspection data, except in the area in the vicinity of Fernalds Neck as discussed under side heading 28, and shown on the Map Drawing with a full, heavy-weight black acid ink line.

There are no marsh areas bordering the Mean High-Water Line. There are, however, a few marsh areas bordering the shore line of the interior ponds. The outer limits of these marsh areas have been shown with a full light-weight black acid ink line, the included areas being shown with the conventional marsh symbol.

31 LOW-WATER AND SHOAL LINES:

The approximate outer limits of shoal areas bordering the Mean High-Water Line have been detailed in accordance with field inspection data, and shown on the Map Drawing with a dashed, light-weight black acid ink line, accompanied by the note "Shoal".

No part of the Mean Low-Water Line could be detailed, either from the field inspection data or office interpretation of the photographs.

31 LOW-WATER AND SHOAL LINES: (Cont'd.)

The only grass-in-water area which is visible on the photographs and which is identified by the Field Inspection Unit, is along the shore line of Lilly Pond. It has been shown with the conventional symbol.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

The details offshore from the Mean High-water Line consist of rocks, which have been detailed in accordance with the field inspection data. The extent to which they bare at Mean High-Water has been shown by notes lettered on the Map Drawing. Charted offshore features which have not been shown on the Map Drawing are to be discussed under side heading 45.

33 WHARVES AND SHORE LINE STRUCTURES:

The existence of all piers, wharves, retaining walls, marine railways, and all other shoreline structures located within the area of the Survey have been verified by the Field Inspection Unit. Such features have been shown on the Map Drawing with the conventional symbols accompanied by descriptive notes.

34 LANDMARKS, FIXED AIDS TO NAVIGATION AND AERONAUTICAL AIDS:

Form No. 567 has been submitted for the following three new landmarks which were recommended for charting by the Field Inspection Unit:

*Filed in Naud. Chs.
under Ch. Letter
658-44* *OBSERVATORY, Stone Memorial (Same as triangulation station MOUNT BATTIE MEMORIAL OBSERVATORY, 1934, r. 1943)

*SPIRE, Church, White, (Same as triangulation station CAMDEN WHITE CHURCH SPIRE, 1934, r. 1943)

**SILO, white

* Positions have been shown on the Map Drawing with the conventional triangulation symbol accompanied by the note "Landmark".

** Radially plotted position shown on the Map Drawing with a $2\frac{1}{2}$ mm. black acid ink circle accompanied by the note "Landmark".

Two previously charted landmarks, "CLOCK TOWER" (Same as triangulation station ROCKPORT SCHOOLHOUSE CLOCK TOWER, 1911, r. 1943) and "TOWER, CHURCH" have been shown on the Map Drawing with the conventional triangulation and $2\frac{1}{2}$ mm. black acid ink circle symbols respectively, accompanied by the note "Landmark".

34 LANDMARKS, FIXED AIDS TO NAVIGATION AND AERONAUTICAL AIDS: (Cont'd.)

The charted position of the landmark "TOWER, CHURCH" appears to be in error. Its position, as redetermined by the radial plot, has been submitted on Form No. 567. Since the position of the charted landmark "CLOCK TOWER" has been previously determined by triangulation by the Bureau, Form No. 567 will not be submitted. *(White Church, Clock Tower) Ch. Letter No. 658 (1944)* } 83

Two previously charted Fixed Aids to Navigation "CURTIS ISLAND LIGHT" (Same as triangulation station NEGRO ISLAND LIGHTHOUSE, 1904, 1934, r. 1943) and "NORTHEAST POINT LIGHT" (Same as triangulation station NORTHEAST POINT LEDGES SPINDLE, 1904, r. 1943) have been shown on the Map Drawing by the conventional triangulation symbol accompanied by the note "Fixed Aid to Navigation". Form No. 567 will not be submitted as their positions have been previously determined by triangulation by the Bureau.

No new fixed aids to navigation or aeronautical aids were recommended by the field Inspection unit in the area of the Survey.

