U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Topographic
Field No.: Ph-104  Office No.: T-11130 and T-11134

LOCALITY
State: Maine
General locality: Muscongus Bay
Locality: Round Pond

1952-55

CHIEF OF PARTY
P. Taylor, Photogrammetric Party No. 1
E. H. Kirsch, Balto. Photo. Office

LIBRARY & ARCHIVES

DATE: June 19, 1958
DATA RECORD

Project No. (II): Ph-104

Field Office (II): Rockland, Maine

Chief of Party: Paul Taylor

Photogrammetric Office (III): Baltimore, Maryland

Officer-in-Charge: E. H. Kirsch

Instructions dated (II) (III): 13 April 1953

Supplement I dated: 29 April 1953

711 s (a) 3 March 1954

73 mk 29 Dec. 1953

Method of Compilation (III): Air Photographic (Kelsh)

Work sheet

Multiplex

Plotting Instrument Scale (III): 1:7,000

Scale Factor (II): 1:10,000

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No. Date:

Publication Scale (IV):

Geographic Datum (III): N.A. 1927

Publication date (IV):

Vertical Datum (III):

Mean sea level except as follows:
Elevations shown as (f) 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): MUSCONGUS, 1859

Lat.: 43° 58' 42.398

Long.: 69° 26' 45.008

Adjusted

Plane Coordinates (IV):

State: Maine Zone: east and west

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)

Red - Contouring by Martin C. Moody
Blue - Contouring by John R. Smith

Green - Contouring by Donald M. Brant
Brown - Contouring by John C. Richter

Field
Office
DATA RECORD

Field Inspection by (II): Martin C. Moody, Carto. Surv. Aid
Warren M. Gottschlich, Carto. Surv. Aid

Date: Sept. to Oct., 1953

Planetable contouring by (II): Martin C. Moody, Carto. Surv. Aid
John R. Smith, Carto. Surv. Aid

Date: August to October, 1953

Completion Surveys by (II):

George E. Varnadore
Elgan T. Jenkins

Date: July 1955

Mean High Water Location (III) (State date and method of location):
See paragraph No. 35 of this report

Projection and Grids ruled by (IV): Austin Riley

Date: Sept. 28, 1953

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

Date: Oct. 2, 1953

Control plotted by (III): John C. Richter

Date: July 12, 1954

Control checked by (III): James C. Cregan

Date: July 13, 1954

Reduction or Stereoscopic
Control extension by (III): Edward H. Taylor

Date: Jan. 14, 1954

Planimetry (D. M. Brant)

Date: May 10, 1954

Stereoscopic Instrument compilation (III):

June 21, 1954

Contours (D. M. Brant)

Date: May 10, 1954

(J. C. Richter)

June 21, 1954

MANUSCRIPT delineated by (III): Bernice Wilson (S/E)

Date: July 14, 1954

Work sheets - John C. Richter (N/2)

Date: July 29, 1954

Photogrammetric Office Review by (III): Raymond Glaser

Date: July 29, 1954

Elevations on Manuscript
checked by (II) (III): Raymond Glaser

Date: July 29, 1954
**USGS Single lens 6" focal length**

Camera (kind or source) (III): USGS Single lens 6" focal length Type J.

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**Tide (III)**

| Reference Station: Portland, Maine |
| Subordinate Station: Muscongus Harbor, Muscongus Sound |

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<th>Ratio of Ranges</th>
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**Washington Office Review by (IV):**

