

8014

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-C Office No. T-8014

LOCALITY

State Maine

General locality Coast of Maine

Locality Passagasawakeag River - City
of Belfast

1941-'44

CHIEF OF PARTY

F.L. Peacock

LIBRARY & ARCHIVES

DATE June 2, 1949

B-1870-1 (1)

8014

DATA RECORD
Map Drawing Survey
No. T-8014 South Half

Form T-1

Quadrangle (II): Belfast, Me. (Part)

Project No. (II): CS 272-C
Shoreline

Field Office: Air Photographic Party #2 Chief of Party: ~~Fred. L. Peacock~~ Dale E. Stummer

Compilation Office: Baltimore Photo-
grammetric Office

Chief of Party: Fred. L. Peacock

Instructions dated (II III):

April 1, 1942 and April 20, 1943

March 18, 1944 - 28 MRC 1990) Supplemental

April 11, 1944 - 28 MRC 1990) Instructions

Completed survey received in office: 3 Nov. 1944

Copy filed in Descriptive

Report No. T- (VI)

Div. of Photogram. Office Files

Reported to Nautical Chart Section:

Reviewed: Jan. 1946

Applied to chart No. ²⁰⁸
(319 old)

Date: 24 Mar. 1948

Redrafting Completed: 30 Dec. 1947

Registered: 20 April, 1948

Published: Shoreline (Vault copy)

Compilation Scale: 1:9740

Published Scale: 1:10000

Scale Factor (III): 1.02669

Geographic Datum (III): N.A. 1927

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

Reference Station (III): PATTERSON 2, 1911, 1934, r. 1944

Lat.: ~~44° 22' 18.05" 557.2 meters~~ ⁰ ~~Long.: 69° 03' 18.40" 407.4 meters~~ ⁰ Adjusted
Not to be used - See Next ^{data sheet} page for Unadjusted (Field)
Head OF Tide Church Spire, 1862, r. 1944

State Plane Coordinates (VI): Not computed - See Geodesy later 45-12

X =

Y =

Military Grid Zone (VI)

Note This map was originally compiled in
two manuscripts T8014 and T8015 now ~~used~~
combined as 8014 north half and 8014 north half respectively

8014
South Half

PHOTOGRAPHS (III)
(unmounted)

| <u>Number</u> | <u>Date</u> | <u>E.S. Time</u> | <u>Scale</u> | <u>Stage of Tide</u> |
|-------------------|-------------|----------------------|--------------|----------------------|
| 6988 to 6992 inc. | 10/20/41 | 1.38 p.m. | 1:10,000 | 3.7' above M.L.W. |
| 7194 & 7195 | 10/21/41 | 9:50 a.m. | 1:10,000 | 10.9' above M.L.W. |
| 7251 & 7252 | 10/21/41 | 11:07 a.m. | 1:10,000 | 11.8' above M.L.W. |
| 7282 & 7283 | 10/21/41 | 11:51 a.m. | 1:10,000 | 11.1' above M.L.W. |

Tide from (III): Predicted Tide Tables, Atlantic Ocean, 1941. Reference Station, Portland, Maine, Corrected to Belfast, Maine.

Mean Range: 9.7' **Spring Range:** 11.1'

Camera: (Kind or source) U.S. Coast and Geodetic Survey Nine Lens Camera
(focal length 8 $\frac{1}{4}$ "). All negatives are on file in the Washington Office

Field Inspection by: Lieutenant Dale E. Sturmer **date:** May & June 1944
Season's Field Inspection Report to be submitted
at a later date.

Field Edit by: None **date:**

Date of Mean High-Water Line Location (III): As of the photographs taken on 10/20/41 and 10/21/41 supplemented by the field inspection data obtained in 1944

Projection and Grids ruled by (III) BRC & JTB **date:** 6/23/44
Washington Office

" " " **checked by:** R.H.B. & B.R.C. **date:** 6/24/44

Control plotted by: Walter E. Schmidt **date:** 6/26/44

Control checked by: Walter E. Schmidt **date:** 6/26/44

Radial Plot by: Walter E. Schmidt **date:** 6/26/44

Detailed by: Florence M. Hammond (shoreline, rough draft) **date:** July 1944
Harry R. Rudolph (interior, rough draft) 9/22/44 to 10/25/44

Reviewed in compilation office by: **date:**
Harry R. Rudolph (shoreline) July 1944
Michael G. Misulia (interior) October 1944

Elevations on Field Edit Sheet
checked by: **date:**

STATISTICS (III)

8014 8014 South Half.

Land Area (Sq. Statute Miles): $16\frac{1}{2}$

Shoreline (More than 200 meters to opposite shore): 2 statute miles

Shoreline (Less than 200 meters to opposite shore): $\frac{3}{4}$ statute mile measured along center line (interior pond)

Number of Recoverable Topographic Stations established: 7*

Number of Temporary Hydrographic Stations located by radial plot: 15
Number of Bench Marks located by the radial plot: 10 **

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:

* Of these, three are U.S. Engineers triangulation stations, the geographic positions of which were not available to the Baltimore Compilation Office; one is a U.S. Coast and Geodetic Survey Bench Mark; and two are Maine State Traverse Stations (also Bench Marks), the geographic positions of all of which were not available to the Baltimore Compilation Office

**Three of these are also Recoverable Topographic Stations.

DATA RECORD

T- 8015

Now 204 North Hall

Quadrangle (II): *Belfast, Me. (15 series) U.S.G.S Project No. (II): C.S. 272
Northeast Portion

Field Office:

Air Photographic Party No. 2

Chief of Party:

Rale E. Stummer
Fred. L. Peacock

Compilation Office:

Baltimore Photogrammetric Office

Chief of Party:

Fred. L. Peacock

Instructions dated (II III):

April 1, 1942 and April 20, 1943

March 18, 1944 - 28 MRC 1990 (Supplemental Instructions)

April 11, 1944 - 28 MRC 1990 (Supplemental Instructions)

Completed survey received in office;

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

Reported to Nautical Chart Section;

Reviewed;

Applied to chart No.

Date:

Redrafting Completed;

Registered;

Published;

Compilation Scale: 1:9740

Published Scale;

Scale Factor (III): 1.02669

Geographic Datum (III): N.A. 1927

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

Reference Station (III): HEAD OF TIDE CHURCH SPIRE, 1862, r. 1944

Lat.: 44°26'57.55" 1776.5m. Long.: 69°03'20.68" 457.3m.

Unadjusted
Adjusted Corrected to
Unadjusted N.A. 1927

State Plane Coordinates (VI):

X =

Y =

Military Grid Zone (VI)

* Grid Zone "A" Advance Sheet,
Corps of Engineers, U. S. Army, (tactical map)

PHOTOGRAPHS (III)

(unmounted)

8075 Now 8014 North Hall

| <u>Number</u> | <u>Date</u> | <u>Time</u> | <u>Scale</u> | <u>Stage of Tide</u> |
|---------------|-------------|-------------|--------------|----------------------|
| 6992 - 6993 | 10/20/41 | 1:38 P.M. | 1:10,000 | 3.7' above M.L.W. |
| 7250 | 10/21/41 | 11:07 A.M. | 1:10,000 | 11.8' above M.L.W. |

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

Mean Range: 9.7'

Spring Range: 11.1'

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: Lieutenant Dale E. Sturmer

date: May 1944

Season's Field Inspection Report to be submitted at a later date.

Field Edit by: *None*

date:

Date of Mean High-Water Line Location (III): As of photographs taken on 10/20-21/41, supplemented by the field inspection data obtained in July 1944.

