

8019

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-8019

LOCALITY

State Maine

General locality Coast of Maine

Locality Penobscot Bay - Belfast Bay

1941-'44

CHIEF OF PARTY

F.L. Peacock

LIBRARY & ARCHIVES

DATE June 2, 1949

B-1870-1 (1)

8019

DATA RECORD
MAP DRAWING SURVEY
T- 8019

Form T-1

Quadrangle (II); Castine, Maine, (15' series) Project No. (II); C.S. 272-0
Northwestern Portion U.S.G.S.

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

March 18, 1944 - 28 MRC 1990 (supplemental instructions)

April 11, 1944 - 28 MRC 1990 (supplemental instructions)

Copy filed in Descriptive

Report No. T- (VI)

Div. of Photogram. Office Files

Completed survey received in office: *1 Sept. 1944*

Reported to Nautical Chart Section:

Reviewed: *25 Feb. 1946*

Applied to chart No. *208*
(319 old)

Date: *8 Mar. 1948*

Redrafting Completed: *Sept. 1947*

Registered: *20 April, 1948*

~~Published:~~ *Shoreline (Vault copy)*

Compilation Scale: 1:9,740

~~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): MOOSE PT. 2, 1911, 1934, r.1944 */16*

Lat.: 44° 25' 44.565" 1375.6m Long.: 68° 56' 38.872" 859.8m Adjusted

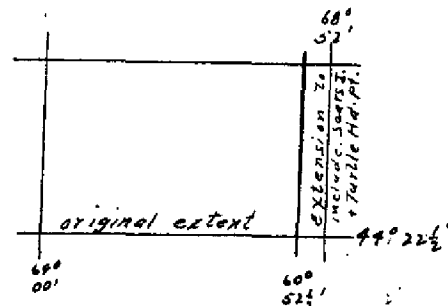
~~Unadjusted~~

State Plane Coordinates (VI):

X =

Y =

Military Grid Zone (VI)



PHOTOGRAPHS (III)
(UNMOUNTED)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
6987 & 6988	10/20/41	1:34 P.M.	1:10,000	4.0' above M.L.W.
7194 - 7195	10/21/41	9:50 A.M.	1:10,000	11.0' above M.L.W.
7239 & 7240	10/21/41	11:04 A.M.	1:10,000	11.8' above M.L.W.
7252 & 7253	10/21/41	10:57 A.M.	1:10,000	11.8' above M.L.W.

Tide from (III): Tide Tables, Atlantic Ocean, 1941. Reference Station
Portland, Maine, with corrections 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: 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 photographs taken on
10/20-21/41, supplemented by the field inspection data, obtained in 1944.

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

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: 6/30/44

Detailed by: Harold R. Brooks & E. H. Snyder date: July 1944
(shore line - rough draft)

A. L. Goncharsky (Adjacent detail)
Reviewed in compilation office by: Michael G. Misulia date: August 1944

Elevations on Field Edit Sheet
checked by: date:

*Interior planimetry north west
of Belfast Bay completed Batts Off
Jan. 1946.*

STATISTICS (III)

Land Area (Sq. Statute Miles); 2

Shoreline (More than 200 meters to opposite shore); 15 Statute Miles

Shoreline (Less than 200 meters to opposite shore); 0.25 Statute Miles

Number of Recoverable Topographic Stations established; 13*

Number of Temporary Hydrographic Stations located by radial plot; 72

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, Mon. No. 210, r.1944 (Maine State Traverse
Station and B.M.) is too far inland to be of much value for
hydrographic control.

26 CONTROL:

There are ten horizontal control stations appearing on the Map Drawing for Survey No. T-8019. Of these, 2 are U. S. Coast and Geodetic Survey triangulation stations (identified by F.I.P.'s) and 8 are U. S. Coast and Geodetic Survey triangulation intersection stations.

