U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE  

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Topographic</th>
</tr>
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<tbody>
<tr>
<td>Field No.</td>
<td>Ph-104</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-11129</td>
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**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>Maine</th>
</tr>
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<tbody>
<tr>
<td>General locality</td>
<td>West Penobscot Bay</td>
</tr>
<tr>
<td>Locality</td>
<td>Rockland</td>
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</table>

194\(^{1/2}\) 52-55  

**CHIEF OF PARTY**  
P. Taylor, Chief of Field Party  
L. W. Swanson, Div. of Photo., D.C.

**LIBRARY & ARCHIVES**

| DATE              | May 12, 1958                           |

---
DATA RECORD

T-11129

Project No. (II): Ph 104  Quadrangle Name (IV):

Field Office (II): Rockland, Maine  Chief of Party: Paul Taylor

Photogrammetric Office (III): Photogrammetry Division  Officer-in-Charge: L. W. Swanson
Washington, D. C.

Instructions dated (II) (III): 13 April 1953
Supplement 1 - 29 May 1953
29 Dec. 1953
3 March 1954

Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Kelsch Plotter
Planetale

Manuscript Scale (III): 1:10,000  Stereoscopic Plotting Instrument Scale (III): 1:10,000

Scale Factor (III): None

Date received in Washington Office (IV): May 31, 1955
Date reported to Nautical Chart Branch (IV):

Applied to Chart No.  Date:

Publication Scale (IV): Publication date (IV):

Geographic Datum (III): NA 1927  Vertical Datum (III):

Mean sea level except as follows:
Elevations shown as (ft) refer to mean high water
Elevations shown as (g) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): Owl's Head Lighthouse, 1858

Lat.: 44° 05' 31.551"  Long.: 69° 02' 40.620"

Adjusted
Unadjusted

Plane Coordinates (IV):

Y =  

X =  

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(I) (II) (III)
DATA RECORD

Field inspection by (II): James A. Clear, Jr.
Warren M. Gottschlich

Date: Sept. to Oct. 1953

Planetable contouring by (II): Martin C. Moody

Date: August, 1953

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location):

1941 Planimetric Maps
1953 Field Inspection on ratio photographs

Projection and Grids ruled by (IV): Austin Riley

Date: Sept. 28 1953

Projection and Grids checked by (IV): H. D. Wolfe

Date: Oct. 1 1953

Control plotted by (III): L. J. Reed

Date: Nov. 27 1953

Control checked by (III): C. E. Cook

Date: Nov. 28 1953

Rader-Photor Stereoscopic
Control extension by (III): M. Keller
C. E. Cook

Date: March 1954

Stereoscopic Instrument compilation (III):
Planimetry Frank J. Lesslie
and Ivan R. Jarrett
Contours Charles E. Cook
John D. Ferrow, Jr.

Date: Feb. 1955

Manuscript delineated by (III):
Margaret Day (S/2)
John B. McDonald (N/2)

Date: August 22 1954

Photogrammetric Office Review by (III): M. Keller

Date: May 1955

Elevations on Manuscript
checked by (II) (III):
M. Keller

Date: May 1955
**Geological Survey**  
USGS J Camera

<table>
<thead>
<tr>
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<th>Time</th>
<th>Scale</th>
<th>(Ref. MLW)*</th>
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<td>11:30</td>
<td>1:13,000</td>
<td>2.2 ft. below</td>
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<tr>
<td>GS-PF-2-22 thru 26, 30 thru 33</td>
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<td>9:00</td>
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<td>4-3-53</td>
<td>11:30</td>
<td>1:17,000</td>
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*By Mr. Wilcox, T&C*

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<thead>
<tr>
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<th>Scale</th>
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<tbody>
<tr>
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<td>1:10,000</td>
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<td>2154 thru 2170</td>
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<td>12:25</td>
<td>1:13,600</td>
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<tr>
<td>2183 thru 2185</td>
<td>6-16-52</td>
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<td>1:13,600</td>
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<td>7-8-52</td>
<td>16:32</td>
<td>1:9500</td>
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<td>2511 thru 2522</td>
<td>7-12-52</td>
<td>8:54</td>
<td>1:9500</td>
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*(Continued under "Remarks."

