

8039

Diag. on Diag. Ch. No. 311

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric Air Photographic

Field No. _____ Office No. T-8039

LOCALITY

State Maine

General locality Coast of Maine

Locality Marsh River - Marsh Stream

Penobscot River - Orland River

1944

CHIEF OF PARTY

Fred. L. Peacock

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DATE October 19, 1948

B-1870-1 (11)++

8039

DATA RECORD
MAP DRAWING SURVEY NO.
T-8039

Quadrangle (II): Bucksport, Me. U.S.G.S. (15' series) **Project No. (II):** C.S. 272-0
 East Central Portion
 Orland, Me., U.S.G.S. (15' series)
 West Central Portion

Field Office: **Chief of Party:** Fred. L. Peacock
Air Photographic Party No. 2

Compilation Office: **Chief of Party:** Fred. L. Peacock
 Baltimore Photogrammetric Office

Instructions dated (II III): **Copy filed in Descriptive**
 April 1, 1942 and April 20, 1943 **Report No. T- (VI)**
 March 18, 1944-28MRC 1990 (Supplemental Instructions) *Div. of Photogram. Office Files*
 April 11, 1944-28MRC 1990 (Supplemental Instructions)
 May 22, 1944-826RCR (Sheet Layouts)
Completed survey received in office: 7 Oct. 1944

Reported to Nautical Chart Section:

Reviewed: 27 Nov. 1944. **Applied to chart No.** **Date:**

Redrafting Completed:

Registered: *May* 29 March 1948 **Published:** *Shoreline (vault copy only)*

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

Reference Station (III): BUCKSPORT, 1863, 1934, r. 1944

Lat.: 44°34' 45.35" **Long.:** 68°47'20.01" **Unadjusted**
 Field Computation

State Plane Coordinates (VI): *East Zone*

X = **Y =**

Military Grid Zone (VI)

PHOTOGRAPHS (III)

Unmounted

<u>Number</u>	<u>Date</u>	<u>E.S.T.</u> <u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
6919-6922 incl.	10-19-41	11:38 A.M.	1:10,000	8.0' above M.L.W.
6949-6951 incl.	10-19-41	12:30 P.M.	1:10,000	5.5' above M.L.W.
6957-6958 incl.	10-19-41	12:45 P.M.	1:10,000	4.7' above M.L.W.
6980-6982 incl.	10-20-41	1:37 P.M.	1:10,000	4.4' above M.L.W.
6997-6998 incl.	10-20-41	1:37 P.M.	1:10,000	4.4' above M.L.W.
7246-7248-incl.	10-21-41	10:56 A.M.	1:10,000	13.1' above M.L.W.

Tide from (III); Tide Tables, Atlantic Ocean, 1941. Reference Station-Portland, Me. with corrections to Bucksport, Me.

Mean Range; 11.0'

Spring Range; 12.5'

Camera: (Kind or source) U. S. Coast and Geodetic Survey 9 lens (focal length 8 $\frac{1}{4}$ "). All negatives are on file in the Washington Office.

Field Inspection by: Lieut. Dale E. Sturmer

date: 6-24-44 to 7-14-44

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

Field Edit by:

date:

Date of Mean High-Water Line Location (III): As of photographs taken on 10/19-21/41 supplemented by the field inspection data obtained in 1944.

Projection and Grids ruled by (III) J.T. Washington Office date: 7-1-44

" " " checked by M.U.P.&D.L. Washington Office date: 7-5-44

Control plotted by: M. K. Olthouse

date: 7-14-44

J. E. Sunderland

Control checked by: W. E. Schmidt

date: 7-17-44

J. E. Sunderland

Radial Plot by: J. E. Sunderland

date: 7-44

Detailed by:

J. E. Sunderland & M.G. Misulia (shoreline-rough draft) date: 8-8-44 to 8-23-44

M.G. Misulia (adjacent interior detail-rough draft) date: 10-4-44 to 10-21-44

Reviewed in compilation office by:

J.E.Sunderland & M.G.Misulia (shoreline-rough draft) date: 8-24-44 to 8-25-44

W. E. Schmidt (adjacent interior detail-rough draft) date: 10-23-44

Elevations on Field Edit Sheet

checked by:

date:

STATISTICS (III)

Land Area (Sq. Statute Miles): $8\frac{1}{2}$

Shoreline (More than 200 meters to opposite shore): 19 statute miles

Shoreline (Less than 200 meters to opposite shore): 9 statute miles

Number of Recoverable Topographic Stations established: 6

Number of Temporary Hydrographic Stations located by radial plot: 125

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:

Radial Plot Report

26 CONTROL:

Forty-six horizontal control stations have been shown on the Map Drawing for Survey No. T-8039 with the conventional symbols. Of these 4 are U. S. Coast and Geodetic Survey triangulation stations; 7 are U. S. Coast and Geodetic Survey triangulation intersection stations; 27 are U. S. Engineers triangulation stations (4 identified by F.I.P.'s); 6 are U. S. Geological Survey marked stations (including 3 U. S. G. S. bench marks, and 3 U.S.C. & G.S. bench marks), and the remaining 2 are U. S. Geological Survey unmarked stations.

The following horizontal control stations fall within the original limits of the Survey.

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

- (b) DESERTED, 1863
- (b) TREATS, 1863
- (a) BUCKSPORT, 1863, 1934, r.1944
- PORT KNOX, 1863, 1934, r.1944

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

- ✓ BUCKSPORT SILVER STANDPIPE, 1934, r.1944
- ✓ BUCKSPORT, E. MAINE, SEMINARY CUPOLA, 1934, r.1944
- ✓ BUCKSPORT CHURCH, EAST SPIRE, 1863, 1934, r.1944
- ✓ BUCKSPORT CHURCH, WEST SPIRE, 1863, 1934, r.1944
- ✓ BUCKSPORT, FORT KNOX FLAGPOLE, 1934, r.1944
- ✓ BUCKSPORT, MAINE SEABOARD PAPER CO., SILVER WATER TANK, 1934, r.1944

27 U. S. Engineers triangulation stations:

- (a) VERONA NORTH BASE, 1937, r.1944
- (a) TEMPORARY, 1937, r.1944
- (a) OCTAGONAL, 1937, r.1944
- (a) VERONA SOUTH BASE, 1937, r.1944
- (a) DUNTON, 1937, r.1944
- (a) F, 1937, r.1944
- (b) BANK, 1937
- (a) TRANSMISSION, 1937, r. 1944
- (b) SEABOARD, 1937
- (b) MALLORY, 1937
- (a) TANK, 1937, r.1944