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

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

- (a) MOOSE POINT 2, 1911, r.1934, r.1944 (F.I.P. "Moo")
- (a) MARSHALL POINT, 1911, r.1934, r.1944 (F.I.P. "Mar")

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

- (a) YELLOW BARN CUPOLA, 1911, 1934, r.1944 ✓
- (a) GILMORE'S HOUSE, EAST CHIMNEY, 1862, partial re- *
covery in 1944
- (a) MOOSE POINT, BARN, SOUTHEAST GABLE, 1911, partial *
recovery in 1944
- (a) SEAR'S HOUSE, WEST CHIMNEY, 1911, partial recovery *
in 1944
- TURTLE HEAD 2, 1863, no recovery in 1944
- (a) STEEL LEDGE MONUMENT LIGHT, 1934, r.1944 (Fixed
Aid to Navigation)

The following two U. S. Coast and Geodetic Survey triangulation intersection stations lie just outside the detail limits of the Survey:

- (a) BELFAST METHODIST CHURCH SPIRE, 1862, r.1944
- (a) EAST NORTHPORT, BLACK WATER TANK, 1934, r.1944
(landmark)

The triangulation 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

* *These buildings were destroyed. The old sites were identified and used in the radial plot. The stations should be considered lost.*

26 CONTROL: (Continued)

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.

27 RADIAL PLOT:

For a discussion of the radial plot see "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, previously submitted and now included in Descriptive Report T-8014.

28 DETAILING:

The shoreline and immediate adjacent detail appearing on the Map Drawing, have been shown in accordance with instructions and the field inspection data.

The number and distribution of the photographs were satisfactory for office detailing. In general, the scales of the Map Drawing and the photographs were in good agreement.

The field inspection data were adequate for the compilation of the Mean High-Water Line, approximate Mean Low-Water Line, fore-shore and offshore areas but were not fully complete for adjacent interior detail. In the area on the west shore of Belfast Bay and to the Southeast of the city of Belfast and in the area between Patterson and Moose Points, several roads were not classified by the Field Inspection Unit. These roads were shown with double full, double dash, or single dash lines, in accordance with the classification of such features, as determined by the Baltimore Compilation Office. The drainage immediately adjacent to the shore line within the area of the Survey, was not fully investigated and has been shown as interpreted by the Baltimore Compilation Office.

28 DETAILING: (Continued)

The main bodies of water within the area of the Survey are Belfast Bay and a large portion of Penobscot Bay. The shore lines of these waters are mainly backed by wooded earth bluffs, 5 to 30 feet in height.

The original eastern limit of the Map Drawing has been extended from Longitude $68^{\circ} 52' 30''$ eastward to Longitude $68^{\circ} 51' 15''$, between Latitude $44^{\circ} 22' 30''$ and Latitude $44^{\circ} 26' 15''$. This was done in order to include all the shore line detail of Sears Island, south of Latitude $44^{\circ} 26' 15''$ and all of the shoreline of Long Island, north of Latitude $44^{\circ} 22' 30''$, on Map Drawing Survey No. T-8019.

Street and road names appearing on the Map Drawing are in accordance with the field inspection data.

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

30 MEAN HIGH-WATER LINE:

The definite 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 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. The Baltimore Compilation Office believes that the Field Inspection Unit failed to distinguish between areas containing large rocks and boulders, and those containing rock ledge. Such features have been shown on the Map Drawing with the conventional symbols.

31 LOW-WATER AND SHOAL LINES:

The approximate position of the Mean Low-Water Line was detailed in accordance with the field inspection data. This feature has been shown on the Map Drawing with a dotted black acid ink line, accompanied by the note, "Approximate position of M.L.W."

The Field Inspection Unit did not submit any data concerning shoal areas in the area of this Survey and none were visible on any of the photographs.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

The details offshore from the Mean High-Water Line consist of reefs, rocks, a buoy and fish traps. Such 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 extent to which the reefs, rocks, and fish traps bare at Mean Low-Water or Mean High-Water, as shown on the Map Drawing, is in accordance with the field inspection data. Charted offshore features which have not been shown on the Map Drawing, are to be discussed under Side Heading No. 45.

33 WHARVES AND SHORELINE STRUCTURES:

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

34 LANDMARKS, FIXED AIDS TO NAVIGATION AND AERONAUTICAL AIDS:

One new landmark, "BLACK IRON STACK", was recommended for charting by the Field Inspection Unit. The radially plotted position of this landmark has been shown on the Map Drawing with a 2 $\frac{1}{2}$ mm. black acid ink circle, accompanied by the note, "(landmark)". Form 567 has been submitted.

Ch. Letter 543-'44 in Naut. Chts. Sect.

One previously charted Fixed Aid to Navigation, "Steels Ledge Monument Light" (also triangulation intersection station, Steel Ledge Monument Light, 1934, r.1944) has been shown on the Map Drawing with the

34 LANDMARKS, FIXED AIDS TO NAVIGATION AND AERONAUTICAL AIDS: (CONT'D)

conventional triangulation symbol, accompanied by the note, "(Fixed Aid to Navigation)" Form 567 will not be submitted, as the position of the Fixed Aid to Navigation has been previously determined by triangulation by the Bureau.