Reference Station: Thomaston, Maine

**Photographs (III)**

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
</tr>
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| Washington Office Review by (IV): | T.11129-N A P Berry |
| Final Drafting by (IV): | T.11129-S RA Carter |
| Drafting verified for reproduction by (IV): | WMB, Hallin |

Proof Edit by (IV):

| Date: | 10/A/1957 |
| Date: | 7/24/1957 |
| Date: | 12-10-57 |

Land Area (Sq. Statute Miles) (III): 14
Shoreline (More than 200 meters to opposite shore) (III): 30
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II): 25
Number of Triangulation Stations searched for (II): 21 Recovered: 19 Identified: 12
Number of BMs searched for (II): 14 Recovered: 11 Identified: 6
Number of Recoverable Photo Stations established (III):
Number of Temporary Photo Hydro Stations established (III):
Number of Triangulation Intersection Stations established 1

Remarks:

**Photographs (III) - Continued from above:**

<table>
<thead>
<tr>
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<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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</thead>
<tbody>
<tr>
<td>2412 thru 2418</td>
<td>7-8-52</td>
<td>16:44</td>
<td>1:9500</td>
<td>-0.9 MLW</td>
</tr>
<tr>
<td>2097 thru 2103</td>
<td>6-16-52</td>
<td>11:57</td>
<td>1:10,000</td>
<td>0.6 &quot;</td>
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Form T-Page 4
Summary to Accompany
Descriptive Report
T-11129

Topographic map T-11129 is one of 12 similar maps in Project 6104. This map includes the city of Rockland, the villages of Owls Head and the mouth of Weskeag River. The shoreline and planimetry were compiled from T-8008 and T-8009 (dated 1941-44) and corrected to 1955 by means of 1952-53 photographs, complete interior field inspection, partial shoreline inspection and complete field edit. Other field operations preceding compilation included leveling for vertical control of instrument contouring and planetable contouring of some of the small islands. The manuscript is in 2 sheets, each 3-3/4" in lat. by 7.5' in long. The maps are to be published by the Geological Survey at a scale of 1:24,000 as a standard 7.5' topographic quadrangle. The registered copies under T-11129 will include 2 cloth-mounted prints designated T-11129-S and T-11129-N, each at scale 1:10,000 and a cloth-mounted color print of the published quadrangle.

John M. Neal
April 1956
2. APRIL FIELD INSPECTION

This is a combined report for two quadrangles along West Penobscot Bay, which covers a part of the mainland and numerous small islands lying offshore.

Quadrangle T-11129 is centered around the incorporated town of Rockland. Rockland has one of the most important harbors in Penobscot Bay and offers anchorage for the largest vessels. The town is a terminus of a branch of the Maine Central Railroad, which connects with the main line at Brunswick.

Quadrangle T-11133 is comprised of several small islands, the largest of which is Nedinic Island. Most of the islands are very sparsely settled, having a few houses which are occupied by the fishermen during the summer months. The islands near shore are heavily wooded, while the offshore islands are grassy for the most part. The property owners maintain sheep herds on the Green and Nedinic Islands.

The U. S. Coast Guard owns property at Rockland, Owls Head and Two Bush Island. The telephone service to Two Bush Island is carried by cable by way of Whitehead Island. The U. S. Coast Guard has facilities for generating power at each individual light station.

The City of Rockland maintains and operates a commercial municipal airport near Owls Head. This airport was formerly owned by the Navy and was turned over to the city after World War II. The boundary line has been changed in recent years. It does not include all of the buildings which were formerly owned by the Navy.

The principal industries of the area are lobster and sardine fishing, lime production and raising of poultry. The entire area caters to the tourists during the summer season. A Lobster Festival held annually in late July attracts several thousand visitors to Rockland.