26 CONTROL: (Continued)

- (a) TOP, 1937, r.1944
- (a) FARM, 1937, r.1944
- (a) COAL, 1937, r.1944
- F-1887, 1937, r.1944
- (a) SOUTH BASE, 1937, r.1944
- M, 1937, r.1944 (F.I.P. "Mon")
- N, 1937, r.1944 (F.I.P. "Me")
- MAINE, 1937, r.1944
- OLD XII, 1937, r.1944
- BOULDER, 1937, r.1944
- BOUND, 1937, r.1944
- (b) XVIII, 1937
- CEDAR, 1937, r.1944 (F.I.P. "Ced")
- COVE, 1937, r.1944
- MARSH, 1937, r.1944 (F.I.P. "Mar")
- (a) ACOUSTIC, 1937, r.1944

2 U. S. Geological Survey marked traverse stations:

- 1905, 1942, r.1944 (U.S.C. & G.S. bench mark D 19 1933)
- 1889, 1942, r.1944 (U.S.C. & G. S. bench mark E 19 1933)

The following horizontal control stations fall just outside the original limits of the Survey.

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

- ✓ WALDO-HANCOCK BRIDGE, WEST TOWER, 1934, r.1944 (F-8038)

4 U. S. Geological Survey marked traverse stations:

- 1923, 1942, r.1944 (U.S.C. & G.S. bench mark C 19, 1933)
- (d) 1360, 1942, r.1944 (U.S.G.S. bench mark CH18, 1942)
- (d) 1343, 1942, r.1944 (U.S.G.S. bench mark JB15, 1942)
- (d) 1323, 1942, r.1944 (U.S.G.S. bench mark JB16, 1942)

2 U. S. Geological Survey unmarked traverse stations:

- (c) 1918 +, 1942, Center of concrete bridge over Colson Stream
- (d) (c) 1361 +, 1942, Center of concrete bridge over large stream

26 CONTROL: (Continued)

- (a) Station not identified by the 1944 Field Inspection Unit
- (b) Station was not recovered in 1944
- (c) Station identified by the Baltimore Compilation Office from furnished descriptions
- (d) Station is within the extended limits of the Survey

A copy of the "Identification Report" on the horizontal control stations for the area of Survey No. T-8039, as furnished by the 1944 Field Inspection Unit, is submitted.

The positions of all the identified horizontal control stations supplemented by positions of secondary points (well defined points of detail), which were established by radial plots laid for the areas of adjoining surveys, and which were common to Survey No. T-8039, were used to graphically determine by radial intersection, the positions of selected secondary points, recoverable topographic stations, temporary hydrographic stations, photograph centers, and detail points, for the area of that Survey.

27 RADIAL PLOT:

The Map Drawing Projection and the unmounted photographs for the area of Survey No. T-8039 were prepared in the usual manner. An individual plot was then laid by the radial method. No celluloid templets were used; the photographs being oriented directly under the Map Drawing Projection.

The identification of the horizontal control by the 1944 Field Inspection Unit was excellent. The density of the identified control, and the number of photographs, were adequate to lay the plot. All of the identified control was "held to" satisfactorily except one station which is to be discussed in the following paragraph.

The U. S. Coast and Geodetic Survey triangulation intersection station ORLAND CHURCH SPIRE, 1863 (no check position) could not be "held to" in the plot. A Methodist church belfry was identified (doubtful) as the station. The position of the belfry, which was radially plotted and shown on the Map Drawing Projection with a $2\frac{1}{2}$ mm. black acid ink circle, accompanied by a pertinent note, is 79.9 meters west of the plotted geographic position of the station (deleted). Form 524 is being submitted for the radially plotted position of the belfry. The triangulation station should be considered lost, based on the following three facts:

M. Pearson - report this to Division of Geodesy.

Reported - S.W. 12/24/1946

27 RADIAL PLOT (Continued)

(1) doubtful identification of the station by the 1944 Field Inspection Unit; (2) station could not be "held to" in the plot; (3) plotted geographic position of the station fell in an area void of buildings.

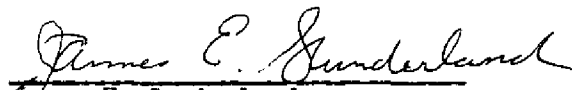
Differential and tilt distortions were not appreciable in any of the photographs. The principal points (photograph centers) were used as the chief ray centers for all radials.

Chamber No. 6 of photograph No. 6922, and chamber No. 3 of photograph No. 6919 were found to be distorted. Because of this condition individual orientation of these chambers was necessary.

The positions of secondary points (well defined points of detail) which were determined by radial plots laid for the areas of adjoining surveys, and which were common to Survey No. T-8039, were satisfactorily resected. Flight lines were used advantageously to extend the plot.

The positions of the selected secondary points and the photograph centers determined by the plot, are believed to be within the limits of satisfactory accuracy. The relatively strong positions of secondary points have been shown on the Map Drawing Projection with small double blue ink circles, while the relatively weak positions of such points have been shown with small double green ink circles. The photograph centers have been shown with large double blue ink circles, accompanied by the photograph numbers.

Side Headings Nos. 26 and 27
Respectfully submitted,
August 19, 1944


James E. Sunderland
Sr. Photogrammetric Aid
Per Walter E. Schmidt

Compilation Report

28 DETAILING:

The shore line and immediate adjacent planimetric detail and the interior planimetric detail appearing on the Map Drawing for Survey No. T-8039 have been compiled in accordance with instructions for Project CS No. 272, and the field inspection data, except as discussed in subsequent paragraphs of this report.

The number and distribution of the unmounted photographs were adequate for detailing, except for the area within the extended eastern limits of the Survey north of latitude $44^{\circ} 36' 30''$. Since the area north of that latitude, within the eastern extended limits, was inadequately covered by photography, the planimetric detail was not compiled.

In accordance with instructions the original eastern detail limit of the Map Drawing has been extended from longitude $68^{\circ} 45' 00''$ to longitude $68^{\circ} 44' 00''$ between latitudes $44^{\circ} 33' 45''$ and $44^{\circ} 37' 30''$. This was done in order to include all the shore line detail of that portion of the Orland River north of latitude $44^{\circ} 33' 45''$ considered of navigational importance. All of the shore line and interior planimetric detail lying within the extended limits have been compiled, except for the area north of latitude $44^{\circ} 36' 30''$ mentioned in the preceding paragraph. This was done because the area was originally a part of Map Drawing, Survey No. T-8044, the compilation of which was to include both shore line and interior planimetric detail. The area of Survey No. T-8044 was not adequately covered by photography necessitating a deferment of the compilation of the shore line and interior planimetric details.