Projection ~~and grids~~ ruled by (III) J.T.-B.R.C. Washington Office date: 6/23/44

" " " checked by: R.H.B.-B.R.C. Washington Office date: 6/24/44

Control plotted by: Walter E. Schmidt

date: 6/26/44

Control checked by: Walter E. Schmidt

date: 6/26/44

Radial Plot by: Walter E. Schmidt

date: 6/30/44

Detailed by: Abraham L. Goncharsky (Shoreline & Interior-rough draft) date: 7/44 & 10/44

Reviewed in compilation office by: Michael G. Misulia date: 7/44 & 10/44

Elevations on Field Edit Sheet checked by:

date:

STATISTICS (III)

8014 North Half
Now 8014

Land Area (Sq. Statute Miles): 12

Shoreline (More than 200 meters to opposite shore): 3 statute miles.

Shoreline (Less than 200 meters to opposite shore): 1 statute mile.

Number of Recoverable Topographic Stations established: 3

Number of Bench Marks located by radial plot: 2

Number of Temporary Hydrographic Stations located by radial plot: 36

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:

Coast of Maine
Project No. CS 272

Report
Radial Plots
for the
Areas of Surveys
Nos. T-8014, T-8015, T-8018, T-8019, T-8036, T-8037

The radial plots to be discussed in this report pertain to the areas of a block of six surveys Nos. T-8014, T-8015, T-8018, T-8019, T-8036 and T-8037. The limits of the total area involved, the limits of each survey, and the number of available photographs have been shown on a sketch submitted herein.

The average scale 1:9740 of the photographs was determined by a scale plot. The Map Drawing Projections, the corresponding Base Sheets, and the nine lens unmounted photographs covering the areas of the surveys were furnished by the Washington Office. This material was then prepared by the Baltimore Compilation Office in the usual manner, for use in laying the radial plots. Celluloid templates were made of all the photographs.

A combined plot was then laid for the areas of Surveys Nos. T-8014, T-8015, T-8018 and T-8019, by the usual radial method. After this plot was completed and the data recorded, a combined plot was then laid for the areas of Surveys Nos. T-8036 and T-8037.

Results

The number of photographs was adequate to lay the plots.

There were no horizontal control stations in the northwest portion of Survey No. T-8018, and the north portion of T-8015.

Results (Continued)

The position of the center of photograph No. 7250 may be in error as much as 0.5 mm., due to the fact that the photograph was weakly controlled. The center of that photograph has been shown on the southeast portion of the Map Drawing Projection for Survey No. T-8015 with a large blue ink circle, accompanied by the photograph number.

The field inspection data pertaining to the recovery and identification of the horizontal control were excellent.

All of the recovered horizontal control stations appearing on the Map Drawing Projections were "held to" satisfactorily in the radial plots unless otherwise noted in the subsequent paragraphs of this report.

The following horizontal control stations should be considered lost in addition to those previously recorded as lost on Form 526 by the Field Inspection Sub-Party of 1944:

MOOSE POINT BARN, S.E. GABLE, 1911. The Field Inspection Sub-Party identified an old foundation site. The station as identified was "held to" satisfactorily in the plot. The original object, southeast gable of a barn, has been destroyed. The station should be considered lost. Because of the facts just mentioned, the station has been shown on the Map Drawing Projection for Survey No. T-8019 with a dashed triangle.

SEAR'S HOUSE, WEST CHIMNEY, 1862, 1911. The Field Inspection Sub-Party identified an old chimney site. The station as identified was "held to" satisfactorily in the plot. The original object, west chimney, has been destroyed. The station should be considered lost. Because of the facts just mentioned the station has been shown on the Map Drawing Projection for Survey No. T-8019 with a dashed triangle.

CASTINE NORMAL SCHOOL SPIRE, 1911. The Field Inspection Sub-Party reported the spire removed in 1943. The image of the spire, however, is visible on the photographs which were taken in 1941. The station was "held to"

Results (continued)

satisfactorily in the plot. The station should be considered lost. Because of the facts just mentioned the station has been shown on the Map Drawing Projection for Survey No. T-8036 with a dashed triangle.

GILMORE'S HOUSE, E. CHIMNEY, 1862. Two chimney sites were identified by the Field Inspection Sub-Party. The south chimney site on the east side of the most westerly foundation as identified was "held to" satisfactorily in the plot. Since the chimney has been destroyed the station should be considered lost. Because of the facts just mentioned the station has been shown on the Map Drawing Projection for Survey No. T-8019 with a dashed triangle.

YELLOW HOUSE, N. CHIMNEY, 1871. The north chimney of a house was identified by the Field Inspection Sub-Party. The station could not be "held to" in the plot. The radially plotted position of the identified chimney has been shown on the Map Drawing Projection for Survey No. T-8019 with a double red acid ink circle accompanied by a pertinent note. The station should be considered lost. Its position which is 10.23 mm. southeast from the radially plotted position of the identified chimney has been deleted from the Map Drawing Projection.

The intersection triangulation station BOWDEN'S RED HOUSE CHIMNEY, 1863, was neither recovered nor identified by the 1944 Field Inspection Sub-Party. The plot, however, proved that the station is lost; the plotted geographic position of the station appearing on the Map Drawing Projection for Survey No. T-8037, falling in an area on the photographs void of buildings.

The recovery of the following three horizontal control stations was reported doubtful by the 1944 Field Inspection Sub-Party. The plots, however, proved that they still exist, based on the fact that the stations as identified were "held to" satisfactorily. They should be considered recovered in 1944.

Three U. S. Coast & Geodetic Survey Triangulation Stations

SANDY POINT, HOUSE CHIMNEY, 1863

Results (Continued)

JONES, 1863 (F.I.P. "Jon")
STONE BEACON, 1863

The identification of the intersection triangulation station WHITEMORE'S HOUSE, EAST CHIMNEY, 1863, by the Field Inspection Sub-Party, is believed to be incorrect. The most easterly chimney of three was identified as the station. This chimney is on a low section of the house. The station as identified could not be "held to" in the plot. The most southeasterly chimney was identified on the photographs as the station by the Baltimore Compilation Office. This chimney was "held to" satisfactorily in the plot. The Field Inspection Sub-Party verified the existence of all three chimneys previously mentioned. Because of the latter two stated facts it is believed that the station should be considered recovered in 1944. The data recorded on Form 526 previously submitted should be revised to agree with the above stated facts.

The identification of the Triangulation Station WADSWORTH COVE BOULDER, 1911, by the Field Inspection Sub-Party was either incorrect or the geographic position of the station is incorrect. The position listed in Special Publication No. 46, Page 92, is a no check position. The position of the station as determined in 1911 was not checked upon by the 1934 Triangulation Party on Project No. HT-180. The station has been shown on the Map Drawing Projection for Survey No. T-8036 with a full line triangle, accompanied by the note "not used", which indicates that the station was not used to control the plot. The boulder identified as the station could only be seen on photograph No. 6973. The plotted geographic position of the station fell approximately 9.0 mm. north of the radial drawn through the image of the boulder as identified on the above-mentioned photograph.

The following U. S. Coast & Geodetic Survey Triangulation Stations were recovered by the 1944 Field Inspection Sub-Party, but since they were not identified on any of the photographs, for reasons stated on the pricking cards they could not be used to

Results (Continued)

control the radial plots. Their positions, however, have been plotted and shown on the Map Drawing Projections with the conventional triangulation symbol, accompanied by the note "not used."