A field edit was made of the planimetric maps in accordance with project instructions. Additions and deletions have been noted on the planimetric sheets and referenced to the photographs. The inspection is believed to be adequate.
3. **HORIZONTAL CONTROL**

All U. S. Coast and Geodetic Survey stations were searched for and reported on Form 526. Stations of the Maine Geodetic Survey were recovered where they were needed for control.

One supplemental control station (ASH ISLAND BEACON, 1953) was established. It was located by third-order triangulation.

The stations listed below are reported as lost or destroyed:

<table>
<thead>
<tr>
<th>Quadrangle T-11129</th>
<th>ASH ISLAND SPINDLE, 1934</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CRESSENT ISLAND, 1859</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Quadrangle T-11133</th>
<th>LITTLE GREEN ISLAND, 1913</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RACKLEY ISLAND, 1858</td>
</tr>
</tbody>
</table>

4. **VERTICAL CONTROL**

There are no bench marks within Quadrangle T-11133. All marks were searched for in T-11129 and those which were found to be in good condition are:

<table>
<thead>
<tr>
<th>Mark</th>
<th>Agency</th>
<th>Order</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D-18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tidal 10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OWLS HEAD, PENGEBSCOT BAY TEM 1</td>
<td></td>
<td>Not Known</td>
</tr>
<tr>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>ROCKLAND, PENGEBSCOT BAY TEM USGS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>DIX ISLAND, MUSCLE RIDGE CHANNEL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PENGEBSCOT RAY TEM 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MON. 194</td>
<td>Maine Geodetic Survey</td>
<td>Third</td>
</tr>
<tr>
<td>&quot; 195</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot; 196</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot; 197</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Vertical control points for Multiplan and Kalah Plotter contouring were established in accordance with project instructions for all of the area, with the exception of Matinie Island. See paragraph 4 of the Field Inspection Report for Quadrangle T-11126 for the methods used.
Field Inspection Report for T-11224 and 11225 gives the methods used on Natirice Island and Matinicus Island, etc.

The first and last fly-level points in T-11129 are 29-1 and 29-34. The first and last fly-level points in T-11133 are 33-1 and 33-7.

5. CONTours AND DrAiNaGE

The majority of the contouring in these two quadrangles will be done by the Multiplex and the Kalea Plotter.

The Green Islands, Monroe Island, Ash Island are some of the larger islands which were contoured by planetable methods on loxtrite prints of the planimetric maps. Also a number of small areas were contoured along the mainland by planetable. See page 2 of this report for the planetable contouring.

6. WOODLAND COVER

The woodland was classified in accordance with current instructions.

7. SILTLINE AND ALONGSHORE FEATURES

(a) A field edit of the high-water line was made in accordance with project instructions. Changes, which have occurred, are corrected on the photographs and referenced on the planimetric sheets.

(b) The low-water line was inspected, using the 1952 C. and C.S. low-water photographs. Sufficient areas have been classified so that the compiler should have no difficulty in the delineation of the low-water line. The inspection was especially thorough in and around the cove areas.

(d) Bluffs will be depicted by the contours.

(e) The planimetric maps were examined for additions and deletions of docks, wharves, piers, etc., and where changes have occurred, they have been indicated on the photographs.

(f) Three telephone submarine cables have been shown on the photographs. They lead from Two Bush Island, Ours Head Lighthouse and Rockland Breakwater Lighthouse.
8. OFFSHORE FEATURES

There were no offshore features noted. The low-water line was inspected visually. Measurements, however, were made in numerous places from identifiable features to determine that the photographs were made at or very near mean low-water.

9. LANDMARKS AND AIDS

Nine landmarks are reported on Form 567. One radio mast is recommended as a new landmark and a cupola in downtown Rockland is recommended for deletion.

