8018

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 Photo.

Field No. CS-272-D *Office No.* T-8018

LOCALITY

State Maine

General locality Coast of Maine

Locality Penobscot Bay - Searsport Harbor
Long Cove

1941-'44

CHIEF OF PARTY

F.L.Peacock

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DATE June 2, 1949

8-1870-1 (1)

8018

Form T-1

DATA RECORD
Map Drawing Survey
No. T- 8018

Quadrangle (II): Castine, Me. (15') U.S.G.S. North Central Portion **Project No. (II):** C.S. 272-D

Field Office: Air Photographic Party No. 2 **Chief of Party:** Dale E. Sturmer ~~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

Copy filed in ~~Descriptive Report No. T-~~ (VI) Dio. Photogram. Office Files

Completed survey received in office: 29 July, 1944

Reported to Nautical Chart Section:

Reviewed: 25 Feb. 1946 **Applied to chart No.** 208 (309 old) **Date:** 9 Mar. 1948

Redrafting Completed: 23 Sept. 1946

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): LONG COVE, YELLOW TANK, 1911, 1934, r.1944

Lat.: 44° 27' 31.~~16~~.189" 96~~1~~.3.7m **Long.:** 68° 53' 58.~~37~~429" 1290.~~4~~1291.7m ~~Adjusted~~ ~~Unadjusted~~ ~~Field Computation~~

State Plane Coordinates (VI):

X = **Y =**

Military Grid Zone (VI)

PHOTOGRAPHS (III)
(Unmounted)

Number	Date	Time	Scale	Stage of Tide
6984-6986 Incl.	10/20/41	1:34 P.M.	1:10,000	4.0' above M.L.W.
6993-6996 Incl.	10/20/41	1:34 P.M.	1:10,000	4.0' above M.L.W.
7241-7243 Incl.	10/21/41	11:04 A.M.	1:10,000	11.8' above M.L.W.
7282 and 7283	10/21/41	11:51 A.M.	1:10,000	11.0' above M.L.W.

Tide from (III): Tide Tables, Atlantic Ocean, 1941. Reference Station Portland, Md., with corrections to Belfast, Me.
Mean Range: 9.7' **Spring Range:** 11.1'

Camera: (Kind or source) U. S. Coast & Geodetic Survey Nine Lens (focal length 8¼") All negatives are on file in the Washington Office.

Field Inspection by: Lieut. Dale E. Sturmer **date:** Spring, 1944
Season's Field Inspection Report will be submitted at a later date.

Field Edit by: None **date:**

Date of Mean High Water Line Location (III): As of date of photographs 10/20, 21/41, supplemented by field inspection data obtained in 1944

Projection and Grids ruled by (III) J.T.B. - B.R.C. Washington Office **date:** 6/24/44

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

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

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

Radial Plot by: W. E. Schmidt **date:** 6/30/44

Detailed by: Raymond Glaser **date:** 7/3 - 7/22/44

Reviewed in compilation office by: Michael G. Misulia **date:** July 1944

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

STATISTICS (III)

Land Area (Sq. Statute Miles): 1

Shoreline (More than 200 meters to opposite shore): 8 Statute miles

Shoreline (Less than 200 meters to opposite shore): None

Number of Recoverable Topographic Stations established: *12

Number of Temporary Hydrographic Stations located by radial plot: 41

Leveling (to control contours) - miles:

Roman numberals 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, 5 are Maine State Traverse Stations (also bench marks)

26 CONTROL:

There are four U. S. Coast and Geodetic Survey triangulation stations appearing on the Map Drawing for Survey No. T-8018. All of the stations have been shown thereon with the conventional triangulation symbol.

The following three U. S. Coast and Geodetic Survey triangulation stations lie within the detail limits of the Map Drawing:

*LONG COVE, YELLOW TANK, 1911, 1934, r.1944
SEARSPORT CHURCH SPIRE, 1862, r.1944
*WEST STOCKTON, WHITE CHURCH SPIRE, 1911, 1934, r.1944

*Previously charted landmarks.

The following one U. S. Coast and Geodetic Survey triangulation station lies just outside the detail limits of the Map Drawing:

STOCKTON SPRINGS, UNIVERSALIST CHURCH SPIRE, 1934, r.1944(previously charted landmark)

All of the above-mentioned horizontal control stations were used for the establishment of photograph centers, secondary points, detail points, recoverable topographic stations and temporary hydrographic stations.