Five U. S. Coast & Geodetic Survey Triangulation Stations

SANDY POINT, 1863
KEDEARS HILL, 1861
BAKEMANS HILL, 1872
TAPLINS HILL, 1872
FLANDERS, 1871

Horizontal control stations which were not recovered by the 1944 Field Inspection Sub-Party, but which could not be considered lost, have been shown on the Map Drawing Projections with the conventional symbols, accompanied by the note "no recovery in 1944."

The radially plotted positions of the selected secondary points shown on the glossy side of the Map Drawing Projections with small double blue ink circles, are considered relatively strong, and are believed to be well within the limits of satisfactory accuracy. The radially plotted positions of the selected secondary points considered relatively weak have been shown on the Map Drawing Projections with small double green ink circles. The majority of these secondary points as shown with green ink circles, are located east of the eastern limits of the Map Drawing Projection for Survey No. T-8036 and appear on that Map Drawing Projection. It is believed that the error in the relatively weak positions of the secondary points does not exceed the limits of satisfactory accuracy.

The positions of all the photograph centers were determined by resection. The relatively strong positions of the photograph centers (principal points), have been shown on the Map Drawing Projections with large blue ink circles, while the relatively weak positions of such centers, most of which are located east of the eastern limit of Survey No. T-8036, have been shown on the Map Drawing Projections

Results (Continued)

with large green ink circles.

No appreciable differential distortion or appreciable tilt was present in the photographs. The principal points (photograph centers) of the photographs were used as the chief ray centers for all radials.

Flight lines were used advantageously to extend the plots through areas containing inadequate control.

Remarks

No geographic positions were available for the recovered Maine State Traverse Stations (also bench marks), or for the recovered U. S. Engineers stations located within the areas of the Surveys.

The following data pertaining to the recovery of the U. S. Engineers Triangulation Stations in the vicinity of Passagasawakeag River were furnished by the Field Inspection Sub-Party of 1944. There are no other U. S. Engineers stations within the areas of the surveys previously mentioned.

Four U. S. Engineers Triangulation Stations

- E-2 (U.S.E.), r.1944, pricking positive
- *E-1 (U.S.E.), not identified, pricking positive
- E-4 (U.S.E.), r.1944, pricking positive
- *E-6 (U.S.E.), not identified, pricking positive

*The identifications of these stations in the field were recorded as doubtful. However, marks were found which were believed to be the stations. Such marks were identified on the photographs by acceptable methods.

The positions of the recovered Maine State traverse stations and the U. S. Engineers triangulation stations

Remarks (Continued)

will be determined by radial intersection and submitted
on Form 524.

Respectfully submitted:
July 8, 1944

Walter E. Schmidt
Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved and Forwarded:
July 26, 1944

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

----- DENOTES EXTENDED LIMITS OF MAP DRAWINGS

8014 South Half

8014

- 4 -

26. CONTROL:

South of map limits.

Only two horizontal control stations, BELFAST METHODIST CHURCH SPIRE, 1862, r. 1944, and PATTERSON 2, 1911, 1934, r. 1944 (identified by F.I.P. "Pat"), appear on the Map Drawing for Survey, No. T-8014. The former station is a U. S. Coast and Geodetic Survey triangulation intersection station which falls just inside the eastern detail limit of the Map Drawing. The latter station is a U. S. Coast and Geodetic Survey triangulation station which falls just outside the southern detail limit of the Map Drawing. Both stations have been shown thereon with the conventional symbol, while the F.I.P. has been shown with a small black acid ink square.

The geographic positions of the two horizontal control stations mentioned in the preceding paragraph, and the positions of the secondary points determined by a combined radial plot, which is to be discussed under Side Heading No. 27, were used to determine the radially plotted positions of the Recoverable Topographic Stations, temporary hydrographic stations, bench marks, and minor detail points falling within the area of the Survey.

*Also on map: (NT)
A Petershall Hill, 1860
A Head of Tide Ch. Spire, 1862*

A copy of the "Identification Report of the Horizontal Control" for the area of Survey No. T-8014, as furnished by the Field Inspection Unit, is attached to this report.

27. RADIAL PLOT:

A combined radial plot was laid for the area of the block of four Surveys Nos. T-8014, T-8015, T-8018, and T-8019 by the usual radial method. Celluloid templates were used. Satisfactory results were obtained. The facts concerning the plot have been fully brought out in the "Special Report on the Radial plots for the areas of Surveys Nos. T-8014, T-8015, T-8018, T-8019, T-8036, and T-8037" submitted on July 26, 1944, and which is now included in this descriptive report.

28. DETAILING:

The compiled area of Map Drawing, Survey No. T-8014 is in accordance with instructions. The shoreline and planimetric details have been detailed from unmounted nine lens photographs, the photographic detail of which was supplemented by the field inspection data. Symbolization is in accordance with the recommended symbols unless otherwise noted in this report.

The western portion of the Survey was not adequately covered by photography. That portion, therefore, could not be fully compiled.

The field inspection data pertaining to the compiled area of the Map Drawing were adequate, except as noted in subsequent paragraphs of this report.

Since the scales of the photographs and the Map Drawing were in good agreement, the compilation of the shoreline and interior planimetric details were accomplished without the use of the vertical projector, except for several areas in which the positions of a desirable number of minor

28. DETAILING (Continued)

detail points could not be radially plotted because of an insufficient number of photographs, and because the selection of minor photographic detail points was limited in those areas due to dense vegetation.

The radially plotted positions of the Recoverable Topographic Stations, temporary hydrographic stations, bench marks, and minor detail points determined by very good intersections of three or more radials have been shown on the glossy side of the Map Drawing with small, blue ink, circles. The positions of such points determined by the intersections of only two radials or by three radials which formed a small triangle of error have been shown on the glossy side of the Map Drawing with small, green ink, circles.

The only navigable body of water appearing on the Map Drawing is a portion of the Passagasawakeag River located in the immediate vicinity of the City of Belfast. The shoreline of that river is bordered by earth bluffs and long slopes.

The interior details consist mainly of wooded areas, numerous cultivated areas, and the City of Belfast, which could not be considered a congested urban district.

All public buildings falling within the compiled area of the Survey have been detailed in accordance with the field inspection data and shown on the Map Drawing with the conventional symbols accompanied by pertinent notes where thought to be necessary for clarification. All other buildings, except small outbuildings, falling within the compiled area of the Survey have been detailed in accordance with data obtained from office interpretation of the photographic detail and shown on the Map Drawing with the conventional symbol.

The Field Inspection Unit did not classify all the roads and trails falling within the compiled area of the Survey. Where such data, however, was recorded it has been shown by notes lettered on the Map Drawing close to the detailed positions of those features. Several trails and entrance roads not classified by the Field Inspection Unit have been shown on the Map Drawing with single light-weight dashed, black, acid ink lines and single light-weight full, black, acid ink lines respectively, accompanied by the notes "trail" or "d.d.l." The classification of such features could not be determined from office examination of the photographic detail. All of the roads are to be considered 0.6 mm. in width unless otherwise noted.

The drainage appearing on the Map Drawing has been detailed in accordance with the field inspection data, except for several small streams which have been detailed in accordance with data obtained from examination of stereoscopic pairs of photographs, and shown on the Map Drawing with long dashed black acid ink lines accompanied by the note "Probable Drainage".

Since all notes pertinent to the compilation have been lettered on the

28. DETAILING:(Continued)

Map Drawing, no overlay sheet was necessary.

30. MEAN HIGH-WATER LINE:

The Mean High-Water Line (firm ground) has been detailed in accordance with the field inspection data and shown on the Map Drawing with a full, heavy-weight black acid ink line, the center of which is considered the correct position of that feature.