The Fixed Aids were inspected in accordance with project instructions and reported on Form 567. ASH ISLAND BEACON, 1953 was located by triangulation methods and reported on Form 525d.

One aeronautical aid (AEI0 BEACON, 1953) was pricked on the photograph. It is the beacon at the Rockland Municipal Airport.

10. BOUNDARIES, MONUMENTS AND LINES

See special boundary report, which will be submitted at a later date.

11. OTHER CONTROL

Seven previously established topographic stations are reported on Form 524. One new topographic station (AEI0 BEACON, 1953) is submitted with the quadrangle data.

Refer to Item 11 in the Field Inspection Report for T-11127 for establishment of photo-hydro control.

12. OTHER INTERIOR FEATURES

The planimetric maps were inspected for all additions and depletions of roads, buildings, etc. There are no bridges over navigable waters.

Rockland Municipal Airport is the only airfield within the area.

13. GEOGRAPHIC NAMES

This will be the subject of a special report, which will be submitted at a later date.
14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

The special reports mentioned in items 10, 13 and a Notes for Coast Pilot, are the only supplemental data.

23 October 1953
Submitted by:

Joseph L. Wilson,
Cartographer

26 October 1953
Approved by:

Paul Taylor
Commander, USCG & GS
Chief of Party

Original of this report filed with Descriptive Report Covering T-11133
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR ( \phi )-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927: DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tbody>
<tr>
<td>Rockland Breakwater Lighthouse 1902 (d)</td>
<td>P. 21</td>
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<td>440.0</td>
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<td>Rockland Universalist Church, 1911 d - NC</td>
<td>256</td>
<td>&quot;</td>
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<td>1443.2</td>
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<td>d - NC</td>
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<td>Jameson Pt. Samoset Hotel Water Tank, 1934</td>
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<tr>
<td>D Steel Beacon, Post Hill</td>
<td>nd - NC</td>
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<td>1553.4</td>
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<td>655.2</td>
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<tr>
<td>B, 1911</td>
<td>nd</td>
<td>251</td>
<td>44-04-08.731</td>
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<td>1582.4</td>
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<td>Crescent Beach Steel Beacon 1911</td>
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<td>44-04-09.58</td>
<td>295.7</td>
<td>1556.2</td>
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<tr>
<td>Jameson, 1859</td>
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1 FT. = 0.03048005 METER

COMPUTED BY: L. J. Reed DATE: 27 November 1953 CHECKED BY: S. W. Trow DATE: 27 November 1953
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<th>DATUM</th>
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<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
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<tr>
<td>Sheep Island, Steel Beacon</td>
<td>d 293</td>
<td>NA 1927</td>
<td>44-04-08.99</td>
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<td>Owls Head Lighthouse, 1858</td>
<td>d 18</td>
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<td>E. Monroe Island, Steel Beacon</td>
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<td>1580.0</td>
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<td>&quot;</td>
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<td>267</td>
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<td>337,759.09</td>
<td>566</td>
<td>(4434)</td>
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<tr>
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<td>&quot;</td>
<td>100,707.75</td>
<td>337,792.02</td>
<td>708</td>
<td>(4292)</td>
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<td>&quot;</td>
<td>91,056.31</td>
<td>338,002.67</td>
<td>1056</td>
<td>(3944)</td>
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1 FT. = 0.3048006 METER

COMPUTED BY: L. J. Reed          DATE: 27 November 1953
CHECKED BY: S. W. Trow           DATE: 27 November 1953
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<th>SOURCE OF INFORMATION (INDEX)</th>
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<th>LONGITUDE OR $\Delta$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tbody>
<tr>
<td>HIGH ISLAND, 1858</td>
<td>dm 17 NA 1927</td>
<td>44-00-48.543</td>
<td>69-03-36.919</td>
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<td>353.7</td>
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<td>LONGITUDE OR ( x )-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</td>
<td>DATUM CORRECTION</td>
<td>N.A. 1927 DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
<td>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
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<td>102 973.96</td>
<td>347 119.90</td>
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</table>
COMPILATION REPORT
T-11129
27 May 1955

31. **DELINEATION:**

Kelsh Plotters A and B in the Washington Office were used in compilation. Some areas, as indicated on the compilation index, were compiled by planetable in the field.