The original western detail limit of the Map Drawing has been extended from longitude $68^{\circ} 52' 30''$ to longitude $68^{\circ} 52' 45''$ in order to include the shore line detail of that portion of Marsh Stream north of latitude $44^{\circ} 38' 00''$ to longitude $68^{\circ} 52' 45''$. The Field Inspection Unit did not furnish any data pertaining to the details of Marsh Stream north of the dam at Frankfort. All of the planimetric details appearing on the Map Drawing north of the dam, therefore, have been detailed in accordance with office interpretation of the photographs covering the area of the Survey.

The main bodies of water contained within the area of the Survey are portions of the Penobscot, Orland, and Marsh Rivers, and a portion of Marsh Stream. The shore line is, in general, backed by wooded earth bluffs 5 to 50 feet in height.

28 DETAILING: (Continued)

All roads not classified as to type of construction by the Field Inspection Unit have been detailed in accordance with data obtained from examination of nautical Chart No. 311, U.S.G.S. quadrangle Maps, and office interpretation of the photographs covering the area of the Survey. The type of construction of such roads could not be determined by the Baltimore Compilation Office, and could not, therefore, be classified. All roads are to be considered 0.6 mm. in width unless otherwise noted. Trails have been shown on the Map Drawing with a single short dash black acid ink line accompanied by the note "Trail".

The field inspection data pertaining to drainage immediately adjacent to the shore line of the bodies of water previously mentioned were inadequate. Most of the drainage appearing on the Map Drawing has been detailed in accordance with data obtained from examination of stereoscopic pairs of photographs.

All buildings (if their images were visible on the photographs), except small outbuildings and those marked "Gone" by the Field Inspection Unit, have been detailed and shown with the conventional symbol within the compiled area of the Map Drawing.

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

Appearing on the Map Drawing are four ^{highway} bridges which cross water areas. Two of these bridges are of no navigational importance and no data were furnished for them by the Field Inspection Unit. The other two bridges, which are of navigational importance, will be discussed under Side Heading No. 40. There are also several railroad bridges appearing on the Map Drawing.

30 MEAN HIGH-WATER LINE:

The Mean High-Water Line was detailed in accordance with the field inspection data, except for the area north of the dam at Frankfort previously discussed under Side Heading No. 28. It has been 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.

31 LOW-WATER AND SHOAL LINES:

The approximate position of the Mean Low-Water Line was detailed in accordance with the field inspection data and shown on the Map Drawing with a dotted black acid ink line accompanied by the note "Approximate position of the Mean Low-Water Line". No definite position of the Mean Low-Water Line was identified in the field inspection data.

The Field Inspection Unit did not submit any data concerning shoal areas for the area of the Survey. Such features were not visible on any of the photographs.

Foreshore features, where noted by the Field Inspection Unit, have been shown on the Map Drawing with the conventional symbols accompanied by pertinent notes.

The approximate outer limits of rocky areas bordering the Mean High-Water Line have been detailed in accordance with the field inspection data (where recorded), data obtained from examination of Chart No. 311 covering the area of the Survey, and data obtained from office interpretation of the photographs. Such features have been shown on the Map Drawing with the conventional symbol accompanied by pertinent notes.

There are several grass-in-water areas, bordering the Mean High-Water Line which were identified by the Field Inspection Unit. This feature has been shown on the Map Drawing with the conventional symbol.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

The details offshore from the Mean High-Water Line consist of rocks, piling, wrecks, 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 extents to which these features bare at Mean Low or Mean High-Water, have been shown on the Map Drawing by pertinent notes, in accordance with the field inspection data.

33 WHARVES AND SHORE LINE STRUCTURES:

The existence of all piers, cribbing, wharves, 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:

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

One new landmark, "ELEVATED TANK" (same as the triangulation intersection station BUCKSPORT, MAINE SEABOARD PAPER CO., SILVER WATER TANK, 1934, r.1944) was recommended for Charting by the Field Inspection Unit. This landmark has been shown on the Map Drawing with the conventional triangulation symbol accompanied by the note "Landmark". Form 567 was submitted on August 23, 1944.

No new fixed aids to navigation or aeronautical aids were recommended 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 6 Recoverable Topographic Stations and 125 temporary hydrographic stations. The positions of these stations have been determined by the radial plot and shown on the Map Drawing with 2 $\frac{1}{2}$ mm. black acid ink circles. The Recoverable Topographic Station "Belfry, Methodist Church" was identified by the Field Inspection Unit as the triangulation station ORLAND CHURCH SPIRE, 1863. For a discussion of this station refer to Side Heading No. 27. The numbers of the temporary hydrographic stations, and the names and numbers of the Recoverable Topographic Stations accompanied by the note "Recoverable Topographic Station", have been lettered on the Map Drawing. The descriptions of all of the hydrographic control stations have been compiled in a list which is attached to this report. Two additional copies of the list were submitted on August 23, 1944.

Form 524 was submitted on August 23, 1944, for each of the following 6 Recoverable Topographic Stations:

<u>Number</u>	<u>Name</u>
718	Southeast Gable Barn
724	South Gable White Barn
787	Northeast Gable, 1 $\frac{1}{2}$ -Story House
795	East Gable Red Building
820	West Gable Unpainted House
none	Belfry, Methodist Church

34 LANDMARKS, FIXED AIDS TO NAVIGATION, AND AERONAUTICAL AIDS:

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

One new landmark, "TANK" (see also the triangulation station on the map) has been discovered, and was dropped from this project. Nos. 7-8043, 7-8044, 7-8045 have been discarded, and were reassigned to a North Carolina area. This landmark has been shown on the Map Drawing with the conventional triangulation symbol accompanied by the note "Landmark". Form 507 was submitted on August 23, 1944.

No new fixed aids to navigation or aeronautical aids were recommended 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 6 Recoverable Topographic Stations and 125 temporary hydrographic stations. The positions of these stations have been determined by the radial plot and shown on the Map Drawing with 2mm. black acid ink circles. The Recoverable Topographic Station "Bellevue Methodist Church" was identified by the Field Inspection Unit as the triangulation station ORLAND CHURCH SPIRE, 1863. For a discussion of this station refer to side heading No. 27. The numbers of the temporary hydrographic stations, and the names and numbers of the Recoverable Topographic Stations accompanied by the note "Recoverable Topographic Station", have been lettered on the Map Drawing. The descriptions of all of the hydrographic control stations have been compiled in a list which is attached to this report. Two additional copies of the list were submitted on August 23, 1944.