There are no marsh areas bordering the Mean High-Water Line along either shore of the Passagasawakeag River.

31. LOW-WATER AND SHOAL LINES:

The approximate position of the Mean Low-Water Line has been detailed in accordance with the field inspection data and shown on the Map Drawing with a dotted medium weight black acid ink line accompanied by a pertinent note. The Field Inspection Unit did not furnish any data pertaining to the definite position of the Mean Low-Water Line. There are no shoal lines appearing on the Map Drawing outside of the approximate detailed position of the Mean Low-Water Line. No such shoals were visible on any of the photographs. The Field Inspection Unit did not furnish any data pertaining to offlying shoals.

31-A. FORESHORE AREA:

The foreshore features have been detailed in accordance with the Field inspection data (where furnished) and shown on the Map Drawing with the conventional symbols accompanied by pertinent notes. Such features consist of shoal, rock ledge and mussel shoal areas, piling, cribbing, and a pile of granite. The extents to which the foreshore features bare at Mean Low-Water or Mean High-Water have been shown by notes lettered on the Map Drawing close to the detailed positions of such features. The notes are in accordance with those recorded in the field inspection data.

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

In addition to the details discussed under the preceding Side-Heading there are several existing dolphins located just outside the Mean Low-Water Line in the immediate vicinity of the highway bridge crossing the Passagasawakeag River at the City of Belfast. The photographs reveal the images of four dolphins in line and paralleling the bridge. The Field Inspection Unit reported that the four dolphins just mentioned had been destroyed. The existing dolphins have been shown on the Map Drawing with small black acid ink dots accompanied by a pertinent note. ✓

33. WHARVES AND SHORELINE STRUCTURES:

All shoreline structures located along both shores of the Passagasawakeag River have been detailed in accordance with the Field inspection data

marked river have been detailed in accordance with the field inspection data
all projecting structures located along both shores of the Passageway.

33. SHOALS AND SHORLINE STRUCTURES:

accompanied by a pertinent note.

Photographs have been shown on the map drawing with small black and ink dots
referred to the long shoals that mentioned had been destroyed. The existing
long shoals in line and detailing the ridge. The field inspection unit
marked river at the City of Belfast. The photographs reveal the nature of
line in the immediate vicinity of the primary ridge crossing the Passageway-
there are several existing shoals located that outside the main low-water

In addition to the details discussed under the preceding side heading

35. DELTA'S OFFSHORE FROM THE HIGH-WATER LINE:

recorded in the field inspection data.

detailed positions of such features. The notes are in accordance with
High-water have been shown by notes referred on the map drawing. The
the extent to which the shoreline features are at mean low-water of mean
rock ledge and massed shore areas, baring, stirring, and a high
mentioned shoals accompanied by pertinent notes. Such features consist of
inspection data (where indicated) and shown on the map drawing with the field
the shoreline features have been detailed in accordance with the field

31-A. COASTLINE VIEW:

inspection unit did not furnish any data pertaining to offlying shoals.

water line. No such areas were visible on any of the photographs. The field
the map drawing outside of the approximate detailed position of the main low-
position of the main low-water line. There are no small lines appearing on
the field inspection unit did not furnish any data pertaining to the definite
a dotted medium weight black and ink line accompanied by a pertinent note.

In accordance with the field inspection data and shown on the map drawing with
the approximate position of the main low-water line has been detailed

31. LOW-WATER AND SHOT LINES:

shore of the Passageway river.

There are no water areas bordering the main High-water line along either
position of that feature.

medium black and ink line, the center of which is considered the correct
with the field inspection data and shown on the map drawing with a light blue
the main High-water line (line shown) has been detailed in accordance

30. MAIN HIGH-WATER LINE:

map drawing, no overlay sheet was necessary.

38. DELTAIC: (Continued)

38. DETAILING (Continued)

Map Drawing, no overlay sheet was necessary.

30. MEAN HIGH-WATER LINE:

The Mean High-Water Line (firm ground) has been detailed in accordance with the field inspection data and shown on the Map Drawing with a full heavy weight black acid ink line, the center of which is considered the correct position of that feature.

There are no marsh areas bordering the Mean High-Water Line along either shore of the Passageway River.

31. LOW-WATER AND SHOAL LINES:

The approximate position of the Mean Low-Water Line has been detailed in accordance with the field inspection data and shown on the Map Drawing with a dotted medium weight black acid ink line accompanied by a pertinent note. The Field Inspection Unit did not furnish any data pertaining to the definite position of the Mean Low-Water Line. There are no shoal lines appearing on the Map Drawing outside of the approximate detailed position of the Mean Low-Water Line. No such shoals were visible on any of the photographs. The Field Inspection Unit did not furnish any data pertaining to offlying shoals.

Bench Marks:

31-A. FORESHORE AREA:

The foreshore features have been detailed in accordance with the field inspection data (where furnished) and shown on the Map Drawing with the conventional symbols accompanied by pertinent notes. Such features consist of shoal, rock ledge and mussel areas, piling, cribbing, and a pile of wreckage. The extent to which the foreshore features bare at Mean Low-Water or Mean High-Water have been shown by notes lettered on the Map Drawing close to the detailed positions of such features. The notes are in accordance with the following:

182 USGS
Mon 212 SS
Mon 213 SS

32. DETAILS OF SHOAL FROM THE HIGH-WATER LINE:

In addition to the details discussed under the preceding Side Heading there are several existing dolphins located just outside the Mean Low-Water Line in the immediate vicinity of the highway bridge crossing the Passageway River at the City of Belfast. The photographs reveal the images of four dolphins in line and paralleling the bridge. The Field Inspection Unit reported that the four dolphins just mentioned had been destroyed. The existing dolphins have been shown on the Map Drawing with small black acid ink dots accompanied by a pertinent note.

33. WHARVES AND SHORELINE STRUCTURES:

All shoreline structures located along both shores of the Passageway River have been detailed in accordance with the Field Inspection data

33. WHARVES AND SHORELINE STRUCTURES: (Continued)

and shown on the Map Drawing with the conventional symbols accompanied by pertinent notes. Such features as shown are piers, bulkheads, and a cat-walk.

34. LANDMARKS AND FIXED AIDS TO NAVIGATION:

There are no charted landmarks or fixed aids to navigation located within the area of the Survey. The Field Inspection Unit did not recommend any new landmarks or new fixed aids to navigation to be charted for the area of the Survey.

35. HYDROGRAPHIC CONTROL:

Twenty-two hydrographic control stations were selected for the area of the Survey by the Field Inspection Unit. Of these, 15 are temporary hydrographic stations while the remaining 7 are Recoverable Topographic Stations. The positions of all these stations have been determined by radial intersection and shown on the Map Drawing with $2\frac{1}{2}$ mm. black acid ink circles. The numbers and names of the Recoverable Topographic Stations as assigned by the Field Inspection Unit or other agencies and the numbers of the temporary hydrographic stations as assigned by the Field Inspection Unit, have been lettered on the Map Drawing while their descriptions have been lettered on the Map Drawing just outside the eastern detail limit accompanied by the assigned names and numbers, or names.

Form 524 was submitted on July 21, 1944 for each of the following 7 Recoverable Topographic Stations:

fm 524, also:
No. 48: S.E. Gable
No. 55: White Chimney
No. 243: S. Gable RR Sta.