32. **CONTROL:**

Horizontal and vertical control were satisfactory and graphic methods were used in the adjustment of bridges. Horizontal control extension was done with the stereoplanigraph. Level lines run throughout the project were sufficient for the vertical control of all models.

33. **SUPPLEMENTAL DATA:**

See Paragraph 35.

34. **CONTOURS AND DRAINAGE:**

Offshore islands were contoured by indexing the Kelsh Plotter on the MHW line. Dense tree coverage made contouring of several of these islands difficult.

35. **SHORELINE AND ALONGSHORE DETAILS:**

In accordance with Project Instructions, the MHW line was taken from Planimetric Maps T-3008 and T-3009. The shoreline was corrected in several areas after careful inspection of the stereoscopic model. The approximate MLW line was detailed from low water photographs.

36. **OFFSHORE DETAILS:**

The following rocks awash on Nautical Chart 319, which are located within the manuscript area, were not located because the photographs could not be controlled: East of Otter Point, Lark Ledges, Inner Grindstone Ledge, N.E. Pond Ledge and north of Little Pond Island.

37. **LANDMARKS AND AIDS TO NAVIGATION:**

See copy of Form 567 in this report. This form is filed as Chart Letter 1142 (53) in the Nautical Chart Branch.

38. **CONTROL FOR FUTURE SURVEYS:**

See Paragraph 49.
39. **JUNCTIONS:**

Junctions have been made with T-11128 to the west, T-11127 to the north and T-11133 to the south.

40. **HORIZONTAL AND VERTICAL ACCURACY:**

Not applicable.

46. **COMPARISON WITH EXISTING MAPS:**

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<th>USGS Rockland Quadrangle</th>
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<td>AMS Rockland Quadrangle</td>
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<td>1941 (Reprint 1950)</td>
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<td>USGS&amp;GS T-8008 and 8009</td>
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<td>1941</td>
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47. **COMPARISON WITH NAUTICAL CHARTS:**

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<tr>
<td>322</td>
<td>1:40,000</td>
<td>1950, &quot; 1952</td>
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<tr>
<td>209</td>
<td>1:20,000</td>
<td>1953 &quot; 1952</td>
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48. **GEOGRAPHIC NAMES:**

See Supplement.

49. **NOTES FOR HYDROGRAPHER:**

See Paragraph 36, Offshore Details.

The following Photo-Topo Stations have been plotted on the map manuscript:

Aero Beacon 1953  
Tidal Bench Mark 2 (1943) 1953  
Wood (1943) 1953  
Ance (1943) 1953  
Tidal Bench Mark 4 1943  
Chimney (1943) 1953

See Form 567 in this report for additional Photo-Topo Stations.

Submitted by:

\[ C. E. Cook \]

Approved by:

\[ Charles Theurer \]
Achorn Cemetery
Atlantic Point
Battery Point
Beach St
Blackinton Corners
Breed Cove
Camden St
Cedar St
Crescent Beach
Crescent St
Crockett Point
Cutters Nubble
Deep Cove
Dodge Point
Dodge Point Ledge
Emery Island
Farnsworth Cem.
Glen St
Grace St
Hall Cem.
Head of Bay Cem.
Hendrickson Pt
Holiday Beach
Holiday Beach Cem.
Holmes St
Jameson Pt
Lemond Cove
Limerock St
Lovell Ledge
Main St
Masonic St
Maverick St
Me 17
Mechanic St