Form 524 was submitted on August 23, 1944, for each of the following Recoverable Topographic Stations:

Number	Name
none	Bellevue Methodist Church
820	West Gable Unpainted House
795	East Gable Red Building
787	Northeast Gable, 1 1/2-Story House
724	South Gable White Barn
718	Southeast Gable Barn

37 JUNCTIONS:

The junctions of common shore line and immediate adjacent planimetric details, with Map Drawings, Surveys Nos. T-8040 to the north, and T-8038 to the south, are in agreement.

← The junction of shore line and interior planimetric detail for the area of Survey No. T-8044 to the east, will be discussed in the descriptive report for Map Drawing Survey No. T-8044 after the completion of that Map Drawing. For a discussion of the extended eastern detail limit of Map Drawing Survey No. T-8039, refer to Side Heading No. 28, *paragraph 3*

According to instructions the shore line and immediate adjacent planimetric detail for the area of Survey No. T-8016 to the west were to be compiled. The original western detail limit of Map Drawing, Survey No. T-8039, however, has been extended to include all of the navigable waters within the area of Survey No. T-8016. A compilation of that Map Drawing is, therefore, unnecessary and no junction need be considered. For a discussion of the extended western detail limits of Map Drawing Survey No. T-8039 refer to Side Heading No. 28.

38 GEOGRAPHIC NAMES: *214*

As instructed, 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 CABLE CROSSING AREAS: AND POWERLINES:

The cable crossing area in the vicinity of Indian Point, as shown on the Map Drawing with dashed red acid ink lines, was taken from Chart No. 311 which was enlarged to the scale of the Map Drawing by means of the vertical projector. *Removed from manuscript, since Field Inspection note placed submarine cable entrance farther north (not in area of power line).*

The submarine cable crossing the Eastern Channel at Bucksport has been detailed in accordance with the field inspection data and shown on the Map Drawing with a dashed red acid ink line accompanied by a pertinent note.

39 CABLE CROSSING AREAS: AND POWERLINES: (Continued)

The Field Inspection Unit noted a submarine cable crossing just north of the cable crossing area appearing on Chart No. 311 in the vicinity of Indian Point. Only one reference point as to where the cable crossing entered the Penobscot River was indicated. The complete detail of this cable crossing could not, therefore, be shown on the Map Drawing. The approximate position of the reference point just mentioned has been indicated on the Map Drawing by a pertinent note.

The power line shown on the Map Drawing with the conventional symbol accompanied by the note "Power Line" was detailed in accordance with the field inspection data. It crosses the Penobscot River at Bucksport. The vertical clearance of the power line above the plane of Mean High-Water has been lettered on the Map Drawing near the detailed position of that feature. The vertical clearance data were furnished by the Field Inspection Unit.

40 BRIDGES OVER NAVIGABLE WATERS:

There are two bridges of navigational importance appearing on the Map Drawing. One is a bridge which crosses the Eastern Channel at Bucksport. Pertinent notes concerning that bridge have been lettered just outside the extended eastern detail limits of the Map Drawing. The notes were obtained from the "List of Bridges Over Navigable Waters of the U. S.", revised to July 1, 1941, and compiled by the Chief of Engineers, U. S. Army. The Field Inspection Unit did not submit any data pertaining to the bridge. The other bridge crosses Marsh Stream at Frankfort. Pertinent notes concerning that bridge have been lettered on the Map Drawing near the conventional symbol.

41 RECOMMENDATIONS FOR FUTURE SURVEYS:

The compilation of Map Drawing, Survey No. T-8039, is complete with respect to all details of importance necessary for charting. The interior detail appearing within the extended eastern detail limits of the Map Drawing are also complete in all details of importance necessary for the preparation of a planimetric map.

The positions of the planimetric detail, are believed to be within the limits of satisfactory accuracy.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

U. S. Geological Survey, Maine Bucksport Quadrangle (15' series).
Scale 1:62,500. Edition of 1902, reprinted 1943.

Because of the large differences in scale between the Map Drawing and the Quadrangle, small planimetric details could not be readily compared. The following differences, however, were apparent:

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

The Bangor and Arcostook Railroad does not appear on the Quadrangle.

Marsh Stream north of Frankfort, is much wider than it appears on the Quadrangle.

More roads and buildings appear on the Map Drawing.

Tanks along the East shore of the Penobscot River just south of Indian Point do not appear on the Quadrangle.

Most of the buildings appearing on the Quadrangle at approximately Latitude $44^{\circ} 35' 30''$ and Longitude $68^{\circ} 51' 55''$ are now gone.

A pulpwood storage area which is enclosed by a log boom at approximately Latitude $44^{\circ} 34' 28''$ and Longitude $68^{\circ} 48' 10''$ does not appear on the Quadrangle.

Only stone cribbing remains of the pier on the west shore of the Penobscot River directly across the river from Indian Point.

The remains of a stone pier on the west shore of the Penobscot River directly across from Luce Cove does not appear on the Quadrangle.

Numerous railroad sidings in the vicinity of Indian Point do not appear on the Quadrangle.

The wrecks in the vicinity of Harriman Cove and Bucksport do not appear on the Quadrangle.

The power line does not appear on the Quadrangle.

Piling (ruins of a pier) at the south side of the entrance to Marsh River does not appear on the quadrangle.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Continued)

The coal pier just south of Harriman Cove does not appear on the Quadrangle.

Old pier foundations, at the extreme northern tip of Verona Island do not appear on the Quadrangle.

Stone cribbing at approximately Latitude $44^{\circ} 34' 10''$ and Longitude $68^{\circ} 46' 55''$ does not appear on the Quadrangle.

Cribbing, at approximately Latitude $44^{\circ} 33' 50''$ and Longitude $68^{\circ} 46' 50''$, does not appear on the Quadrangle.

No marsh appears on the Quadrangle at approximately Latitude $44^{\circ} 33' 50''$ and Longitude $68^{\circ} 46' 40''$.

The ruins of a pier directly across the Penobscot River (west shore of Verona Island) from Fort Knox does not appear on the Quadrangle.

No pier appears on the Quadrangle at approximately Latitude $44^{\circ} 37' 20''$ and Longitude $68^{\circ} 51' 20''$.

U. S. Geological Survey, Orland, Maine Scale 1:62,500. Edition of Nov. 1900, reprinted 1944.

Because of the large difference in scale between the Map Drawing and the Quadrangle, small planimetric details could not be readily compared. The following differences, however, were apparent:

No grass-in-water areas appear on the Quadrangle.