- E-1 (U.S. Engineers triangulation station) ✓
- E-4 (U.S. Engineers triangulation station) ✓
- E-6 (U.S. Engineers triangulation station) ✓
- B.M. T-18 (U.S. Coast & Geodetic Survey bench mark) ✓
- Mon. 212 (Maine State traverse station, also a bench mark) ✓
- Mon. 213 (Maine State traverse station, also a bench mark) ✓
- No. 43 Cupola on Barn ✓

36. LANDING FIELDS AND AERONAUTICAL AIDS:

The outline of a portion of a landing field just south of the City of Belfast has been shown on the Map Drawing with dashed light-weight black acid ink lines accompanied by a pertinent note. The Field Inspection Unit inspected the landing field on May 27, 1944 and reported that no construction work was in progress on that day. *Refer to USAAF Airport Directory of Continental U.S. Vol. 2 Jan 45. Oblique photo.*

The Field Inspection Unit did not recommend any aeronautical aids for the area of the Survey.

37. JUNCTIONS:

Junctions of shoreline and common planimetric details have been made with Map Drawings, Surveys Nos. T-8015 to the north, and T-8019 to the east. They are in agreement.

The compilation of the area of Survey No. T-8013 to the south has been deferred until a later date, because of uncompleted field inspection. A junction of details with Map Drawing, Survey No. T-8014 will be discussed in the descriptive report of Map Drawing, Survey No. 8013 when the compilation of that Map Drawing has been completed.

No junction necessary.

There is no contemporary survey to the west of Map Drawing, Survey No. T-8014. It should also be remembered that the western portion of Map Drawing, Survey No. T-8014 could not be fully compiled because of inadequate photographic coverage.

38. GEOGRAPHIC NAMES:

As instructed, no geographic names investigation for the area of the Survey was made by the Field Inspection Unit. The geographic names appearing on the Map Drawing are in accordance with the data obtained from Chart No. 319 and the United States Geological Survey, Belfast Quadrangle Map, (15' series) (advanced sheet, War Department, Corps of Engineers, U. S. Army Tactical Map). An alphabetical list of the geographic names appearing on the Map Drawing is attached to this report.

39. TELEPHONE LINES AND POWER LINES:

A portion of a telephone line located just west of the City of Belfast has been detailed in accordance with the field inspection data and shown on the Map Drawing with the conventional symbol accompanied by a pertinent note. The full extent of the line could not be detailed, because the photographic detail of that feature was not visible beyond the limit of its detailed position appearing on the Map Drawing, and because the field inspection data was not complete insofar as the extent of that feature was concerned.

A small portion of a pole line, for which there were no field inspection data, appears on the Map Drawing at approximately latitude $44^{\circ}25'14''$ and longitude $69^{\circ}00'02''$. The character of the pole line could not be determined by stereoscopy. No published data pertaining to the line were available to the Baltimore Compilation Office. The pole line has been shown on the Map Drawing with the conventional power line symbol accompanied by the note "Power or Telephone Line".

Not on shoreline map.

40. BRIDGES OVER NAVIGABLE WATERS:

Of the bridges appearing on the Map Drawing only one is considered of navigational importance. It is the highway bridge which crosses the Passagasawakeag River at the City of Belfast. Since the published data of two agencies available to the Baltimore Compilation Office pertinent to that

40. BRIDGES OVER NAVIGABLE WATERS: (Continued)

bridge were in disagreement with one another and also in disagreement with the furnished field inspection data; the following important data from each source is submitted for the information of the Washington Office:

From "List of Bridges over Navigable Waters of the U.S.",
revised to July 1, 1941 (restricted)

Type----Swing
Number of spans----18
Clear width normal to channel---48 feet
Clear height of lowest point of superstructure above---
M.L.W.---16.2 feet
M.H.W.---6.5 feet
Plans approved by the War Dept. Sept. 20, 1921

From State of Maine blue prints--List of Highway Bridges

Type---Swing
Number of spans----17
Length of swing span--144' 11 1/2"
Length of other spans, 1--59' 1", 14--59' 03/4"
Horizontal clearance above M.L.W. and M.H.W. not given
Under clearance above stream bed--23 feet
Built in 1920 H rating--14

From the field inspection data

Type--Steel turn bridge
Vertical clearance--6.4 feet above the plane of Mean High-Water
Horizontal clearance--58.07 feet

41. POSITION ACCURACY OF DETAILS:

The detailed positions of the Mean High-Water Line, Recoverable Topographic stations, temporary hydrographic stations, bench marks, and all other planimetric details appearing on the Map Drawing are believed to be within the limits of satisfactory accuracy.

42. RECOMMENDATIONS FOR FUTURE SURVEYS:

The compiled area is complete with respect to all details needed for charting. Concerning the preparation of a planimetric map the compiled area of the Survey is complete within itself. As previously stated, however, the western portion of the Survey could not be fully compiled because of inadequate photographic coverage.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

U. S. Geological Survey, Belfast, Maine, Grid Zone "A", War Depart-

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

ment, Corps of Engineers, U. S. Army Tactical Map (15' series) (advance sheet subject to corrections), Scale 1:62,500, edition of 1941.

By visual comparison the following differences were apparent.

More buildings, roads, trails, and drainage have been shown on the Map Drawing.

Several features appearing on the quadrangle have not been shown on the Map Drawing because their images were not visible on any of the photographs and because no field inspection data were furnished for them. Such features are located at the following approximate positions:

Double dashed line roads

Latitude $44^{\circ}22'48''$ and longitude $69^{\circ}00'45''$

Latitude $44^{\circ}23'20''$ and longitude $69^{\circ}03'35''$

Latitude $44^{\circ}23'15''$ and longitude $69^{\circ}04'20''$

Trails

Latitude $44^{\circ}25'00''$ and longitude $69^{\circ}02'50''$

Double dashed line roads appearing on the quadrangle at approximately latitude $44^{\circ}23'28''$ and longitude $69^{\circ}04'20''$, and latitude $44^{\circ}26'00''$ and longitude $69^{\circ}05'10''$ have been shown on the Map Drawing as trails in accordance with the field inspection data.

A double dashed line road appearing on the quadrangle at approximately latitude $44^{\circ}22'35''$ and longitude $69^{\circ}01'10''$ has been shown on the Map Drawing as a trail in accordance with office interpretation of the photographic detail. No field inspection data were furnished for that feature.

Double dashed line roads appearing on the quadrangle at approximately latitude $44^{\circ}23'40''$ and longitude $69^{\circ}00'42''$; and latitude $44^{\circ}24'40''$ and longitude $69^{\circ}00'25''$ have been shown on the Map Drawing as Class 3, double full line roads in accordance with the field inspection data.

A single dashed line road (trail) appearing on the quadrangle at approximately latitude $44^{\circ}25'00''$ and longitude $69^{\circ}03'30''$ has been shown on the Map Drawing as a Class 4, double dashed line road in accordance with the field inspection data.

The road leading from the County Farm to Poors Mill appears on the quadrangle as a double full line road. One third/mile of this road has been shown on the Map Drawing with a double dashed line. Another one-half mile of the road has been shown with the conventional trail symbol accompanied by a pertinent note. Data pertaining to such detail were furnished by the Field Inspection Unit.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES (Continued)

A swamp has been shown on the Map Drawing at approximately latitude $44^{\circ}25'08''$ and longitude $69^{\circ}01'10''$. It does not appear on the quadrangle.

A swamp appearing on the quadrangle at approximately latitude $44^{\circ}25'50''$ and longitude $69^{\circ}03'30''$ has not been shown on the Map Drawing, because the image of that feature was not visible on any of the photographs, and because no field inspection data were furnished for that feature.

An uncompleted landing field at approximately latitude $44^{\circ}24'35''$ and longitude $69^{\circ}00'45''$ has been shown on the Map Drawing. It does not appear on the quadrangle.