A copy of the identification report on the horizontal control within the area of the Survey, as furnished by the Field Inspection Unit, is submitted herein.

27 RADIAL PLOT:

A combined radial plot was laid for the areas of Surveys Nos. T-8014, T-8015, T-8018, and T-8019. The results obtained were satisfactory. The facts

27 RADIAL PLOT: (Continued)

pertaining to the radial plot have been fully brought out in a special descriptive report on the two combined radial plots for the areas of (1) Surveys Nos. T-8014, T-8015, T-8018, and T-8019; (2) Surveys Nos. T-8036, and T-8037, previously submitted on July 26, 1944 and now included in Descriptive Report T-8014.

28 DETAILING:

The shore line and immediate adjacent detail appearing within the detail limits of the Map Drawing for Survey No. T-8018 have been compiled in accordance with instructions and the field inspection data. Symbolization is in accordance with the conventional topographic symbols.

Photographic coverage for the area of the Survey was excellent, the number of photographs being adequate for detailing. The scales of the photographs and the Map Drawing were in very good agreement.

The field inspection data pertaining to the Mean High-Water Line was excellent. The field inspection data pertaining to the investigation of drainage and road classification for the area of the Survey were inadequate. The character and location of the drainage, and for the most part, the classification of the roads, were determined by the Baltimore Compilation Office.

The main bodies of water appearing on the Map Drawing are portions of Penobscot Bay and Stockton Harbor, and all of Searsport Harbor and Long Cove. The shore line of these bodies of water is for the most part, bordered with brushy earth bluffs, 5 to 30 feet in height.

The original eastern detail limit of the Map Drawing has been extended from Longitude 68° 52' 30" eastward to Longitude 68° 52' 00", between Latitude 44° 26' 15" and Latitude 44° 28' 00". This was done in order to include all of the shore line detail of

28 DETAILING: (Continued)

Sears Island above Latitude 44° 26' 15" on the Map Drawing for Survey No. T-8018. The extended limits have been shown on the Map Drawing with red acid ink lines. The extended limits are also shown on the Map Drawing for Survey No. T-8037 to the east, with red ink lines.

The radially plotted positions of recoverable topographic stations, temporary hydrographic stations, and minor 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.

Since all notes pertaining to the compilation have been lettered on the Map Drawing, no overlay sheet was necessary.

30 MEAN HIGH-WATER LINE:

The Mean High-Water Line (firm ground) was delineated on the office photographs in accordance with the field inspection data, and detailed therefrom onto the Map Drawing. There were no marsh areas bordering the Mean High-Water Line.

The approximate outer limits of rocky areas bordering the Mean High-Water Line have been detailed in accordance with the field inspection data, examination of the nautical charts covering the area of the Survey, and office interpretation of the photographs. It is believed that the Field Inspection Unit failed to distinguish between areas containing large rocks and boulders, and those containing rock ledge. It is recommended that the character of such areas bordering the Mean High-Water Line, as shown on the Map Drawing, with either the rock ledge symbol or with the conventional symbol for large rocks and boulders,

30 MEAN HIGH-WATER LINE: (Continued)

accompanied by pertinent notes, be investigated by the operating Hydrographic Party.

31 LOW-WATER AND SHOAL LINES:

The approximate position of the Mean Low-Water Line was detailed directly from the field inspection photographs upon which it had been delineated by the Field Inspection Unit. This feature has been shown on the Map Drawing with a dotted black acid ink line, accompanied by descriptive notes.

There are apparently no shoal areas within the area of the Survey. This is based on the two following facts: (1) No field inspection data were submitted for such detail; (2) No Shoal areas were visible on any of the photographs.

32 DETAILS OFFSHORE FROM THE MEAN HIGH-WATER LINE:

The details offshore from the Mean High-Water Line consist of reefs, a wreck, and fish traps. Such features have been shown on the Map Drawing with the conventional symbols, accompanied by pertinent notes. The extent to which they bare at Mean Low-Water, where recorded by the Field Inspection Unit, has been shown by notes lettered on the Map Drawing.

33 WHARVES AND SHORE LINE STRUCTURES:

The existence of all piers, wharves, cribbing, retaining walls, and all other shore line structures appearing on the Map Drawing, have been verified by the Field Inspection Unit.