No fences appear on the Quadrangle.

More roads and buildings appear on the Map Drawing.

Quarries as shown on the Map Drawing do not appear on the Quadrangle.

More drainage appears on the Map Drawing.

None of the cemeteries as shown on the Map Drawing appear on the Quadrangle.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Continued)

A pipe line as shown on the Map Drawing does not appear on the Quadrangle.

The shore line at approximately Latitude $44^{\circ} 35' 25''$ and Longitude $68^{\circ} 44' 10''$, as detailed on the Map Drawing, is in disagreement with that on the Quadrangle.

45 COMPARISON WITH NAUTICAL CHARTS:

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

The following differences are apparent:

No piers have been detailed on the Map Drawing at Chipmans (village), and at approximately Latitude $44^{\circ} 37' 10''$, Longitude $68^{\circ} 50' 15''$ and Latitude $44^{\circ} 36' 40''$, Longitude $68^{\circ} 49' 30''$, as the images of these features were not visible on any of the photographs and no field inspection data were submitted.

No wrecks appear on the Chart at Harriman Cove, at the north side of the Eastern Channel at Bucksport, and along the west shore of the Orland River just south of Orland (town).

More roads and buildings appear on the Map Drawing.

The pier on the west shore of the Penobscot River directly across from Luce Cove is now in ruins.

More rocks and boulders appear on the Map Drawing.

Rocks awash at approximately Latitude $44^{\circ} 37' 00''$, Longitude $68^{\circ} 51' 23''$ and Latitude $44^{\circ} 37' 15''$, Longitude $68^{\circ} 51' 20''$ have not been shown on the Map Drawing, as the images of such features were not visible on any of the photographs and no field inspection data were submitted.

No rock ledges, except for one small area, has been shown on the Map Drawing, as the images of such features were not visible on any of the photographs and no field inspection data were furnished.

45 COMPARISON WITH NAUTICAL CHARTS: (Continued)

Very little of the shore line of Marsh Stream north of Frankfort appears on the Chart.

More tanks and railroad sidings have been shown on the Map Drawing along the east shore of the Penobscot River just south of Indian Point.

More piers, just west of the bridge at Bucksport, along the north shore of the Eastern Channel, have been shown on the Map Drawing.

A pulpwood storage area which is enclosed by a log boom, as shown on the Map Drawing, at approximately Latitude $44^{\circ} 34' 25''$ and Longitude $68^{\circ} 48' 10''$ does not appear on the Chart.

A conveyor at the coal pier just south of Harriman Cove does not appear on the Chart.

Fish traps along the eastern shore of the Penobscot River in the vicinity of Chipmans (village) have not been shown on the Map Drawing, as the images of such features do not appear on any of the photographs, and no field inspection data were submitted.

No power line appears on the Chart.

No cable crossing appears on the Chart crossing the Eastern Channel at Bucksport.

The shore line, as appears on the Chart, has been traced and shown on the glossy side of the Map Drawing with a washable red ink line. All differences are apparent and no remarks are necessary.

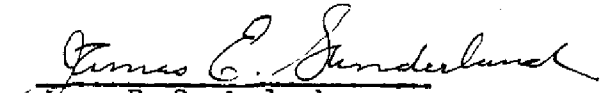
The shoreline in red on the reverse side of the map drawing has been removed.

D.M. 11/25/46

Respectively submitted,
October 24, 1944



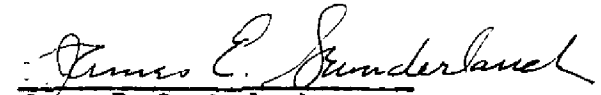
Michael G. Misulia
Jr. Topographic Engineer
and


James E. Sunderland
Sr. Photogrammetric Aid
For Walter E. Schmidt

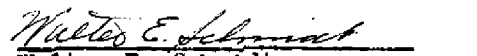
Compilation of shore line
reviewed by:




Michael G. Misulia
Jr. Topographic Engineer
and


James E. Sunderland
Sr. Photogrammetric Aid
For Walter E. Schmidt


Compilation of interior planimetric
and descriptive report reviewed by:


Walter E. Schmidt
Asst. Photogrammetric Engineer

Supervised by:


Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved & Forwarded:
October 27, 1944


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

IDENTIFICATION REPORT
HORIZONTAL CONTROL
Survey No. T-8039

Name of Station	U.S.G.S. Quadrangle	Recovery Data	Pricking Data
Bucksport, 1863	Bucksport	Recovered	Not Pricked*
*Sufficient Control in Area - would have to run traverse to F.I.P.			
Bucksport Church, East Spire, 1863	Bucksport	Recovered	Positive
Bucksport Church, West Spire, 1863	Bucksport	Recovered	Positive
Bucksport, East Maine Seminary Cupola, 1934	Bucksport	Recovered	Positive
Bucksport, Fort Knox Flagpole, 1934	Bucksport	Recovered	Positive
Bucksport, Maine Seaboard Paper Company, Silver Water Tank, 1934	Bucksport	Recovered	Positive
Bucksport, Silver Standpipe, 1934	Bucksport	Recovered	Positive
Deserted, 1863	Bucksport	Not found	
Fort Knox, 1863	Bucksport	Recovered	Positive
School House Chimney, 1863	Bucksport	Lost	
Treats, 1863	Bucksport	Not found	
West Side of River House Chimney, 1863	Bucksport	Lost	
Acoustic (U.S.E.)	Bucksport	Recovered	Not pricked**
Bank (U.S.E.)	Bucksport	Not found	
Boulder (U.S.E.)	Bucksport	Recovered	Positive
Bound (U.S.E.)	Bucksport	Recovered	Positive
Coal (U.S.E.)	Bucksport	Recovered	Not pricked**
Cove (U.S.E.)	Bucksport	Recovered	Positive
Cedar (U.S.E.)	Bucksport	Recovered	Positive
Dunton (U.S.E.)	Bucksport	Recovered	Not pricked**
F-1887 (U.S.E.)	Bucksport	Recovered	Positive
F (U.S.E.)	Bucksport	Recovered	Not pricked**
Farm (U.S.E.)	Bucksport	Recovered	Not pricked**

** No F.I.P.'s run on these stations because of the closeness of stations and great amount of control in area.

M (U.S.E.)	Bucksport	Recovered	Positive
Maine (U.S.E.)	Bucksport	Recovered	Positive
Marsh (U.S.E.)	Bucksport	Recovered	Positive
Mallory (U.S.E.)	Bucksport	Not found	
N (U.S.E.)	Bucksport	Recovered	Positive
Octagonal (U.S.E.)	Bucksport	Recovered	Not pricked**