35 HYDROGRAPHIC CONTROL:

The hydrographic control selected by the Field Inspection unit for the area of the Survey, consists of twenty-four temporary hydrographic stations and three Recoverable Topographic Stations, two of which are also Landmarks. The positions of these stations have been determined by the radial plot and are shown on the Map Drawing with $2\frac{1}{2}$ mm. black acid ink circles.

Because of dense vegetation and shadow, it was not possible to determine the position of temporary hydrographic station No. 4534 by the radial plot, and is therefore not shown on the Map Drawing.

³
24 The descriptions of the Recoverable Topographic Stations and the temporary hydrographic stations have been lettered on the Map Drawing. The Recoverable Topographic Stations have been identified by the note "Recoverable Topographic Station" lettered on the Map Drawing. *A list is attached to this report.*

Form No. 524 has been submitted for each of the following three Recoverable Topographic Stations:

<u>Number</u>	<u>Name</u>
4474	White Church Tower with Clock (also Landmark)
4503	Tidal Bench Mark 5 (1911)
4512	White Silo (also Landmark)

36 LANDING FIELDS:

There are no Landing Fields within the area of the Survey.

37 JUNCTIONS:

Since the compilation of Map Drawing, Survey No. T-8012, to the north has not been started as of the date of this report, junction of details will be made at a later date and will be discussed in the Descriptive Report of Map Drawing, Survey No. T-8012, upon the completion of the Map Drawing. *T-8012 is an abandoned number. (Sept. 1948)*

The area at the junction of Map Drawing Surveys Nos. T-8011 and T-8022, which lies to the east, consists entirely of water. Junction of details, therefore, need not be considered.

There is no contemporary survey to the west of the Survey and no junction of details need be considered.

Junction of details was made with Map Drawing Survey No. T-8010 to the south. They are in agreement.

38 GEOGRAPHIC NAMES:

The geographic names for the area of Survey No. T-8011 were investigated by the Field Inspection Unit in accordance with Paragraph No. 8 of the "Instructions for Field Inspection, Project No. CS-272", dated April 20, 1943. The data obtained by the investigation were submitted to the Baltimore Office in the form of a special geographic name report which is being retained for use in the compilation of other Map Drawings. The geographic names appearing on the Map Drawing are in accordance with field inspection data, and also in accordance with additional data obtained from the best known sources available for use by the Baltimore Compilation Office. 814 ✓

Alphabetical lists of the undisputed and disputed names pertaining to the area of the Survey is attached to this Report.

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

The compilation of this Map Drawing is believed to be complete with respect to all detail necessary for charting. The positions of the planimetric details are believed to be within the limits of satisfactory accuracy, except in the areas mentioned under side heading 28 and the absence of many rocks awash, which are to be discussed under side heading No. 45.

40 TELEPHONE AND POWER LINES:

Telephone and power lines have been shown on the Map Drawing with the conventional symbols.

The complete detail of the telephone line, at approximately

40 TELEPHONE AND POWER LINES: (Cont'd.)

Latitude 44° 12' 25" and Longitude 69° 05' 30" was not shown on the Map Drawing as the field inspection data furnished were inadequate and its image was not visible on any of the photographs.

41 BRIDGES:

All bridges have been shown on the Map Drawing with the conventional symbol, accompanied by pertinent notes. The only bridge of navigational importance is located near the mouth of Goose River, which is at the head of Rockport Harbor. (on map X south)

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Rockland, Maine (15' series) U.S.G.S. scale 1:62,500, edition of March 1906, reprinted 1938.

Because of the large difference in scale between the Map Drawing and the quadrangles, planimetric details could not be readily compared. By visual comparison, however, the following differences were apparent:

Planimetric details shown on the Map Drawing but which do not appear on the Quadrangles:

- (a)(b) Numerous houses and roads.
- (a) Several dams on the Megunticook River.
Swamp areas in the vicinity of the junction of
Megunticook River and Megunticook Lake.
- (a) Several small piers along West Penobscot Bay and
Sherman Cove.
- (a) These differences also apply to Nautical Chart 310.
- (b) These differences also apply to Nautical Chart 321.