*John H. Neal*

**Final Drafting by (IV):**

*AP Berry TbisO N*

*J. Davion T-nisN N*

**Drafting verified for reproduction by (IV):**

*W. J. Hallin*

**Proof Edit by (IV):**

**Land Area (Sq. Statute Miles) (III):** 24

**Shoreline (More than 200 meters to opposite shore) (III):** 160

**Shoreline (Less than 200 meters to opposite shore) (III):**

**Control Leveling - Miles (II):** 79

**Number of Triangulation Stations searched for (II):** 10

**Recovered:** 9

**Identified:** 7

**Number of BMs searched for (II):** 7

**Number of Recoverable Photo Stations established (III):** 6

**Number of Temporary Photo Hydro Stations established (III):** none

**REMARKS:**

**Number of Triangulation Stations**

**Established:** 1

**Identified:** 1

**Number of Traverse Stations**

**Established:** 8
DATA RECORD

T - 11134

Project No. (II): Fh-104
Quadrangle Name (IV):

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

Photogrammetric Office (III): Baltimore, Maryland
Officer-in-Charge: E. H. Kirsch

Instructions dated (II) (III): 13 April 1953
Supplement I dated: 29 April 1953
711 aal 3 March 1954
73 mkl 29 Dec. 1953

Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Air Photographic (Kelsh)
Multiplex

Manuscript Scale (III): 1:10,000
Plotting Instrument Scale (III): 1:7,000
Kelsh

Scale Factor (III): 1.000

Date received in Washington Office (IV): Date reported to Nautical Chart Branch (IV):

Applied to Chart No. Date: Date registered (IV): 6 Feb 1958

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

Geographic Datum (III): N.A. 1927

Vertical Datum (III):

Mean sea level except as follows:
Elevations shown as (2) refer to mean high water
Elevations shown as (3) refer to sounding datum
I.e., mean low water or mean lower low water

Reference Station (III): YELLOWHEAD 2, 1934

Lat.: 43° 51' 26.9944" Long.: 69° 29' 38.8644"
Adj usted

Plane Coordinates (IV): State: Maine Zone: east and west
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)
(II) (III)

Blue - Contouring by John R. Smith - Field
Brown - Contouring by John C. Richter - Office
DATA RECORD

Field Inspection by (II): Martin C. Moody, Carto. Surv. Aid
Warren M. Gottschlich, Carto. Surv. Aid

Date: Sept. to Oct., 1953

Planetary contouring by (II): John A. Smith, Carto. Surv. Aid

Date: August to October, 1953

Completion Surveys by (II): George E. Varnadoc
Elyan T. Jenkins

Date: July 1955

Mean High Water Location (III) (State date and method of location):
See paragraph No. 35 of this report

Projection and Grids ruled by (IV): Austin Riley
Date: 29 Sept. 1953

Projection and Grids checked by (IV): H. D. Wolfe
Date: 2 Oct. 1953

Control plotted by (III): James C. Cregan
Date: 12 July 1954

Control checked by (III): John C. Richter
Date: 13 July 1954

Stereoscopic
Control extension by (III): Edward H. Taylor
Date: 14 Jan. 1954

Stereoscopic Instrument compilation (III):
Planimetry John C. Richter
Contours John C. Richter
Date: 21 June 1954

Manuscript delineated by (III): Catherine A. Lipscomb
Date: 9 July 1954

Photogrammetric Office Review by (III): Raymond Glaser
Date: 23 July 1954

Elevations on Manuscript
checked by (II) (III): Raymond Glaser
Date: 23 July 1954
USGS Single lens 6" Focal length.
Camera (kind or source) (III): USGS Single lens 6" Focal length - Type J.

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<th>Scale</th>
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Tide (III)

Reference Station: Portland, Maine
Subordinate Station: New Harbor, Muscongus Bay
Subordinate Station:

Washington Office Review by (IV):

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 1
Shoreline (More than 200 meters to opposite shore) (III): 4
Shoreline (Less than 200 meters to opposite shore) (III): 4
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): None
Number of BMs searched for (II): 4
Number of Recoverable Photo Stations established (III): Recovered: 4
Number of Temporary Photo Hydro Stations established (III):
Remarks:

Tide (III)

<table>
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<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
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Date: Feb 1956
SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT
T-11130 and T-11134