A telephone line as shown on the Map Drawing extending from the west side of the City of Belfast in a southwesterly direction does not appear on the quadrangle.

A school appearing on the quadrangle just west of Hayford Corner has been abandoned. The building which was the school has been shown on the Map Drawing accompanied by the note "Abandoned School".

A school appearing on the quadrangle and named thereon as Woods School was not identified as a school by the Field Inspection Unit. A building has been shown on the Map Drawing with the conventional symbol at approximately the same location of the school appearing on the quadrangle.

A school appearing on the quadrangle and named thereon as Pitchers School, is no longer used as a school. According to the Field Inspection Unit it is now used as a residence.

No gravel pits appear on the quadrangle. Several gravel pits have been shown on the Map Drawing with the conventional symbol accompanied by pertinent notes.

45. COMPARISON WITH NAUTICAL CHARTS:

Chart No. 319, scale 1:20,000, published at Washington, D. C. November 1942, corrected to April 13, 1944.

A comparison of the charted details were made with those appearing on the Map Drawing by means of the vertical projector.

The following differences were apparent:

Double full line roads appearing on the chart at approximately latitude $44^{\circ}26'13''$ and longitude $69^{\circ}01'32''$, latitude $44^{\circ}25'04''$ and longitude $69^{\circ}00'18''$, and latitude $44^{\circ}24'57''$ and longitude $69^{\circ}00'28''$, have not been shown on the Map Drawing because the images of the roads were not visible

45. COMPARISON WITH NAUTICAL CHARTS:(Continued)

on any of the photographs and because no field inspection data were furnished for such detail.

A double full line road shown on the Map Drawing at approximately latitude $44^{\circ}26'03''$ and longitude $69^{\circ}00'20''$ does not appear on the chart.

A pond appearing on the chart at approximately latitude $44^{\circ}25'48''$ and longitude $69^{\circ}00'34''$, has not been shown on the Map Drawing because its image was not visible on any of the photographs and because no field inspection data were furnished for that feature

Several gravel pits have been shown on the Map Drawing. None appear on the chart.

The telephone line appearing on the Map Drawing extending from the west side of the City of Belfast in a southwesterly direction does not appear on the chart.

A swamp area appearing on the Map Drawing at approximately latitude $44^{\circ}25'08''$ and longitude $69^{\circ}01'10''$ does not appear on the chart.

An uncompleted landing field appearing on the Map Drawing just south of the city of Belfast does not appear on the chart. *See Review Report.*

A line of dolphins paralleling the north side of the highway bridge crossing the Passagasawakeag River at the City of Belfast appears on the chart. All of the dolphins east of the channel except the one marking the channel have been destroyed. These data were furnished by the Field Inspection Unit. Fourteen dolphins have been shown on the Map Drawing on the west side of the channel in the immediate vicinity of the bridge. Only four appear on the chart.

More rock ledge in the foreshore area on the east side of the Passagasawakeag River has been shown on the Map Drawing than appears on the chart.

More drainage, buildings, and roads have been shown on the Map Drawing than appear on the Chart.

Respectfully submitted
October 31, 1944

Harry R. Rudolph
Harry R. Rudolph
Senior Photogrammetric Aid

Shoreline and immediate
adjacent planimetric details
compiled by:

Florence M. Hammond
Florence M. Hammond
Assistant Photogrammetric Aid
from Walter E. Schmidt

Interior planimetric details
compiled by:

Harry R. Rudolph
Harry R. Rudolph
Senior Photogrammetric Aid

Compilation of shoreline and
immediate adjacent planimetric
details reviewed by:

Harry R. Rudolph
Harry R. Rudolph
Senior Photogrammetric Aid

Compilation of interior
planimetric details and
Descriptive Report reviewed by:

Michael G. Misulia
Michael G. Misulia
Junior Topographic Engineer

Approved and Forwarded
November 3, 1944

Fred. L. Peacock
Fred. L. Peacock
Chief of Party, C. & G. Survey
Officer-in-Charge
Baltimore Photogrammetric Office

Supervised by:

Walter E. Schmidt
Walter E. Schmidt
Assistant Photogrammetric Engineer

GEOGRAPHIC NAMES

Undisputed

- Belfast (City) ✓
- County Farm
- Dog Island Corner
- Hayford Corner
- Little River ✓
- Simpsons Corner
- Warren Brook

Greenlaws Corner: not found on sheet: apparently a new name

✓ Belfast Municipal Airport ✓

GEOGRAPHIC NAMES

Disputed

~~Passagasawakeag~~ River

~~Passagassawakeag~~ River

• Passagassawaukeag River (pending with USB&N)

*Indecision
not 4/22/49*

Names preceded by • are
approved. L. Heck 10/21/47
(See other list later in
this report).

GEOGRAPHIC NAMES

IDENTIFICATION REPORT
HORIZONTAL CONTROL
Survey No. T-8014

| Name of Station | U.S.G.S. Quadrangle | Recovery Data | Pricking Data |
|---------------------------------------------|------------------------|------------------|------------------|
| Belfast Methodist Church Spire, 1862 | Belfast | Recovered | Positive |
| ** E-2 (U.S.E.) | Belfast | Recovered | Positive |
| ** E-1 (U.S.E.) <i>fm 524</i> | Belfast | Not identified* | Positive |
| *No description furnished by U.S. Engineers | | | |
| ** E-4 (U.S.E.) <i>fm 524</i> | Belfast | Recovered | Positive |
| ** E-6 (U.S.E.) <i>fm 524</i> | Belfast | Not identified* | Positive |
| *No description furnished by U.S. Engineers | | | |
| ** Monument No. 210 (C.W.A.) | Belfast | Recovered | Positive |
| Monument No. 211 (C.W.A.) | Belfast | Not found | |
| ** Monument No. 212 (C.W.A.) <i>fm 524</i> | Belfast | Recovered | Positive |
| So. Base (U.S.E.) | Belfast | Not found | |
| Patterson 2, 1911 | Belfast | Recovered | Positive |
| ** Monument 213 (C.W.A.) <i>fm 524</i> | Belfast | Recovered | Positive |

June 9, 1944

Lieutenant Dale E. Sturmer

Note by: The Baltimore Compilation Office

** No geographic positions available. Positions were determined by radial intersection. Form 524 previously submitted.

IDENTIFICATION REPORT
HORIZONTAL CONTROL
Survey No. T-8014

| Name of Station | U.S.G.S. Quadrangle | Recovery Data | Pricking Data |
|----------------------------------------------|------------------------|------------------|------------------|
| Belfast Methodist Church Spire, 1862 | Belfast | Recovered | Positive |
| E-2 (U.S.E.) | Belfast | Recovered | Positive |
| E-1 (U.S.E.) | Belfast | Not identified | Positive |
| *No description furnished by U. S. Engineers | | | |
| E-4 (U.S.E.) | Belfast | Recovered | Positive |
| E-6 (U.S.E.) | Belfast | Not identified | Positive |
| *No description furnished by U. S. Engineers | | | |
| Monument No. 210 (C.W.A.) | Belfast | Recovered | Positive |
| Monument No. 211 (C.W.A.) | Belfast | Not found | |
| Monument No. 212 (C.W.A.) | Belfast | Recovered | Positive |
| So. Base (U.S.E.) | Belfast | Not found | |

June 9, 1914

Lieutenant Dale E. Sturmer

T8015 (Now 8314)
descr report
follows

8015
Now 8014

5014
North Half

26 CONTROL:

Only two U. S. Coast & Geodetic Survey horizontal control stations appear on the Map Drawing for Survey No. T-8015. Both of these stations lie within the limits of the Survey. They are as follows:

1 U. S. Coast & Geodetic Survey triangulation intersection station.

HEAD OF TIDE CHURCH SPIRE, 1862, r.1944.