83

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 310, scale 1:40,000, published at Washington, D. C. August, 1937, reissued June 1938, corrected to June 16, 1944.

Because of the scale difference between the Map Drawing and above-mentioned chart, comparison of small planimetric details could not be readily made. By visual comparison, however, the following differences were apparent:

45 COMPARISON WITH NAUTICAL CHARTS: (Cont'd.)

* A rock bluff symbol has been shown on the Map Drawing along the shore line of West Penobscot Bay. A dirt bluff symbol appears on the Chart.

* A wreck shown on the Map Drawing in Camden Harbor does not appear on the Chart.

An electric railroad appearing on the Chart has not been shown on the Map Drawing as the image of this feature does not appear on any of the photographs and no field inspection data were furnished.

* Dillingham Ledge, Moxy Reef, Inner and Outer Ledges, and Northeast Ledge as appear on the Chart have not been shown on the Map Drawing as the images of these features do not appear on any of the photographs and no field inspection data were furnished.

* These differences also apply to Chart No. 321. Refer to side heading 44 for other differences.

Chart No. 321, scale 1:20,000, published at Washington, D. C., September, 1933, reissued August, 1939, corrected to February 19, 1944.

Numerous rocks awash and sunken rocks appearing on the Chart have not been shown on the Map Drawing, as no field inspection data were furnished for these features, and their images were not visible on any of the photographs.

Piling as appears on the eastern shore of Sherman Cove has not been shown on the Map Drawing, as no field inspection data were furnished for this feature, and its image was not visible on any of the photographs.

Refer to the comparison between Chart No. 310 and side heading 44 for other differences.

Respectfully Submitted:
September 5, 1944

Mary R. Moore
Mary R. Moore,
Photogrammetric Aid

Compilation and Report
Reviewed by:

Michael G. Misulia
Michael G. Misulia,
Jr. Topographic Engineer

Supervised By:

Michael G. Misulia
for
Walter E. Schmidt
Walter E. Schmidt,
Asst. Photogrammetric Engineer

Approved and Forwarded:
September 8, 1944

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

GEOGRAPHIC NAMES

Undisputed

- ✓ Camden .
- ✓ Curtis Island .
- *Dillingham Ledge
- ✓ Eaton Point .
- ✓ Fernalds Neck .
- ✓ Goose River .
- ✓ Hosmer Pond .
- *Inner Ledges
- ✓ Lake City .
- ✓ Lilly Pond .
- ✓ Megunticook Lake .
- ✓ Megunticook River .
- ✓ Melvin Heights .
- ✓ U.S. No. 1 .
- ✓ State 137 .
- ✓ State 105 .

- ✓ Metcalf Point .
- *Moxy Reef
- ✓ Mt. Battie .
- ✓ Mt. Megunticook .
- ✓ Northeast Passage .
- ✓ Northeast Point .
- ✓ Ogier Point .
- *Outer Ledges
- ✓ Rockport .
- ✓ Sherman Cove .
- ✓ Simonton Corners .
- ✓ Spring Brook .
- ✓ West Penobscot Bay .

- ✓ Mouse I. .
- ✓ Clay Brook Trail .
- ✓ Sagamore Picnic Area .
- ✓ Maine State Fish Hatchery No. 10 " " .

* The features to which these names pertain were not shown on the Map Drawing because their images were not visible on any of the photographs and no field inspection data were furnished. Their geographic names were, therefore, not shown on the Map Drawing.

2 Heck, Geog. N. Nat.:
Pending
no decision as of 4/6/49
K.H.M.

Names preceded by . are approved
L. Heck 3/3/47

Re-check 10/9/47

GEOGRAPHIC NAMES

GEOGRAPHIC NAMES

Disputed

Northeast Ledge

Northeast Ledges

The feature to which this name pertains, was not shown on the Map Drawing because its image was not visible on any of the photographs and no field inspection data were furnished. ✓
The geographic name was, therefore, not shown on the Map Drawing.