Topographic maps T-11130 and T-11134 are two of 12 similar maps in project 6104. These two maps include Muscongus Sound, part of Muscongus Bay and the villages of New Harbor and Round Pond. The shoreline and planimetry were compiled from T-5998, T-5999 and T-5991 (1941-44) and corrected to date of 1955 by 1952 and 1953 photographs, complete interior field inspection, partial shoreline inspection and complete field edit. Other field operations preceding compilation included leveling for vertical control of stereo contouring, planetable contouring where the photo coverage was inadequate for instrument contouring and the establishment of supplemental horizontal control. The manuscripts consist of 3 sheets, each 3-3/4' in latitude by 7-1/2' in longitude at scale 1:10,000. The maps are to be published by the Geological Survey at a scale of 1:24,000 as standard topographic quadrangles. The registered copies under T-11130 will include 2 one-half quadrangle cloth-mounted prints at scale 1:10,000 designated as T-11130-N and T-11130-S and a cloth-mounted color print at scale 1:24,000. Registered copies under T-11134 will be similar to those under T-11130 except only one sheet at 10,000 scale, designated T-11134-N, will be registered since the S/2 of this quadrangle includes no land area.

John M. Neal
FIELD INSPECTION REPORT
Quadrangles T-11130 and T-11134
Project Ph-104

2. AREAL FIELD INSPECTION

The land area of these quadrangles is comprised of a part of Pemaquid Peninsula and several islands of various sizes. Except for two small fishing villages, Round Pond in T-11130, and New Harbor in T-11134, the mainland is sparsely settled and heavily wooded. The terrain is hilly and irregular and is cut up by many streams and ponds.

Two of the islands in T-11130 - BREMEN LONG ISLAND and MUSCONGUS ISLAND - are settled by fishermen and are served by primitive roads.

A field edit of the planimetric sheets was made. All revisions except deletions were made on the photographs and references made on the planimetric sheets. It is believed that the field inspection is now adequate and complete.

3. HORIZONTAL CONTROL

One triangulation station "MARSH, 1953" was established on Marsh Island near the south central part of Quadrangle T-11130.

A traverse was run just west of the limits of the quadrangles for almost the entire length of the land area of the quadrangles, originating at triangulation station ARISS, 1860 and terminating at triangulation station PEMAQUID 2, 1934 for a total distance of approximately 10 miles. Its designation is A.P.

Thirteen control points were located and identified along this traverse line including two intersection stations and one monumented station.

A copy of the report for this traverse will be submitted at a later date.

A control point was located near the northwestern corner of Quadrangle T-11130 by intersection methods from JOHNSON, 1859 and MUSCONGUS, 1859. Its designation is Control Point M.J.
Control Point COW ISLAND was located by 3-point fix method. It is near the east central part of Quadrangle T-11130, on Cow Island.

One station is reported destroyed. It is WHITE HO. CHY. 1859.

4. VERTICAL CONTROL

On the mainland vertical control for Multiplex contouring is based on U.S.G.S. bench marks of third order accuracy and tidal bench marks of this bureau, with the exception of one elevation (30-98). This was established from tide water.

The bench marks used are:

T-7 USGS
T-8 "
T-9 "
T-11 "
New Harbor, Muscongus Bay TEM 1 - 11130-S
Moxie Cove TEM 1 11130-S
Muscongus Harbor TEM 1 11130-N
Port Point, Pemaquid Beach, Jones Bay TEM 3 W of 11134

Elevations were established by differential leveling, trigonometric leveling and plane table. Differential leveling was used along roads where practical. Trigonometric leveling was used in the rougher areas where points could be identified on the photographs and the plane table was used where necessary for identification of the control points. All closures were within the allowable error.

On the islands the control is all based on the tide water using a special predicted tide curve furnished by the home office. The elevations there were established by plane table (vertical angles). All of the lines were short and all closures were within the required accuracy.

The first and last level points are numbered 30-1 and 30-119.