34 LANDMARKS, FIXED AIDS TO NAVIGATION AND AERONAUTICAL AIDS:

Two landmarks, "Church Spire" (same as triangulation station WEST STOCKTON, WHITE CHURCH SPIRE, 1911, 1934, r.1944) and "Tank" (same as triangulation station LONG COVE, YELLOW TANK, 1911, 1934, r.1944),

34 LANDMARKS, FIXED AIDS TO NAVIGATION AND AERONAUTICAL AIDS: (Continued)

previously charted, have been shown within the detail limits of the Map Drawing with the conventional triangulation symbol, accompanied by the note "Landmark." Since the positions of these two landmarks have been previously determined by triangulation by the Bureau, Form 567 will not be submitted.

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

No new landmarks, new fixed aids to navigation, or aeronautical aids were recommended by the Field Inspection Unit.

35 HYDROGRAPHIC CONTROL:

The selected hydrographic control for the area of the Survey consists of 41 temporary hydrographic stations and 12 recoverable topographic stations. Their positions have been determined by the radial plot and shown on the Map Drawing with $2\frac{1}{2}$ mm. black acid ink circles.

The numbers, names and descriptions of the recoverable topographic stations, and the numbers and descriptions of the temporary hydrographic stations, have been lettered on the Map Drawing.

Form 524 has been submitted for each of the following 12 recoverable topographic stations:

No.	Name
95	S. Gable $1\frac{1}{2}$ Story House
105	S. Gable House on Pier
113	S. E. Gable $1\frac{1}{2}$ Story House
123	SUB, 1944
140	S. E. Gable Ventilator
141	S. Gable Large Red Barn
	BUS, 1944
	(a) Mon. No. 214, 1935, r.1944

35 HYDROGRAPHIC CONTROL: (Continued)

(a) Mon. No. 215, 1935, r.1944
(a) Mon. No. 216, 1935, r.1944 —— 1.
(a) Mon. No. 217, 1935, r.1944 —— 2.
(a) Mon. No. 219, 1935, r.1944

(a) These are Maine State Traverse Stations (also Bench Marks).

37 JUNCTIONS:

Excellent junctions of shore line and immediate adjacent details were made with Map Drawings Surveys Nos. T-8037 to the East, and T-8019 to the South.

Since there are no navigable waters along the northern ~~and western detail~~ limits of the Map Drawing, and since only the shore line and immediate adjacent detail was compiled for the area of Survey No. ~~T-~~ 8018, no junction of details with Map Drawings, ~~Surveys Nos. T-8015 to the West, and~~ T-8017 to the North, need be considered.

38 GEOGRAPHIC NAMES: 814

The geographic names appearing on the Map Drawing are in accordance with data obtained from the Nautical Charts, United States Geological Survey, Maine, Castine Quadrangle, 15' series, and the Coast Pilot book, available for use by the Baltimore Compilation Office.

An alphabetical list of geographic names pertaining to the compiled area of the Map Drawing, is submitted herein.

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

The positions of the planimetric details are believed to be within the limits of satisfactory accuracy. The compilation is complete with respect to all detail needed for charting and for hydrographic surveys.

1. Broken off one foot from top, therefor the elevation 88.807ft as recorded on form 638 cannot be accepted as correct. No elevation is shown on the map manuscript.
2. This monument is loose and cannot be used as shown on form 638 or accepted as correct. No elevation is shown on the map manuscript.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Castine, Maine, (15') U.S.G.S. Scale 1:62,500, edition of 1943.

Since the scale difference between the Map Drawing and the Quadrangle was very large, comparison of small planimetric details could not be readily made. In general, however, common detail was in good agreement.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 311, Scale 1:40,000, published at Washington, D. C., June 1932, reissued June 1938, corrected to April 13, 1944.

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

A larger number of buildings is shown on the Map Drawing.

A larger number of railroad tracks has been shown on the Map Drawing in the vicinity of Mack Point.

The road on Sears Island appearing on the Chart, is in a different position than as detailed on the Map Drawing.

A wreck as shown on the Map Drawing at approximately Latitude 44° 27.75' and Longitude 68° 52.6', does not appear on the Chart.

A larger area of interior detail appears on the chart.