IDENTIFICATION REPORT
of the
HORIZONTAL CONTROL
FOR THE AREA OF
SURVEY No. T-8011

<u>Name of Station</u>	<u>U.S.G.S. Quadrangle</u>	<u>Recovery Data</u>	<u>Pricking Data</u>
BALD ROCK (U.S.G.S.) Taken from brochure 1911 and 1912	Belfast	Recovered	Positive
CAMDEN WHITE BRICK STACK, 1934	Rockland	Recovered	Positive
CAMDEN WHITE CHURCH SPIRE, 1934	Rockland	Recovered	Positive
CLUB (U.S.E.)	Rockland	Recovered	Positive
CURTIS (U.S.E.)	Rockland	Lost	
DUFREEZE (U.S.E.)	Rockland	Lost	
E.B. (U.S.E.)	Rockland	Not Recovered	
E.S.S. (U.S.E.)	Rockland	Not Recovered	
INNER LEDGES SPINDLE, 1904, (Same as Inner Ledges Spindle U.S.E.)	Rockland	Recovered	Positive
MONUMENT 202 (C.W.A.) 1934, 1935	Rockland	Recovered	Positive
MONUMENT 203 (C.W.A.) 1934, 1935	Rockland	Recovered	Positive
MONUMENT 204 (C.W.A.) 1934, 1935	Rockland	Recovered	Pricking
		doubtful by about 2 meters	
MONUMENT 205 (C.W.A.) 1934, 1935	Rockland	Recovered	Positive
MT. BATTIE, HOTEL CUPOLA, 1911	Rockland	Lost	
MT. BATTIE MEMORIAL OBSERVATORY, 1934	Rockland	Recovered	Positive
NEGRO (U.S.E.)	Rockland	Field Inspection unit did not furnish any data	
NEGRO ISLAND LIGHTHOUSE, 1904, 1934 (Same as Negro Island Lighthouse U.S.E.)	Rockland	Recovered	Positive
NORTHEAST POINT LEDGES SPINDLE, 1904 (Same as Northeast Point Spindle U.S.E.)	Rockland	Not Identified	Positive
OJIER, 1861	Rockland	Not found	
OJIER'S, EDWIN, HOUSE, 1860 (no check)	Rockland	Lost	
POINT (U.S.E.)	Rockland	Recovered	Positive
RAGGED MOUNTAIN, 1854, 1932, 1934	Rockland	Recovered	*Pricking doubtful

*Not pricked on photograph, because when mountain was climbed no photographs were available. However, measurements to objects were taken and it is believed that when the Map Drawing is radially plotted, the location can be found and the station pricked according to the measurements taken.

ROCKPORT CONGREGATIONAL CHURCH, SQUARE SPIRE, 1860 (no check)	Rockland	Lost	
ROCKPORT SCHOOLHOUSE, CLOCK TOWER, 1911, 1934	Rockland	Recovered	Positive
ROCKPORT UNIVERSALIST CHURCH, 1860 (no check)	Rockland	Lost	
ROCKPORT WHITE SQUARE CUPOLA, 1934	Rockland	Recovered	Positive

<u>Name of Station</u>	<u>U.S.G.S. Quadrangle</u>	<u>Recovery Data</u>	<u>Pricking Data</u>
STEPS (U.S.E.)	Rockland	Recovered	Positive
W.B. (U.S.E.)	Rockland	Not recovered	
WHITE BARN CUPOLA, 1911	Belfast	Recovered	Positive
WILLEY (U.S.E.)	Rockland	Not recovered	
YACHT (U.S.E.)	Rockland	Lost	

COAST OF MAINE
West Penobscot Bay: Camden and Vicinity
PART OF PROJECT NO. CS-272-C

List of names, numbers, and descriptions of the
Recoverable Topographic Stations, and the numbers
and descriptions of the Temporary Hydrographic Stations
appearing on Map Drawing Survey No. T-8011.

Number of Temporary Hydrographic Stations	24
Number of Recoverable Topographic Stations	<u>3</u>
Total number of stations	27

Listed by:

Checked by:

Mary R. Moore

Michael G. Misulia

No.