5. CONTOURS AND DRAINAGE

A few of the small islands in T-11130 plus a section of the mainland in both quadrangles were contoured by plane table methods. All elevations on the islands and that part of the mainland in T-11130 are based on the tide water as discussed under Item 4. On that part contoured in T-11134 the elevations were tied into level lines.
Only the first two contours (10 and 20) were surveyed on the mainland in Quadrangle T-11130. This is as specified by the Photogrammetrist attached to the party.

The islands were contoured early in the season on the Loftrite prints of the planimetric sheets furnished.

The parcels of the mainland were contoured on a transparency of the planimetric sheet. The ratio print of the photograph (of the same scale) was fastened underneath this sheet for use on the plane table which gave the advantage of working on a true scale plus the obvious advantages of a photograph for ready reference. After elevations were established and the contours drawn in pencil in the field the elevations were inked in the office and the contours were reshaped with the stereoscope, working directly through the transparency. Inasmuch as an attempt was made to take advantage of the photographs and stereoscope while working on the Loftrite prints through the medium of tracing paper, etc. it is believed that the advantages of the transparencies are obvious.

6. WOODLAND COVER

About ninety per cent of the land area in this quadrangle is woodland. This consists mostly of birch, spruce, pine and hackmatack which grow on high land. In the swamp areas, of which there is little in this quadrangle, alders grow thick and consistently.

Sufficient characteristic areas have been classified for delineation of these areas.

7. SHORELINE AND ALONGSHORE FEATURES

(a) A field edit of the mean high water line was made in accordance with project instructions. There were no changes made.

(b) The low water line was inspected visually at low water. The low water around coves and flats is shown on the photographs in sufficient places to allow the compiler to delineate the low water line.

(d) The bluffs will be depicted by the contours.

(e) All docks, wharves, piers, etc. have been indicated on photographs were changes have occurred since the planimetric maps were compiled.

(f) There are no submarine cables in this quadrangle.
8. OFFSHORE FEATURES

The mean low water was inspected visually at low water. No difficulty should arise for the compiler as the shoreline is mostly rocky bluffs.

No offshore features were noted that are not evident on the low water photography. Copies of the nautical charts of the area with inspection notes are being submitted for the project.

9. LANDMARKS AND AIDS

Landmarks and fixed aids to navigation have been reported on Form 567. All aids in the area were previously located and mapped and it was determined that they have not been moved or rebuilt since they were located.

10. BOUNDARIES, MONUMENTS AND LINES

This information is to be found in a special report, which was submitted by Mr. James A. Clear, Jr., dated 6 November 1953.

11. OTHER CONTROL

In accordance with the instructions for this project, no monumentsed topographic stations were established. However, eight monumentsed stations which were established in 1943 were recovered and reported on Form 524.

12. OTHER INTERIOR FEATURES

All roads, buildings and other features to be mapped have been classified on the photographs in accordance with the Topographic Manual. There are no bridges or cables over navigable waters.

13. GEOGRAPHIC NAMES

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

None except those discussed under Items 9, 10 and 13.

9 November 1953
Submitted by:

George E. Varnadoe,
Photogrammetric Engineer

9 November 1953
Approved by:

Paul Taylor
Commander, USCG
Chief of Party
TRAVERSE REPORT
ARISS 1860 TO PEMAQUID 2, 1934
PROJECT PH-104, MAINE

NOVEMBER, 1933

The designation of this traverse is A.P. Its purpose was to furnish horizontal control for photogrammetric mapping on Project Ph-104. It is approximately 10 miles in length and consists of 68 unmarked instrument stations, 6 monumented stations, in intervisible pairs, and two natural objects, which were located by intersection, making a total of 74 instrument stations.

The azimuths of the line were computed from the grid azimuth of the line ARISS 1860 - NORWOOD 1860 through 60 instrument stations to the azimuth line of PEMAQUID 2, 1934 - PEMAQUID 2 1/2, 1934 with an azimuth closure of 76 seconds. Reference Mark No. 2 is 135.39 feet distant from the station and Reference Mark No. 1 is 109.50 feet distant. The angle between these reference marks was carefully measured (one second difference between two directions) and failed to agree with the 1934 measurement by 36 seconds.