No new fixed aids to navigation nor 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 72 temporary hydrographic stations and 13 Recoverable Topographic Stations. 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, accompanied by their descriptions.

Form 524 was submitted on July 28, 1944 for each of the following eleven Recoverable Topographic Stations:

<u>No.</u>	<u>Name</u>
4	Light, Northport Yacht Club House
10	West Gable White House
16	East Gable White Cottage
26	East Gable Two Story House
73	Black, Iron Stack (landmark)
79	West Gable Shingle Cottage
90	West Gable Two Story House
92	East Gable $1\frac{1}{2}$ Story House
128	HUN (Standard disc)
409	HOCK (standard disc)
418	East Gable Unpainted Barn

Form 524 is being submitted for each of the following two Recoverable Topographic Stations:

E - 2 (U.S.E.) 1937, r.1944
*Mon. No. 210, 1935, r.1944 (Maine State Traverse Station and B.M.)

*Station too far inland to be of much value for hydrographic control.

37 JUNCTIONS:

Excellent junctions of shoreline and immediate adjacent details were made with Map Drawings Surveys Nos. T-8018 to the North, and T-8014 to the West.

Map Drawing Survey No. T-8020 to the South, has not been compiled as of the date of this report. The junction will be discussed in the descriptive report for Survey No. T-8020, after that Survey has been compiled.

The area at the junction with Map Drawing Survey No. T-8036, which lies to the East, consists entirely of water and no junction need be considered.

38 GEOGRAPHIC NAMES:

As instructed, no geographic name investigation was submitted by the Field Inspection Unit for the area of the Survey.

The geographic names shown on the Map Drawing were obtained from published data available to this Compilation Office.

An alphabetical list of the geographic names appearing on the Map Drawing 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. *except for offshore planimetric features which should be completed by the Hydrographic Party.* The position of the planimetric details is believed to be within the limits of satisfactory accuracy.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

U. S. Geological Survey Castine, Maine (15' series) scale 1:62,500, edition of 1943.

Because of the large difference in scale between the Map Drawing and the quadrangle, planimetric details could not be readily compared. In general, however, common detail appeared to be in good agreement.

45 COMPARISON WITH NAUTICAL CHARTS:

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

The following differences were apparent:

There is a dam across the Goose River just north of its mouth. The dam does not appear on the chart.

A pier off the north shore of Passagesawakeag River, just west of the Goose River, as appears on the chart, is now in ruins.

Several cribbings on the west shore of Belfast Bay between Latitudes $44^{\circ} 24'$ and $44^{\circ} 25'$, do not appear on the chart.

Numerous buildings and roads as shown on the Map Drawing, do not appear on the chart.

Steels Ledge, appearing on the chart, was not visible on any of the photographs. No field inspection data were submitted. This feature, therefore, has not been shown on the Map Drawing.

No fish traps appear on the chart.

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

The differences mentioned above also apply to this chart.

In addition, the following differences were apparent:

The chart does not show a broken dam across the Little River just above its mouth.

A wreck shown on the chart just north of Browns Head is reported by the Field Inspection Unit as not visible at approximately half tide, and is not visible on any of the photographs. It has not been shown on the Map Drawing.

45 COMPARISON WITH NAUTICAL CHARTS: (Continued)

A rock awash, and Sears Island Ledge, approximately 400 meters west of the southern tip of Sears Island, as appear on the chart, has 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.

Respectfully submitted:
August 28, 1944

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

Compilation and Report
Reviewed by:

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

Supervised by:

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

Approved and Forwarded:
September 1, 1944

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

GEOGRAPHIC NAMES

Undisputed

- • Bayside
- • Belfast
- • Belfast Bay
- • Belfast Reservoir (on Little River)
- • Browns Head
- • East Northport
- • Goose River
- • Little River
- • Long Island
- • Marshall Point
- • Moose Point
- • Morrow Creek Brook (just w. of Moose Pt.)
- • Northport Camp Ground
- • Patterson Point
- • Penobscot Bay
- • Sears Island
- • *Sears Island Ledge
- • *Steels Ledge
- • Turtle Head
- • Turtle Head Cove

*See Side Heading No. 45 for a discussion of these features.