July 24, 1944

Lieutenant Dale E. Sturner

IDENTIFICATION REPORT
HORIZONTAL CONTROL
Survey No. T-8039 (Continued)

Name of Station	U.S.G.S. Quadrangle	Recovery Data	Pricking Data
Seaboard (U.S.E.)	Bucksport	Not found	
South Base (U.S.E.)	Bucksport	Recovered	Not pricked**
Tank (U.S.E.)	Bucksport	Recovered	Not pricked**
Temporary (U.S.E.)	Bucksport	Recovered	Not pricked**
Top (U.S.E.)	Bucksport	Recovered	Not pricked**
Transmission (U.S.E.)	Bucksport	Recovered	Not pricked**
Old 12 (U.S.E.)	Bucksport	Recovered	Positive
Verona North Base (U.S.E.)	Bucksport	Recovered	Not pricked**
Verona South Base (U.S.E.)	Bucksport	Recovered	Not pricked**
1905 (U.S.G.S.)	Bucksport	Recovered	Positive

** No. F.I.P.'s run on these stations because of great amount of control in area

1323, 1942 (U.S.G.S.)	Orland	Recovered	Positive
1343, 1942 (U.S.G.S.)	Orland	Recovered	Fair
1889, 1942 (U.S.G.S.)	Bucksport	Recovered	Positive

XVIII, 1937(U.S.E.) - not visited in 1944

Waldo, 1857	Bucksport	Recovered	Positive
Waldo-Hancock Bridge, West Tower, 1934	Bucksport	Recovered	Positive
1360, 1942 (U.S.G.S.)	Orland	Recovered	Doubtful
1923, 1942 (U.S.G.S.)	Bucksport	Recovered	Positive
* 1361+, 1942 (U.S.G.S.)	Bucksport		

* Station identified by the Baltimore Compilation Office from furnished descriptions.

July 24, 1944

Lieutenant Dale E. Sturmer

COAST OF MAINE
PROJECT NO. C.S. 272
SURVEY NO. T-8039

DESCRIPTIONS OF RECOVERABLE TOPOGRAPHIC STATIONS,
AND TEMPORARY HYDROGRAPHIC STATIONS APPEARING
WITHIN THE DETAIL LIMITS OF MAP DRAWING
SURVEY NO. T-8039

NUMBER OF RECOVERABLE TOPOGRAPHIC STATIONS	6
NUMBER OF TEMPORARY HYDROGRAPHIC STATIONS	<u>125</u>
TOTAL NUMBER OF STATIONS	131

Listed by: W. E. Schmidt
W. E. Schmidt

Checked by: Mary R. Moore
Mary R. Moore

- 652 Top of inshore of two 5' boulders. Boulder lays about 10 meters offshore. A high banking lays to eastward of boulder. Large uprooted birch tree to the northeast of boulder. There is a long crack in boulder on the south side of it.
- 651 Large boulder at offshore end of ruins of pier.
- 650 Northeast gable of white house on hill. House has one chimney on roof which is green.
- 649 North gable of red building "Bucksport Lumber Co."
- 713 Large flat boulder on grass line nearest the south end of bridge.
- 714 Flat rock on grass line, lays just north of a forked birch tree, about 30' in height. There is a large birch tree to the southeast about 150'.
- 715 Largest boulder in bight on east side of it.
- 716 Top of sharp pointed 4' boulder on point making out from bight.
- 717 Northeast corner of log cribbing that is on easterly side of a small cove.
- 718 "Southeast gable of barn" which is unpainted and is attached to house that sets upon a small banking and is on high point. House is painted white with green shutters on windows. Recoverable Topographic Station.
- 563 Northeast top of grass. Was marked with a stake.
- 572 Largest gray boulder at east side of head of cove.
- 719 Six foot rock that has an eight inch split through its center. Rock is directly south of a large double birch tree.
- 720 Top of a 5' boulder just off shore that lays about 15 meters to the southwest of two large boulders that are directly in line with a 70' pine tree.

- 721 Top of a 2' rock that lies in the center of a grassy strip and lies southwest of a large open field with a fence running down from it. This rock lies south from a row of trees on shoreline.
- 722 South gable of brown white trimmed house that lies due north from barn house. House has chimney on west side of house.
- 723 Top of 2' boulder just off grass line and is southeast of an old apple orchard.
- 724 "South Gable White Barn." South gable of a high white barn with shingled roof attached to a white house with black topped chimney that has white base. This house has a 60' flagpole in yard southwest of dwelling. Recoverable Topographic Station.
- 725 South gable of unpainted boat-house with green roof on it. Flagpole just a few meters to east of it.
- 726 Stern of old motor boat pulled up on shore. Boat has green bottom and is on a cradle.
- 727 Southeast gable of eating house on north end of bridge, "Zitt's Lunch." Has a "Mobil Gas" sign on back end (on south end of) house.
- 728 Southeast corner of old wharf with large oil tanks on it. Large white tenement house by north end of wharf.
- 729 South gable of unpainted boat-house with chimney in south end of it.
- 730 South gable of red building on pier. Unpainted shingle roof. Pier in ruins on south end.
- 712 T. N. Nicholson's Wharf. Station is south gable of red warehouse. Southwest of Bucksport R.R. Station.
- 711 South gable of green shingled house. Black tar roof and white around porch railing. Three windows on south end of house above porch.
- 710 West corner of ruins of pier adjacent to "Mallory Lines."

- 709 Northeast end of inshore end of Mallory Lines dock, where wood ends and stone begins.
- 708 Chimney on west end of Mallory Line dock. Chimney is right where roof of warehouse breaks.
- 707 Base 30' pole sticking out of an old pier in ruins.
- 706 Southwest gable of steel house on pier that goes to "Maine Seaboard Paper Co."
- 1001 Top of N. Tower that supports power line across Penobscot River at Bucksport. Tower is skeleton steel and approximately 300' high.
- 749 White slab of rock on banking just to the northwest of two large tanks in the yard of the "Seaboard Paper Co." A log retaining wall is about 50 yards to the northeast of rock.
- 750 Northwest corner of ledge that is to the south of a deep cut in ledge. This ledge has a sharp corner and then cuts back and runs parallel to the shore.
- 751 Largest brown 8' boulder on south side of small cove.
- 752 Southwest tip of brush where tree line comes down and then cuts off along shore. This at the head of cove.
- 753 Top of 3' boulder lying on north side of cove with a 20' dead tree stump directly to the north of boulder.
- 754 Large yellow brown 8' boulder just offshore and to the west of a large oak tree.
- 755 Top center of 15' wide, 25' long, black ledge just to the west of a line of ledge running along bank. North edge of ledge running along bank has a high 80' pine tree.
- 756 Top of coal tower on "Northern Dock and Oil Co."
- 757 Base of mast of old red grounded barge. Barge is in little cove just north of coal dock.