A Polaris was observed from the last traverse station along the line (267.58 feet distant from PEMAQUID 2, 1934). The computed traverse azimuth closure to this Polaris was 85 seconds and it was to this Polaris azimuth that the traverse azimuth was adjusted. The azimuth was further adjusted to 2 additional Polaris observations about equally spaced along the line. The largest angle correction was 85 seconds.

Distances were measured, both forward and backward with a 200 foot standardized steel tape. Differences of elevation of tape supports were obtained along the forward measurement with a Zeiss Opton level, and along the backward (check) measurement with an Abney level (measuring the percent of grade). Measurements between all stations are in good agreement.

The distance check obtained between ARISS 1860 and PEMAQUID 2, 1934 is 1:26.795.

The differences of elevation of the tape supports were transferred from the Wye Level Volumes to the "Set back" column of the Traverse Measurements Volumes (Form 590). Temperature, slope, tape and catenary corrections are shown in red pencil in these volumes and the corrected ground distances shown below.
All corrections, computations and adjustments were made in the field. The forward measurement only was used in the computation.

On Form 738 the corrected measured ground distances are shown in parenthesis. The sea and grid factors were then applied and the grid distance shown underneath.

Preliminary computations were made to obtain distance of the closed loops on separate sheets of Form 738.

All records, computations and sketches are submitted to the Division of Geodesy and a list of Plane Coordinates of all stations and control points to the Division of Photogrammetry.

Paul Taylor
Commander, USC&GS
Chief of Photo, Party No. 1
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<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR ν, COORDINATE</th>
<th>LONGITUDE OR λ, COORDINATE</th>
<th>DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>G-6793, p.289</td>
<td>N.A. 1927</td>
<td>43 54 23.313</td>
<td>69 26 27.145</td>
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<td>BROWNS HEAD 2, 1934</td>
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<td>&quot;</td>
<td>43 54 11.921</td>
<td>69 27 36.217</td>
<td>367.9 (1183.9)</td>
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<td>&quot;</td>
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<td>1003.1</td>
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<td>43 53 31.612</td>
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<td>0-6793, p. 299</td>
<td>43°56.1 48.23&quot;</td>
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21. **AREA COVERED**

Survey Nos. T-11130 and T-11134.

22. **METHOD**

See Photogrammetric Plot Report for T-11131 and T-11132, bound with Descriptive Report for T-11131, item 22, paragraph one and two.

23. **ADEQUACY OF CONTROL**

Considering our use of previous planimetric surveys, control complied with project instructions and was adequate.

CONTROL POINT AP-3 (temporary station) could not be held in strip 1-3 thru 1-8 along with four other control points. The error which may be in identification was as much as 160 meters, the multiplex position plotting almost directly to the north. The point was therefore rejected.

One other point, FRANKLIN I. L. H., 1859 was not used as it was beyond the limits of the photography used in bridging.

24. **SUPPLEMENTAL DATA**

T-5998 and T-5999, previous planimetric surveys of this bureau were used as aids where individual models with only one control point were set.

25. **PHOTOGRAPHY**

The quality of the photographs and dispositives used was good. Coverage and overlap were adequate.

Respectfully submitted
3 September 1954

Henry F. Eichert
Super. Carto.
31. **DELINEATION**

Since the entire survey is to be prepared by direct scribing at the Washington office, the final office compilation remained on the vinylite work sheets. See Compilation Report for Survey T-11132, item 31, para. 1.

Triangulation stations which were recovered by the field party were plotted on the manuscript and do not appear on the work sheets. Those stations not recovered, but not reported lost, were transferred from the loftrite to the work sheets by aligning the projection ticks on the work sheet with the projections on the loftrite and pricking direct.