- 4474 The station is the top of the Clock Tower, on the white church, known as the Baptist Church in Camden, and located on Chestnut Street. (Recoverable Topographic Station) (Landmark)
- 4501 Top of light colored rock in Camden Harbor 7' tall.
- 4502 Southeast gable of northeasterly "T", on Southeast side of building on Eastern Steamship Co. Wharf. There is a mast on the gable.
- 4503 The mark is a 7/8 inch drill hole in a large boulder on North shore of Camden Harbor. (Recoverable Topographic Station)
- 4504 Southeast gable of white building. Is L-shaped house. Two-story.
- 4505 Top of small boathouse at head of cove. Is white and black. 25' tall.
- 4506 Base of 30' deciduous tree on point. It is most northwesterly on point.
- 4507 East gable of white two-story house on Northeast point. Has T-shaped low section on south side.
- 4508 Top center of ledge on northeast side of Island.
- 4509 Top of ledge South from small sand beach. Has whale-back top.
- 4510 Highest part of ledge. It is offshore. It is highest in middle.
- 4511 Top of brown rock at stone beach. North from stone chimney.
- 4512 The station is the top of silo at Northeast corner of white barn. Silo is white with shingled roof on it. This station also a Landmark. (Recoverable Topographic Station)
- 4513 Top of small pointed boulder 10 meters south from end of ledge.
- 4514 North end of light colored ledge at H.W.L. It is lightest colored ledge in group of ledges.
- 4515 Top of stone chimney on U-shaped house with green roof. Chimney is close to center of house. Another chimney to West.

No.

- 4531 Northeast corner of stone part of pier on Metcalf Point. Part attached to shore; not outer part.
- 4532 Northwest corner of pier on West side of Curtis Island.
- 4533 Top of offshore ledge between Curtis Island and Mainland.
- 4535 Base of 4' spruce tree on ledge. There is another 4' spruce 35' south of it.
- 4536 Top of largest of two boulders on flat ledge. It is easterly of two boulders.
- 4537 Northeast corner of long, wooden pier. It is off sand beach.
- 4550 Southeast gable of small shingled boathouse. Has brick chimney on East side of it. One window and door on southeast side. Door has two small windows.
- 4551 Northwest corner of granite seawall. Is Northwest from Camden shipyard.
- 4552 West gable of large, shingled building. In Camden shipyard. Has white door at upper West end.
- 4553 Northeast gable of red building on P.G.Willey's wharf. Has shingled roof. It is coal shed.
- 4554 Top of dark colored ledge at Southeast end of ledge. East of stone retaining wall.

- No.
- 4474 The station is the top of the Clock Tower, on the white church, known as the Baptist Church in Camden, and located on Chestnut Street. (Recoverable Topographic Station) (Landmark)
- 4501 Top of light colored rock in Camden Harbor 7' tall.
- 4502 Southeast gable of northeasterly "T", on Southeast side of building on Eastern Steamship Co. Wharf. There is a mast on the gable.
- 4503 The mark is a 7/8 inch drill hole in a large boulder on North shore of Camden Harbor. (Recoverable Topographic Station)
- 4504 Southeast gable of white building. Is L-shaped house. Two-story.
- 4505 Top of small boathouse at head of cove. Is white and black. 25' tall.
- 4506 Base of 30' deciduous tree on point. It is most northwesterly on point.
- 4507 East gable of white two-story house on Northeast point. Has T-shaped low section on south side.
- 4508 Top center of ledge on northeast side of Island.
- 4509 Top of ledge South from small sand beach. Has whale-back top.
- 4510 Highest part of ledge. It is offshore. It is highest in middle.
- 4511 Top of brown rock at stone beach. North from stone chimney.
- 4512 The station is the top of silo at Northeast corner of white barn. Silo is white with shingled roof on it. This station also a Landmark. (Recoverable Topographic Station)
- 4513 Top of small pointed boulder 10 meters south from end of ledge.
- 4514 North end of light colored ledge at H.W.L. It is lightest colored ledge in group of ledges.
- 4515 Top of stone chimney on U-shaped house with green roof. Chimney is close to center of house. Another chimney to West.

No.