1 U. S. Coast & Geodetic Survey triangulation station.

PATERSHALL HILL, 1862 (no recovery in 1944).

The above horizontal control stations have been shown on the Map Drawing with the conventional triangulation symbol.

The position of the station recovered in 1944, and the positions of the secondary control points determined by a combined radial plot laid for the areas of Surveys No. T-8014, T-8015, T-8018, and T-8019, were used to determine the positions of the Recoverable Topographic Stations, temporary hydrographic stations and detail points contained within the area of Survey No. T-8015.

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

27 RADIAL PLOT:

A combined radial plot was laid for the block of four surveys Nos. T-8014, T-8015, T-8018, and T-8019, by the usual radial method. The results obtained were satisfactory. The facts concerning the radial plot have been fully brought out in the "Special Report on the Radial Plots for the Areas of Surveys Nos. T-8014, T-8015, T-8018, T-8019, T-8036, and T-8037" submitted July 26, 1944, and which is now included in the first half of this descriptive report.

28 DETAILING:

The compiled area of Map Drawing, Survey No. T-8015 is in accordance with the written instructions pertaining to Project No. C.S. 272. The planimetric features appearing thereon have been detailed from unmounted nine lens photographs, which were supplemented

28 DETAILING: (continued)

by the field inspection data.

The area of the Survey was inadequately covered by photography. Only the southeast portion could be compiled with confidence.

The only navigable body of water, contained within the area of the Survey, is a portion of the Passagasawakeag River. The compiled interior portion of the Survey consists of several small settlements, the northern portion of the City of Belfast, large wooded areas, and several ponds and swamp areas.

The furnished field inspection data were adequate.

The classification of the planimetric details are in accordance with the field inspection data.

The scales of the photographs and the Map Drawing were in good agreement. Only a small portion of the compiled area of the Map Drawing was detailed by means of the vertical projector.

The radially plotted positions of the Recoverable Topographic Stations, temporary hydrographic stations, bench marks, and detail points determined by the intersection of three or more radials have been shown with small, single, blue ink circles, on the glossy side of the Map Drawing. The positions of such points determined by the intersection of two radials or the intersection of three radials having a small triangle, have been shown with small, single, green ink circles.

All buildings within the compiled area, except small outbuildings, have been detailed and shown on the Map Drawing with the conventional symbol. All roads are to be considered 0.6 mm. in width unless otherwise noted. Trails have been shown with a single dash line accompanied by the note "Trail".

30 MEAN HIGH-WATER LINE:

The Mean High-Water Line was detailed in accordance with the field inspection data and shown on the Map Drawing with a full heavy-weight black acid ink line. The outer limits of marsh areas, bordering the Mean High-Water Line, were also detailed in accordance with the field inspection data and shown on the Map Drawing with a full light-weight black acid ink line. The included marsh area was shown

30 MEAN HIGH-WATER LINE: (Continued)

with the conventional symbol. The light-weight line indicates that the edge of the bordering marsh areas is visible at Mean High-Water.

31 LOW-WATER AND SHOAL LINES:

The approximate position of the Mean Low-Water Line, as identified by the Field Inspection Unit, has been detailed and shown on the Map Drawing with a dotted black acid ink line accompanied by the note "Approximate position of Mean Low-Water". No definite position of the Mean Low-Water Line was identified by the Field Inspection Unit.

No shoal areas have been shown along that portion of the Passagasawakeag River contained within the compiled area of the Map Drawing because they were not distinguishable on any of the photographs and because the Field Inspection Unit did not furnish any data pertaining to such detail.

31-A FORESHORE DETAILS:

The foreshore details consist of mud, a sand bar, rocks, a reef, a wreck, and several mussel shoal areas. All of these features have been detailed in accordance with the field inspection data and shown on the Map Drawing with the conventional symbols accompanied by pertinent notes. The extents to which the above features bare at Mean High-Water or Mean Low-Water, as recorded in the field inspection data, have been shown by notes lettered on the Map Drawing.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

The only details appearing on the Map Drawing offshore from the Mean High-Water Line are several islets situated at the head of tide of the Passagasawakeag River at approximately latitude $44^{\circ}27'00''$ between longitude $69^{\circ}02'00''$ and longitude $69^{\circ}03'00''$. The extents to which they bare at Mean High-Water have been lettered on the Map Drawing near their detailed position.

33 WHARVES AND SHORE LINE STRUCTURES:

Cribbing, retaining walls and other shore line structures appear on the Map Drawing. The existence of such features was verified by the Field Inspection Unit.

34 LANDMARKS, AND FIXED AIDS TO NAVIGATION:

There are no charted fixed aids to navigation or landmarks within the area of the Survey.

No new landmarks or fixed aids to navigation were recommended to be charted by the Field Inspection Unit for 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 39 stations. Of these, 3 are Recoverable Topographic Stations, and the remaining 36 are temporary hydrographic stations. The positions of all the stations have been determined by the radial plot, and shown on the Map Drawing with $2\frac{1}{2}$ mm. black acid ink circles accompanied by their numbers as assigned by the Field Inspection Unit. A list of descriptions of all the hydrographic control stations appears just outside the eastern detail limit of the Map Drawing.

Form 524 was submitted on July 21, 1944 for each of the following 3 Recoverable Topographic Stations:

| Number | Name |
|--------|------------------------------|
| 48 | Southeast Gable White House |
| 55 | White Chimney on White House |
| 243 | South Gable Railroad Station |

36 LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields within the compiled area of the Map Drawing. The Field Inspection Unit did not recommend any aeronautical aids for the area of the Survey.

37 JUNCTIONS:

There are no contemporary surveys either to the north or west of Map Drawing Survey No. T-8015.

Junction of shore line and interior planimetric details with Map Drawing Survey No. T-8014 to the south was made and is in agreement. *Now T804* *OK*

Map Drawing Survey No. T-8018 is to the east. As instructed, only shore line and immediate adjacent planimetric details were compiled for the area of that Map Drawing.

Since none of the compiled area appearing on Map Drawing, Survey No. T-8018 is along its western detail limit, no junction of details with Map Drawing, Survey No. T-8015 need be considered.

38 GEOGRAPHIC NAMES:

No geographic names investigation was furnished by the Field Inspection Unit for the area of the Survey.

The geographic names appearing on the Map Drawing were obtained from published data available to the Baltimore Compilation Office. They have been alphabetically compiled in a list which is attached to this report.

39 POWER AND TELEPHONE LINES:

A power line along the road running northwest from City Point has been detailed in accordance with the field inspection data and shown on the Map Drawing with the conventional symbol. A portion of the power line situated at City Point could not be detailed because the image of the line in that area was not visible on any of the photographs, and because the Field Inspection Unit did not furnish the necessary data.

The image of a feature, along the east shore of the Passagasawakeag River directly across from Bryants Corner, ~~believed to be a telephone line, has been shown on the Map Drawing with the conventional telephone symbol.~~ The Field Inspection Unit did not identify that detail.
Now shown as open space in forest cover & no telephone symbol.

40 BRIDGES OVER NAVIGABLE WATERS:

There are three bridges crossing the navigable waters of the Passagasawakeag River. Of these, two have been detailed, on the Map Drawing and their clearances noted, in accordance with the field inspection data. The other bridge has been shown and noted "now in ruins" in accordance with the field inspection data.