Middle St
Monroe Island
New County Rd.
North Main St
Ocean St.
Old County Rd.
Owls Head (both hill and town)
Owls Head Bay
Owls Head Harbor
Park St
Pleasant St
Rankin St
Rockland
Rockland City Limit
Rockland Harbor
Rockland Golf Club
Rockland Municipal Airport
Rockport (town)
Samoset Cem.
Seal Ledge
Sheep Rock
Sheep Island
South Thomaston (town)
Summer St
Talbot Ave
Thomaston St
US 1
US 1A
US 1 North
US 1 South
Wald St
Warren St
Water St
West Penobscot Bay

Rockland Breakwater
Gooseberry Knobs

Ingraham Hill
Post Hill

Maine Central

Owls Head Elem School
Owls Head Baptist Church
Rockland South School

Names approved
6-15-55
GEOGRAPHIC NAMES

Andrews Island
Ash Island
Ash Point
Ash Point (town)
Ballyhoo Cove
Birch Island
Birch Point
Camp Island
Channel Rock
Clam Ledges
Crescent Island
Cutters Nubble
Dix Island
Dix Island Harbor
Dyer Point
Eben Island
Elwell Point
False Whitehead Harbor
Fisherman Island
Fisherman Island Passage
Garden Island
Great Pond Island
High Clam Ledge
High Island
Little Green Island
Little Pond Island
Lucia Beach
Marblehead Island
Muscle Ridge Channel
Nabby Cove
Oak Island
Otter Island
Otter Point
Pleasant Beach
Rockland Breakwater (N. half)
Rockland Municipal Airport
Sheep Island
Spaulding Island
Spectacle Island
Spruce Head Island
The Neck
Thendike Point (Thorndike)
Tommy Island
Waterman Beach
Waterman Point
Weskeag River
West Penobscot Bay

Muscle Ridge Islands
Emery Island (also on other list)
Crockett Point (not the one on N. half)
Poverty Hump
Ginn Point
Howie Rock
Grace Rock

Names approved 6-15-55
L. Heck
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by ________________________________

Paul Taylor  
Conr. USCGS  
Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE &amp; LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<td>T</td>
<td>44 05.0 580.1</td>
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<td>ROCKLAND BREAKWATER LIGHT, 39 ft. high</td>
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For accurate positions see G.P. lists or forms 524 filed under T-200. 
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  
NONFLOATING AIDS OR LANDMARKS FOR CHARTS  

TO BE CHARTED  
TO BE DELETED  

Landmarks  

Rockland, Maine  
27 October, 1953  

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.  
The positions given have been checked after listing by  

John M. Neal  

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<td>CH</td>
<td>Littlefield Free Baptist Church</td>
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<td>SPIRE</td>
<td>Spire, 1943, 73 ft. high (111) (155)</td>
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<td>CH</td>
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Height corrections, based on ground elevations taken from T 11129 or furnished by Field Editor.  
Corrections to heights above ground are by Field Editor.
PHOTOGRAMMETRIC OFFICE REVIEW

T- 11/29


CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy ___  6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ___  7. Photo hydro stations ___  8. Bench marks ___


ALONGSHORE AREAS

(Nautical Chart Data)


PHYSICAL FEATURES


CULTURAL FEATURES


BOUNDARIES

31. Boundary lines ___  32. Public land lines ___

MISCELLANEOUS


40. C. E.  M. K.  

Reviewer  

Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

43. Remarks:
Field Edit Report
Project 104 No.
Quadrangle T-11129

52. Methods. All roads were ridden over to check their classification, to classify buildings, to investigate questioned areas and to visually check contours and planimetry.

The Muscle Ridge Island group, located in the southeast corner of the quadrangle, was visited by skiff. The contour accuracy, on several of these islands, was checked by standard plane-table methods, using elevations established from tide curves which were constructed from the predicted tides. The result of this testing is shown on the plane-table sheet for the south one half of the quadrangle. All field inspection of these islands is also shown on the plane-table sheet.

As part of the Muscle Ridge Islands are within the north one half of quadrangle T-11133, some of the contours in that area were checked for accuracy. The results of this testing and some notes to the Reviewer are shown on a light weight sheet of T-11133N and is being submitted with this quadrangle.