- 4531 Northeast corner of stone part of pier on Metcalf Point. Part attached to shore; not outer part.
- 4532 Northwest corner of pier on West side of Curtis Island.
- 4533 Top of offshore ledge between Curtis Island and Mainland.
- 4535 Base of 4' spruce tree on ledge. There is another 4' spruce 35' south of it.
- 4536 Top of largest of two boulders on flat ledge. It is easterly of two boulders.
- 4537 Northeast corner of long, wooden pier. It is off sand beach.
- 4550 Southeast gable of small shingled boathouse. Has brick chimney on East side of it. One window and door on southeast side. Door has two small windows.
- 4551 Northwest corner of granite seawall. Is Northwest from Camden shipyard.
- 4552 West gable of large, shingled building. In Camden shipyard. Has white door at upper West end.
- 4553 Northeast gable of red building on P.G. Willey's wharf. Has shingled roof. It is coal shed.
- 4554 Top of dark colored ledge at Southeast end of ledge. East of stone retaining wall.

DIVISION OF PHOTOGRAMMETRY
Review Report of
Planimetric Map Manuscript T-8011

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

26. CONTROL

No computation has been made to reference the Maine East State Grid to Mt. Battie Memorial Observatory, 1934, r. 1943.
(Coordinates entered on Page 4) 75 Sept. 1948

It is noted that the Camden White Brick Stack, 1934, r. 1943 is now made of concrete.

27. RADIAL PLOT

The radial plot was found to be strong in most areas over the survey. The northwestern area outlined in green ink on the map manuscript is necessarily weak because of insufficient photograph coverage, thus giving an insufficient number of cuts, especially for shoreline detail.

Other areas mentioned in the descriptive report as weak are considered within the prescribed limits of accuracy.

28. DETAILING

Inland drainage is weak throughout the sheet, and is not considered reliable for single line drainage.

Overhanging trees in the forested areas, together with considerable relief displacement in the mountainous area, make both interpretation and delineation of drainage detail difficult.

The position of trails and roads on the Mt. Battie area are relatively weak for the same reason.

The pictures were taken at very nearly mean high water. This causes much offshore detail to be invisible, thus making it necessary for ^{such detail} them to be plotted by the hydrographic survey.

It is believed that the field inspection party pricked the wrong position on the field inspection photograph to fit the description of temporary hydrographic station No. 4552, which says that the station is the west gable of the long building. The center of the building was pricked, but the map manuscript shows the station at the west end, which fits the description.

A marine railway symbol is used to show the shipway in the shipwards at the west side of Eaton Point. No field inspection information was given.

43. COMPARISON WITH PREVIOUS TOPOGRAPHIC SURVEYS

T-930 1/100000 1863 with contours
Various rocks awash on the old survey are absent from the map manuscript. Alongshore from south to north the areas are:

Vicinity of Ogier Point
Curtis Island
Metcalf Point
East side of Eaton Point
Northwest side of Sherman Cove
Small cove north of Northeast Point
Alongshore from Northeast Point to Lat. $44^{\circ} 13\frac{1}{2}'$

Notable shoreline changes, particularly at Northeast Point, have occurred since the old survey was made.

Except for contours, offshore detail, ~~and~~ fence lines^{and} drainage, the present survey supersedes the previous survey.

45. COMPARISON WITH NAUTICAL CHARTS

321 1/20000 1933/1944

The map manuscript has two marine railways at the shipward immediately east of the dock on the southeastern side of Eaton Point, whereas the chart has four railways.

46. APPLICATION TO NAUTICAL CHARTS

Map manuscript T-8011 has not been applied to the charts as of the date of review.

Reviewed by:

R. French
R. French, Nov. 1945 *KHM*

Under the direction of

S. V. Griffith
Chief, Review Section. *KHM*

APPROVED BY:

B. J. Jones 4/49
Technical Assistant to the
Chief, Div. of Photogrammetry

H. C. Edmonson
Chief, Nautical Charts Branch
Division of Nautical Charts.

K. T. Adams
Chief, Div. of Photogrammetry

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

3/3/49

Chart 209

by J.C.W. Jones