41 RECOMMENDATIONS FOR FUTURE SURVEYS:

The compiled area of the Survey is believed to be complete with respect to all details necessary for charting and the preparation of a planimetric map. The positions of the planimetric details are believed to be within the limits of satisfactory accuracy.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Belfast, Maine, Grid Zone "A" (15' series), Advance Sheet, Corps of Engineers, U. S. Army (Tactical Map), United States Geological Survey, scale 1:62,500, edition of 1917, reprinted 1938.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES. (Continued)

By visual comparison, the following differences were apparent:

A larger swamp area appears on the quadrangle southeast of Hurds Pond than appears on the Map Drawing.

Two ponds appear on the Map Drawing just north of Bryants Corner on the west shore of the Passagasawakeag River. They do not appear on the quadrangle.

Four dams appear on the Map Drawing across the Goose River. Only one appears on the quadrangle.

No swamp areas appear on the quadrangle along the shores of Mason Pond.

A school building appears on the quadrangle at City Point. The Field Inspection Unit did not identify the building as a school.

A swamp area appearing on the quadrangle at approximately longitude $69^{\circ} 01' 25''$ between latitudes $44^{\circ} 27' 30''$ and $44^{\circ} 28' 00''$ does not appear on the Map Drawing. The Field Inspection Unit did not furnish any data pertaining to that feature.

A large portion of the road running north from the village of Head of Tide appears as a trail on the Map Drawing.

A road running north and another one running northeast from Applin School appear on the Map Drawing as Class 4 roads (double dash lines). Double full line roads appear on the quadrangle.

Marsh Fork has not been shown in its entirety on the Map Drawing. The course of the stream could not be fully delineated on the Photographs because of the images of dense vegetation. No additional data could be obtained from examination of stereoscopic pairs of photographs.

A bridge appearing on the quadrangle at approximately latitude $44^{\circ} 26' 15''$ and longitude $69^{\circ} 04' 25''$ is now gone. The road leading to the bridge appears on the Map Drawing as a trail. A double dash line road appears on the quadrangle.

More roads and buildings appear on the Map Drawing.

The mean High-Water Line appearing on the Map Drawing is more irregular.

No fences appear on the quadrangle.

The bridge crossing the Passagasawakeag River at Bryants Corner is now in ruins.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 319, scale 1:20,000, published at Washington, D. C. Nov. 1942, corrected to April 13, 1944.

Chart No. 319 covers approximately one-half of a minute of latitude, and approximately two and one-half minutes of longitude of the area of the Survey.

In general, the charted Mean High-Water Line and planimetric details are in good agreement with those appearing on the Map Drawing. The following differences, however, are apparent:

A wreck has been shown on the Map Drawing at approximately latitude $44^{\circ} 26' 25''$ and longitude $69^{\circ} 00' 50''$. It does not appear on the Chart.) 83

Two wharves appear on the Chart at approximately latitude $44^{\circ} 26' 30''$ and longitude $69^{\circ} 01' 15''$. They have not been shown on the Map Drawing because their images were not visible on the photographs and because no field inspection data were furnished for them.) 83

A charted bridge across the Passagasawakeag River at approximately latitude $44^{\circ} 26' 30''$ and longitude $69^{\circ} 01' 20''$ is now in ruins.) 83

Only the cribbing of a small charted wharf at approximately latitude $44^{\circ} 26' 30''$ and longitude $69^{\circ} 01' 20''$ now remains.) 83

A road appearing on the chart at approximately latitude $44^{\circ} 26' 18''$ and longitude $69^{\circ} 01' 15''$, running to the southwest, has not been shown on the Map Drawing. The image of the road was not visible on any of the photographs and the Field Inspection Unit did not furnish any data pertaining to that feature.

More roads and buildings appear on the Map Drawing.

Respectfully submitted,
October 25, 1944

Abraham L. Goncharsky
Abraham L. Goncharsky
Sr. Engineering Draftsman

Compilation & Descriptive
Report Reviewed by:

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

Supervised by:

Walter E. Schmidt
Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved & Forwarded:
October 27, 1944

Fred. L. Peacock
Fred. L. Peacock
Chief of Party
Officer-in-Charge
Baltimore Photogrammetric Office

GEOGRAPHIC NAMES

Undisputed

- ✓ Applin School (add: Abd. ?)
- ✓ Belfast (City)
- Bryants Corner *not shown*
- ✓ City Point (village)
- ✓ Eastside School
- ✓ Goose River
- Head of the Tide (village) *not shown*
- Holmes Mill (village)
- Hurds Pond
- ✓ Marsh Form ^K (stream)
- ✓ Mason Pond
- ✓ Shermans Corner
- ✓ Upper Mason Pond
- Webster Brook *not shown*
- ✓ Wescot Stream

• Belfast and Moosehead ^{late} R.R.

- U.S. No. 1 - State No. 3
- U.S. No. 1 - State No. 141
- State 141 (begins at junction with U.S. No. 1)
- State No. 3 (w. of Belfast)
- State 137 & 7 (nw of Belfast)
- State 137 (sw. of Belfast)

DISPUTED

~~Passagasawakeag River~~

~~Passagassawakeag River~~

(Pending with US B&N.)

no decision as of 4/22/49

✓ Passagassawaukeeg River

*Names checked with
L. Heck 4/22/49
K. W. M.*

Names preceded by • are
approved.

L. Heck
10/8/47

see other list in this
report.

GEOGRAPHIC NAMES

IDENTIFICATION REPORT
HORIZONTAL CONTROL
Survey No. T-8015

| Name of Station | U.S.G.S. Quadrangle | Recovery Data | Pricking Data |
|----------------------------------|------------------------|------------------|------------------|
| Head of Tide, Church Spire, 1862 | Belfast | Recovered | Positive |
| Patershall Hill, 1860 | Belfast | Not found | |

June 9, 1944

Lieutenant Dale E. Sturmer

DIVISION OF PHOTOGRAMMETRY
Review Report of
Shoreline Map Manuscript T-8014

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

28. DELINEATION

The Belfast Municipal Airport was plotted from inspection of an oblique photograph in the U. S. AAF Airport Directory of the Continental U. S., Vol, 2, Jan. 1945. (No field inspection available).

The runways are shown with a dashed line, but are considered in correct position. No boundary outline is available, and numerous construction roads visible on the photographs are not shown. No hangars or buildings were visible, if present, on the photographs. Wooded areas near the airport have also been outlined from the oblique photograph. There is some question about the length of the NW/SE runway ~~xxxxxxx~~ and also the outside curve of the runways at the intersection.

43. COMPARISON WITH PREVIOUS TOPOGRAPHIC SURVEYS

T-1272

1871-73 (with contours)

The present survey supersedes the older survey for their common area, except for contours, interior drainage, and numerous fence lines.

46: APPLICATION TO CHARTS

208 and 319.

This map manuscript has not been applied to the charts as of the date of this review.

48: ACCURACY

The delineation of all detail within this map area is believed to be within the National Standard of Accuracy.

Reviewed by:

Under the direction of

Ross French
Ross French, Dec. 1945 *K.H.M.*

S. V. Griffith
Chief, Review Section *L.H.M.*

APPROVED BY:

B.G. Jones
Technical Assistant to the
Chief, Div. of Photogrammetry

M. Edmundson
Chief, Nautical Charts Branch,
Division of Charts.

K.T. Adams
Chief, Div. of Photogrammetry

W.M. Sciple
Chief, Div. Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. _____

Record of Application to Charts

[illegible]

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.