Field edit information is to be found on the following: 2 field edit plane-table sheets, N&S1, 2 discrepancy prints N&S2, 2 field edit sheets N&S3, 1 summary and abstract form, 13 ratio prints of photographs Nos. GS-FE 1-74, 1-79, 1-80, 1-81, 1-96, 1-97, 2-23 thru 2-25 and 2-30 thru 2-33.

(Photograph 2-32 previously submitted to the Washington Office concerning limits of the Rockland Municipal Airport.)

A legend appears on each sheet as to the color inks used.

52. Adequacy Of Compilation. The compilation is near adequate and will be complete with the application of the field edit data.

53. Map Accuracy. No horizontal accuracy test was made in this quadrangle.

Vertical accuracy tests were made of the north and south halves of the quadrangle. The test areas are labeled on the plane-table sheets and the summary and abstract form combines the two areas. In the areas, shown as vertical test areas, sixty four points on various contours were tested. After application of the 1.22 mm allowable shift, ninety five percent of the points had an error of less than one half contour interval.

Testing of contours in some other areas disclosed some errors that were either corrected or elevations established so the contours could be corrected with the plotters.

54. Recommendations. None offered.

55. Examination Of The Proof Copy. No one was requested to examine a proof copy of the map.

The small island at Lat. 44-01-05, Long. 69-03-35 is known locally as Gooseberry Knob. The deed for the island describes it as having that name and this information is verified by the following references... 7, 8, 9 and 10.

The island at Lat. 44-00-49, Long. 69-02-50 is locally known as Woody
Pond Island instead of Little Pond Island. This information is verified by the following references... 5, 6, 7, 8 and 9.

The island at Lat. 44°00′35″, Long. 69°03′00″ is locally known as Pond Island instead of Great Pond Island. This information is verified by the following references... 5, 6, 7, 8 and 9.

The point of land at Lat. 44°02′50″, Long. 69°04′30″ is locally known as Rocky Point instead of Ash Point. This information is verified by the following references... 1, 2, 3 and 4.

The river at Lat. 44°02′25″, Long. 69°07′30″ is believed to be mis-spelled. There is a Grange Hall in South Thomaston that is named "Wessaweskeag". References 1, 2, 3 and 4 all declare the name of the river is the same as the Grange.

The following names are submitted as references:

1. Mr. E. D. Curtis, Owls Head, Me., resident of area 40 years.
2. Mr. Clifford Dennison, South Thomaston, Me., resident of area 45 years.
3. Mr. Harvey Cline, Star Route 1282, Owls Head, Me., resident of area 35 years.
4. Mrs. Arthur Brown, Star Route 1282, Owls Head, Me., resident of area 45 years.
5. Mr. Austin Scott, South Thomaston, Me., resident of area 25 years.
6. Mr. Morris Smith, 16 Marine Street, Rockland, Me., resident of area 15 years.
7. Mr. Orrin B. Scammon, Box 816, Rockland, Me., resident of area 25 years.
8. Mr. M. E. Oliver, 20 Clanendon Street, Rockland, Me., resident of area 25 years.
9. Mr. Elmer Small, Star Route 1282, Owls Head, Me., resident of area 20 years.
10. Mr. John E. Rackliff, Box 816, Rockland, Me., resident of area 25 years.

Respectfully submitted,
September 21, 1955

Elgar T. Jenkins
Cartographer

See attached comments regarding Geo. Names

Conflicts.
Comments on Field Edit Report re names, from Geographic Names Section:

1) The new name Gooseberry Knob can be applied at once;

2) The name Weskeag River is a decision of the Board on Geographic Names, in which the form Wessaweskeaag is specifically rejected. However, since this longer form was reported as the local usage by Anderson in 1940, the conflict was referred to the BGN for a possible revision in 1941, but a new decision has never been rendered. Pending a revised decision, the form Weskeag—which appears on GS and other maps, as well as on our charts—will have to be continued;

3) As to the three other conflicts between charted and local usage:
   Ash/Rocky Point; Great Pond Island/Pond Island (also reported as Big Pond Island in the Project Names Report of 1953); and Little Pond Island/Woody Pond Island, all of the charted names have been used for nearly 100 years, and are found on GS and other maps, as well as on several nautical charts. Consequently, pending action by the BGN—to which they will be duly referred—the old names should be continued.