Respectfully submitted:
July 26, 1944

Michael G. Misulia
Jr. Topographic Engineer

Compilation by:

Raymond Glaser
Sr. Engineering Aid

Compilation Reviewed by:

Michael G. Misulia
Jr. Topographic Engineer

Supervised by:

Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved and Forwarded:
July 28, 1944

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

GEOGRAPHIC NAMES

(Undisputed)

- Kidder Pt.
- Long Cove
- Long Cove Brook
- Mack Pt.
- Mill Brook
- Penobscot Bay
- Sears Island
- Searsport
- Searsport Harbor
- Searsport Station
- Stockton Harbor
- Goose River
- U.S. No. 1 - State No. 3
- Bangor and Aroostook

Names preceded by • are approved

L. Heck
9/19/47

GEOGRAPHIC NAMES

IDENTIFICATION
REPORT OF
HORIZONTAL CONTROL STATIONS FOR
THE AREA OF SURVEY NO. T-8018

LONG COVE, BROWN STACK, 1934	Lost
LONG COVE, COAL TOWER, 1911	Lost
LONG COVE, YELLOW TANK, 1911	Recovered. Pricking positive
STOCKTON HARBOR, WEST SIDE YELLOW TANK, 1911	Lost
WEST STOCKTON, WHITE CH. SPIRE, 1911	Recovered. Pricking positive
SEARSPORT CH. SPIRE, 1862	Recovered. Pricking positive
*Monument No. 214 (Maine State Traverse Station)	Recovered Pricking positive
*Monument No. 215 (Maine State Traverse Station)	Recovered Pricking positive
*Monument No. 217 (Maine State Traverse Station)	Recovered Pricking positive
Monument No. 218(Maine State Traverse Station)	Lost
*Monument No. 219 (Maine State Traverse Station)	Recovered Pricking positive

*Stations were not used to control the plot. No geographic positions available. See side heading No. 35.

Above data submitted June 9, 1944 by Lieut. Dale E. Sturmer

8018

SUPPLEMENTAL 1

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

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

SUPPLEMENTAL

DESCRIPTIVE REPORT

Type of Survey Planimetric Air Photo.

Field No. CS-272 *Office No.* T-8018

LOCALITY

State Maine

General locality Coast of Maine

Locality Penobscot Bay - Searsport Harbor - Long Cove

1946

CHIEF OF PARTY

F.L.Peacock

LIBRARY & ARCHIVES

DATE

8-1870-1 (1)

8018

SUPPLEMENTAL 1

ADDITIONAL WORK - 1946

T-8018

In accordance with the original and various Supplemental Instructions for Project No. CS-272, the Surveys in the vicinity of Penobscot Bay were Photogrammetric Shoreline Surveys. The compilation of these Surveys were completed by the Baltimore Photogrammetric Office in accordance with these Instructions.

New Instructions, dated January 10, 1946, requested the detailing of portions of the interior on seven Photogrammetric Shoreline Surveys of this area for use in compiling new 1:10,000 scale Harbor Charts Nos. 317, 318, and 319. Survey No. T-8018 is one of these.

The Instructions were accompanied by layouts on which were shown the areas within which complete photogrammetric detail was required.

The additional work required on Survey No. T-8018 includes all the planimetric detail approximately one-half mile wide along its southern limits and extending from Penobscot Bay westward to western limits of the Survey. This planimetric detail includes an area of approximately $2\frac{3}{4}$ square miles.

Good junctions of planimetric details were made with Map Manuscript for Survey No. T-8014 to the west.

All details are shown in accordance with the Compilation Office interpretation of the photographs as no field data were furnished the Compilation Office.

Respectfully Submitted,
January 31, 1946

Harry R. Rudolph
Harry R. Rudolph,
Photogrammetric Aid

Additional Compilation By:

Raymond Glaser
Raymond Glaser,
Engineering Draftsman

Approved and forwarded:
February 6, 1946

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

Additional Work Reviewed and
Supervised By:

Harry R. Rudolph
Harry R. Rudolph,
Photogrammetric Aid

Division of Photogrammetry
Review Report of
Shoreline Map Manuscript T-8018

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

27. Radial Plot.

The radial plot was checked and found to be within the limits of required accuracy.

28. Detailing.

Shoreline and offshore detail, as shown by field inspection, has been fully applied to the map manuscript.

43. Comparison with Previous Surveys.

T-1272	1:10,000	1871-2
T-1329	1:10,000	1872-3

The new survey supersedes the older surveys for their common areas except for contours, fences, interior planimetry, and minor drainage alongshore which is not readily interpretable on the photographs.

46. Application to Charts.

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

Reviewed by

Ross French

Ross French, Dec. 1945

Under the direction of

L. V. Griffith

Chief, Review Section

APPROVED BY:

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

H. A. Edmonston
Chief, Nautical Chart Branch
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

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

NAUTICAL CHARTS BRANCH

SURVEY NO. _____

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
3-9-98	208 (3/9 odd)	Irene Ball	Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

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.