- • Sprague Beach (on shore Turtle Head Cove. Center = long. $68^{\circ}53'$)
- • U.S. No. 1 (S. of Belfast)
- • U.S. No. 1 - State No. 3 (E. of Belfast)
- • Perkins Road (near lat $44^{\circ}24'$, wsw. from U.S. No. 1)

Names preceded by • are
approved L. Heck 9/24/47

GEOGRAPHIC NAMES

GEOGRAPHIC NAMES

Disputed

Passagasawakeag River

(Case pending
with US DGN)

Passagassawakeag River /

- • Passagassawaukeag River.

no decision as of 4/22/49
checked with L. Heck.

K.H.M.

IDENTIFICATION REPORT

HORIZONTAL CONTROL

Survey No. T-8019

Name of Station	U.S.G.S. Quadrangle	Recovery Data	Pricking Data
** Bank (U.S.E.)	Castine	Not found	
Belfast Wharf Cupola, 1911	Castine	Lost	
Connor's Steam Mill Chimney, 1862	Castine	Lost	
Gilmore's House, East Chimney, 1862	Castine	Not identified*	Positive
*Foundation and chimney sites of two old houses found in vicinity of station, but no information as to whether either was the station.			
** Goose (U.S.E.)	Castine	Not found	
** Monument No. 213 (C.W.A.)	Castine	Recovered	Positive
Moose Point 2, 1911	Castine	Recovered	Positive
Moose Point, 1862	Castine	Not found	
Moose Point, Barn, Southeast Gable, 1911	Castine	Not identified*	Positive
*Well defined foundation was found but not sure it was the barn.			
Northport, Wharf Cupola, 1911	Castine	Lost	
Sears House, West Chimney, 1862, 1911	Castine	Not identified*	Positive
*An old house foundation was found and a chimney site pricked.			
Steels Ledge Monument Light, 1934	Castine	Recovered	Positive
Steel Ledge Beacon, 1911 (Same as Steel Ledge Monument Light, 1934 or lost)			
Belfast, Steel Ledge Monument, 1862 (Same as Steel Ledge Monument Light, 1934 or lost)			
Tall Poplar, 1871	Castine	Lost	
White Schoolhouse, North Chimney, 1871	Castine	Lost	
Yellow Barn Cupola, 1911	Castine	Recovered	Positive
Yellow House, North Chimney, 1871	Castine	Not identified*	Positive
*An old house was found but cannot be sure it is the station.			
Belfast Methodist Church Spire, 1862	Belfast	Recovered	Positive
East Northport, Black Water Tank, 1934	Castine	Recovered	Positive
** E-2	Castine	Recovered	Positive
Marshall Point, 1911	Castine	Recovered	Positive
** Monument No. 210 (C.W.A.)	Castine	Recovered	Positive
Turtle Head 2, 1863	Castine	Recovered	Positive

** No geographic positions available for these stations.

June 9, 1944

Lieutenant Dale E. Sturmer

SUPPLEMENTAL T

8019

Diag'd. on Blag. 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-D Office No. T-8019

LOCALITY

State Maine

General locality Coast of Maine

Locality Penobscot Bay - Belfast Bay

194 ~~xxxx~~ 1946

CHIEF OF PARTY

F.L. Peacock

LIBRARY & ARCHIVES

DATE _____

ADDITIONAL WORK - 1946

T-8019

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-8019 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-8019 included all planimetric detail north of Belfast Bay and west of Moose Point, and all detail along the western limits of the Survey from the Belfast Reservoir northward to Belfast Bay. This planimetric detail includes an area of approximately three square miles.

Good junctions of planimetric details were made with Map Manuscript for Survey No. T-8018 to the north and 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 since 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-8019

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

26. DELINEATION

Classification of roads along the shore from Patterson to Moose Points was made in the compilation office since there was no interior field inspection for the area.

Inshore drainage was delineated from office interpretation of the photographs and has therefore been drawn with a dashed line.

Off-shore features are incomplete because field inspection was lacking and the features were not visible on the photographs. Hydrographic work is required to complete this data.

43. COMPARISON WITH PREVIOUS TOPOGRAPHIC SURVEYS

T-1272	1/10000	1871-2
T-1288	1/10000	1872
T-1329	1/10000	1872-3

The present survey supersedes the older surveys in their common areas except for contours, fences, interior drainage, and off-shore features not indicated by field inspection for this map manuscript.

46. APPLICATION TO CHARTS 208, 311, 319.

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

Reviewed by:

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

Under the direction of

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

APPROVED BY:

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

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

K. T. Adams
Chief, Div. of Photogrammetry

W. M. Scaife
Chief, Div. of 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.