4-18-56
L. Heck

* applied by Reviewer—

No changes made in other names
### Summary & Abstract of Vertical Accuracy Test

**Project No.** Ph 104  **Quad. No.** T 1129  **Quad. Name** Rockland  
**Method of Testing** Standard Plane-table Profile  
**Tested by** E.T.J  
**Date** August 1935  
**Evaluated by** E.T.J  
**Contour interval** 10 ft.  
**M.M. allowable shift at 1:10,000** map or manuscript scale.

- **64** Total number of points tested
- **95%** of points within \( \frac{1}{2} \) contour interval or better
  - **61** Test points correct within \( \frac{1}{2} \) contour interval
  - **6** Test points in error between \( \frac{1}{2} \) and full contour interval
  - **3** Test points in error over full contour interval

<table>
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<th>Test Elev.</th>
<th>Map Elev.</th>
<th>Error</th>
<th>Error after shift</th>
<th>Remarks</th>
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61. **General Statement:**

See summary report.

62. **Comparison with Registered Topographic Surveys:**

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<th>Survey</th>
<th>Scale</th>
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<td>T-1151</td>
<td>1:10,000</td>
<td>1869</td>
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Comparison with above surveys indicates no differences of significance except in cultural details. T-11129 supersedes all above surveys in common areas as source material for charts.

63. **Comparison with Maps of Other Agencies:**

SE/4 of USGS ROCKLAND, 1:62,500, 1906 (reprint 1946), 20-ft. contour interval

Considering differences in scale there is fair general agreement in the drainage and relief expressed by the two maps. Part of the drainage in the city of Rockland is now underground and is not completely mapped by T-11129.

64. **Comparison with Contemporary Hydrographic Surveys:**

<table>
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<tr>
<th>Survey</th>
<th>Scale</th>
<th>Year</th>
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<tbody>
<tr>
<td>H-7831</td>
<td>1:10,000</td>
<td>1950</td>
</tr>
<tr>
<td>8259 (boat sheet)</td>
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<td>1955</td>
</tr>
<tr>
<td>8175</td>
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<td>1955</td>
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</table>

Significant differences with above surveys were resolved by this Reviewer. Hydrography is to be applied at a later date.

65. **Comparison with Nautical Charts:**

<table>
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<tr>
<td>322</td>
<td>1:40,000</td>
<td>1950 (52-5/26)</td>
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<tr>
<td>209</td>
<td>1:20,000</td>
<td>1953 (55-10/31)</td>
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</table>

No significant differences noted except in interior cultural detail and in elevations published on Fisherman, Otter and Tommy Islands.
66. Adequacy of Results and Future Surveys:

This map complies with all instructions and with the National Standards of Map Accuracy (see Field Edit Report). It is of adequate accuracy for use as a base for hydrographic surveys.

Reviewed by:

[Signature]
John M. Neal

APPROVED:

[Signature]
L. A. Landis
Chief, Review and Drafting Section
Photogrammetry Division

[Signature]
May Bedell
Chief, Nautical Chart Branch
Charts Division

[Signature]
[Signature]
Chief, Photogrammetry Division
Chief, Coastal Surveys Division
<table>
<thead>
<tr>
<th>Date</th>
<th>Chart</th>
<th>Cartographer</th>
<th>Remarks</th>
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<td>Before After Verification and Review</td>
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<td>5-16-62</td>
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<td>7-26-69</td>
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<td>P. Chapman</td>
<td>Before After Verification and Review</td>
</tr>
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</table>

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.