- 758 South gable of yellow house on north side of cove by coal docks. House is painted yellow and has long wiring attached on west side of it. Flagpole in center of house.
- 759 Top of 4' boulder on point of the north side of cove. Line of quartz running through center of boulder.
- 760 Top of white and yellow ledge that makes out from the south point of a small cove.
- 761 Southwest tip of prominent ledge on north tip of cove. Dead tree stump just about 2 meters east of tip of ledge.
- 762 Flat sided boulder that lies close to ledges making out from bank and is about directly under a large pine tree.
- 999 Southeast gable of long low one-story yellow house.
- 763 Large 6' brown boulder on shore line just south of an old fish shack on beach. Large strip of grass just to the west of boulder.
- 764 Double 30' spruce tree at base of a pile of rocks on side of banking.
- 765 Offshore end of pole and wire fence.
- 703 Twenty foot cedar tree growing on an 8' rocky ledge.
- 704 Southwest corner of stone cribbing on northeast side of Fort Knox.
- 705 Northeast gable of "Marine Gulf Service."
- 1002 Top of south tower that supports power line across Penobscot River at Bucksport. Same type tower as described under No. 1001.
- 731 Top of a granite boulder with quartz running through it. Boulder lies just north of base of power line erection.

- 732 Southeast corner of old cribbing. Pole in center of cribbing, 30' high.
- 733 Northeast gable of white house with green roof and one chimney. Barn to the east of house.
- 734 Large boulder on east side of point that has grass growing on top of boulder. Birch tree is about 25' west of boulder.
- 735 White 4' boulder on east side of bight. Large patch of grass lies east of boulder.
- 998 Northeast gable of two story white house with porch on northeast end. House has white chimney. Barn at southwest corner.
- 736 East tip of grass on old stone cribbing. Very small patch of grass 3 meters east of east tip.
- 737 Largest boulder in vicinity. Lies right on High-Water Line.
- 738 South gable of white house with one chimney. Black roofed barn is to the south of house.
- 739 Top offshore boulder that lies north about 3 meters from another boulder of about same size.
- 740 Large boulder at head of point. Patch of grass to the north of it and bare banking to the southwest of it.
- 997 West gable of 1½ story yellow house with three brick chimneys and small dormer on north side.
- 741 Round 3' boulder directly on point making out in northeast direction.
- 743 Large boulder that is directly west of largest boulder in vicinity.
- 742 Northeast corner of old stone retaining wall at High-Water Line.

- 744 Large 15' white topped boulder just offshore and in a patch of grass. Another smaller one just east of it.
- 745 North end of line of alder trees at head of cove. A small stream making out at head of cove.
- 746 Lone 10' spruce tree at northeast side of cove. Open grassy spot north and west of it.
- 747 Very prominent black and white round boulder in bight next to cove. East of it.
- 748 Small bushy 15' tree. Tree is on east side of cove. Apple tree only one in vicinity.
- 772 Southeast corner of old fish pier. Has five 30' fish drying masts up, and a small shack west of it, up on shoreline. An old wreck lying in gully just northeast of pier.
- 773 A very small patch of grass just offshore from large strip of grass running along mud flats. It is the farthest offshore patch of grass to the northeast along mud flats.
- 776 Top of 4' brown boulder on south side of mouth of river. A large patch of bare banking about 300' east of this boulder.
- 777 Small 2' boulder on east side of a bare strip of shore line near mouth of river on south side.
- 778 Brown 6' boulder with a sharp pointed top. On south side of mouth of river about halfway to the stone quarry. Boulder has a large patch of grass just a few yards to the west of it.
- 774 Small granite boulder on end of banking. A very small rock to the west of the larger one. Clump of pine trees running out on banking.
- 775 The north tip of grass at fork of stream which runs in a westerly direction out of the marsh.

- 780 Southeast gable of small unpainted house with pipe smoke stack and is just to the side and below, the main road.
- 781 Southwest tip of grass at apparent Mean High-Water line. In north side of stream in marsh.
- 782 East end of a 2' pipe culvert on west side of stream. Pipe is largest one of several of them.
- 783 Largest boulder on east side of stream near its head. It is largest one in vicinity and has a white pointed top.
- 784 Top of a 5' slightly round pointed-top boulder which is a dirty white color. This boulder is east of a large clump of 30' trees at edge of the road.
- 785 Southwest gable of unpainted house that is dilapidated. Has 2 chimneys and shed attached on the south end.
- 789 Southwest gable of white one story house with one chimney and unpainted roof. Stairway leads from shore up bank to house.
- 786 Top of large boulder just east of a granite retaining wall with two pipe culverts running through it. Small shack just west of boulder on other side of main road.
- 788 Southwest gable of red roofed unpainted barn on east side of stream.
- 787 "East Gable, 1½ Story House." Station is the east gable of unpainted 1½ story house which is on west side of stream and is just below the dam. Recoverable Topographic Station.
- 790 Large boulder on north side of bridge about 200' from center. Boulder leans slightly to the west and is also the largest boulder in vicinity.
- 791 East gable of "Fernaldo" garage which is covered with green tar paper on sides and has black tar paper on roof.

- 792 South face of first abutment west of east end of concrete bridge over dam.
- 793 East tip of grass at higher end where bank breaks. The small point making out in stream just north of old quarry.
- 779 East gable of unpainted small house with chimney on north side. House sets off by itself and is just below a railroad track that runs east and west along shore.
- 826 Large rock imbedded in banking under a 30' pine tree on the east shore of river.
- 794 East tip of granite dump at High-Water Line.
- 795 "East Gable Red Building." Station is the east gable of red wooden building with tar papered roof. Recoverable Topographic Station.
- 825 North end of ditch just south of break in grass line.
- 824 Center of small tuft of grass about 10' north of another one on end of pt. running out from a ditch running up from east side of the shore.
- 796 Center of east side of culvert running under main road.
- 823 Intersection of center lines at bend in ditch.
- 797 Northeast corner of old granite cribbing in ruins now.
- 822 Center of ditch at grass line on east shore.
- 821 Top of 3' rock just off grass line and on east side of shore.
- 798 Southeast tip of grass, the northerly of two streams that make back into the marsh.
- 799 Large brown boulder in a group of about 12 smaller ones. This is on the east shore of stream and is opposite a small house shack on opposite side of shore.

- 820 "West Gable, Unpainted House." Unpainted house on hill with 2 chimneys. Station is the west gable. Recoverable Topographic Station.
- 800 South tip of grass on north side of a bight in-shore.
- 801 End of fence at grass line on the west side of shore.
- 802 Northwest tip of grass on south side of small stream running into large stream on east side.
- 803 Center of ditch at tall grass line on the west shore of stream.
- 804 North tip of grass line on east side of stream and on south side of small stream running into marsh.
- 805 East tip of grass on south side of a stream entrance on the west side of large stream.
- 806 Sharp pointed rock which lies offshore about 30' from grass line and is on the western side of stream.
- 807 Center of ditch at grass line on easterly side of stream.
- 808 Small pointed rock just off the west side of stream. On the north side of big bight in-shore.
- 811 South tip of grass on point of land making out from small stream that makes into larger one on west side.
- 619 South gable of yellow store. Small garage to the eastward, right alongside of store. Store is on north side of main road.
- 617 West gable of white house that has two dormers on it and also has three chimneys. A large unpainted barn to the rear of house. House lies on east side of cove.
- 620 Southeast corner of log retaining wall just below the dam. Cement wall just to the northwest of retaining wall.

- 621 Southwest corner of old retaining wall just across the cove from retaining wall mentioned under No. 620.
- 618 South gable of small unpainted shack on end of point on the east side of cove.
- 622 Bare patch on bank at the High-Water Line. Rocks have slid down from bank and lie at the base of hill.
- 616 Base of a crooked birch leaning out over water on west side of cove.
- 623 North gable of unpainted fish house on east side of cove. There is a fish trap just offshore from this house.
- 614 Stern of the small white fishing boat that lies to the northeast of a sloop painted green and is about 50' long. Both of these boats lie on shore and are breaking up. Name "Timpawogos."
- 615 Base of 20' white pine tree on rounding point and is 1 meter northwest of dead stump of tree.
- 624 Base of the crooked pine tree that stands out over the water at quite an angle. Rest of tree has been chopped off and is hanging on stump in the water. Tree is growing out of the side of a banking.

"BELFRY, METHODIST CHURCH" - Station is the belfry of the Methodist church located in the village of Orland on the summit of a hill approximately 140 meters west of the Orland River and approximately 180 meters north of U. S. Highway No. 1. Recoverable Topographic Station.

GEOGRAPHIC NAMES

Undisputed

- Bucksport (town)
- Chipmans (village)
- Collins Cove
- Eastern Channel
- Fort Knox
- Frankfort (town)
- Frankfort Flats
- Harriman Cove
- Indian Point
- Lawrence Cove
- Luce Cove
- Marsh Bay
- Marsh River
- Marsh Stream
- Mill Stream
- Orland (town)
- Orland River
- Penobscot River
- Prospect Ferry
- Treat Hill

• Verona Island

• State No. 15

• " " 3 U.S. 1 Alt.

• Maine Central and Bangor & Aroostook

• Verona Bridge State No. 175

Names preceded by • are approved.

GEOGRAPHIC NAMES

L. Heck

9/14/47

Division of Photogrammetry

Review Report of

Planimetric Survey, Manuscript No. T-8039

Paragraph numbers not used in this review have been adequately covered in other parts of this report.

44. Comparison with Existing Topographic Surveys and Quadrangles.-

The following existing topographic surveys covering the area of T-8039 have been compared with the manuscript and, in the areas common to both, the shorelines and drainage are in good agreement but the cultural features have changed noticeably.

The piers shown just south of Bucksport Center on T-1309 have since been destroyed and therefore are not shown on T-8039.

T-1309	1:10,000	1873
T-1357a	1:10,000	1873-74

Visual comparisons of the U. S. Geological Survey, "Bucksport, Me." quadrangle, (15' series), scale 1:62,500, edition of November 1902, reprinted 1943, and the U. S. Geological Survey, "Orland, Me." quadrangle, scale 1:62,500, edition of November 1900, reprinted 1944, were made with T-8039 during the compilation of T-8039. For these comparisons see page 14, item 44, of the Compilation Report enclosed in this Descriptive Report.

A visual comparison of the Corps of Engineers, U. S. Army, "Bucksport, Me." quadrangle, scale 1:62,500, edition of 1941, with T-8039 shows the following discrepancies:

The mean high water line is more irregular on the map drawing.

More roads and buildings appear on the map drawing.

Numerous railroad sidings in the vicinity of Indian Point do not appear on the quadrangle.

Piling (ruins of a pier) at the south side of the entrance to Marsh River does not appear on the quadrangle.

Old pier foundations, at the extreme northern tip of Verona Island do not appear on the quadrangle.

Cribbing, at approximately latitude $44^{\circ}33'50''$ and longitude $68^{\circ}46'50''$, does not appear on the quadrangle.

No marsh appears on the quadrangle at approximately latitude $44^{\circ}33'50''$ and longitude $68^{\circ}46'40''$.

The ruins of a pier directly across the Penobscot River (west shore of Verona Island) from Fort Knox does not appear on the quadrangle.

No pier appears on the quadrangle at approximately latitude $44^{\circ}37'20''$ and longitude $68^{\circ}51'20''$.

A visual comparison of the Corps of Engineers, U. S. Army, "Orland, Me." quadrangle, scale 1:62,500, edition of 1942, with T-8039 shows the following discrepancies:

No grass in water appears on the quadrangle.

No fences appear on the quadrangle.

Quarries as shown on the map drawing do not appear on the quadrangle.

More drainage appears on the map drawing.

None of the cemeteries as shown on the map drawing appear on the quadrangle.

A pipe line as shown on the map drawing does not appear on the quadrangle.

45. Comparison with Nautical Charts.-

Chart No. 311, scale 1:40,000, published at Washington, D. C., June 1932, corrected to December 1943.

All the comparisons made with Chart No. 311 at the time of the compilation are noted under paragraph 45 in the Compilation Report and all are correct.

T-8039 has not been applied to the charts at the time of this review.

Reviewed by:

Reviewed under the direction of:

Dorothy Moseley
Photogrammetric Aid
11/27/46

S. V. Gifford
Chief, Review Section 12/24/1946

APPROVED BY:

W. B. Jones 5/48
Tech. Assistant to the
Chief, Div. of Photogrammetry

A. E. Hittingburg
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148