Except for inspection of low-water, field inspection was adequate.

32. **CONTROL**

Refer to Photogrammetric Plot Report paragraph 23.

Except for certain areas, as noted on the discrepancy overlay for check by field edit, the vertical control was adequate.

33. **SUPPLEMENTAL DATA**

Planimetric surveys T-5991, T-5998 and T-5999 from Project CS-272 C were used as a base for compilation of this manuscript.

County Highway Map, Lincoln County.

34. **CONTOURS AND DRAINAGE**

The quality of the photographs taken by the Geological Survey was very good. The quality of the diapositives in both the Multiplex and Kelsh instruments was fair to good.

See paragraph 40, of this report for information relative to accuracy of contours.

35. **SHORELINE AND ALONGSHORE DETAILS**

All shoreline was examined during compilation. In the absence of field inspection of the shoreline, changes were kept to a minimum. Most of the shoreline from the previous planimetric surveys, which appeared to be reasonably correct, was not changed. All changes were noted on the Kelsh work sheets in blue ink.

Incomplete low-water line inspection was furnished by the field party.

By stereoscopic inspection of low-water photographs much of the low-water was interpreted by this office.
36. **OFFSHORE DETAILS**

Refer to "Notes to Hydrographer".

37. **LANDMARKS AND AIDS**

There are two landmarks and three aids within the bounds of these surveys.

38. **CONTROL FOR FUTURE SURVEYS**

Refer to Project Instructions, dated 13 April 1953, paragraph No. 20 and Special Instructions, 73 mk1, dated 29 December 1953, paragraph No. 10.

A list of recoverable topographic stations, useful for hydrography has been prepared and included in paragraph No. 49 of this report.

All 1953 stations were located by Kelsh Plotter.

39. **JUNCTIONS**

Junction has been made with Survey T-11131 and T-11135 to the east.

No contemporary surveys are to the north and west.

To the south is water.

40. **HORIZONTAL AND VERTICAL ACCURACY**

Refer to first paragraph of item 40, Compilation Report for T-11132.

Model 1-142-1-143 was leveled and contoured in halves. Leveling on field elevations, the water surface read +.5 mm in the middle of the model. The contours in this model should be field checked.

Model 1-166 - 1-167 had to be leveled in halves due to 1.0 mm "hump" in the middle of the model. There were sufficient field elevations to prove the "hump". Since the edge of the model will join a future USGS survey, these contours should be field checked.
40. HORIZONTAL AND VERTICAL ACCURACY (cont'd)

No Forms 685A were received for TB M1, New Harbor, Muscongus Bay. 
TB M1, was identified on Photo. GS-PE-1-152.

41. BOUNDARIES

Boundaries were compiled from General Highway Map Lincoln County, 
Maine, scale 1/2" per mile with the aid of three recovered boundary 
monuments.

42 - 45

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison was made with Geological Survey map Monhegan, Maine, 

47. COMPARISON WITH NAUTICAL CHARTS

Chart 313, scale 1:40,000 published Feb. 1949, (10 edition) corrected 
Jan. 28, 1952.

Items to be applied to nautical charts immediately:
None.

Items to be carried forward:
None.

Respectfully submitted
July 21, 1954

John C. Richter
Carto. Photo. Aid

Approved and forwarded
9/17/54

E. H. Kirsch

Comdr. USCGS, Officer in Charge
Baltimore Photo. Office
PHOTOGRAMMETRIC OFFICE REVIEW
T-1130 & T-1134


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. Photogrammetric stations  ✔  8. Bench marks  ✔

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines  ✔  32. Public lands tiles  ✔

MISCELLANEOUS

Reviewer:  
Supervisor, Review Section or Unit:

41. Remarks (see attached sheet)  ✔

Work sheets only on T-1130

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.

Compiler:  
Supervisor:
48. GEOGRAPHIC NAME LIST

Bar Island
(1) Bar Island Ledge
   Biscay Pond
   Black Island
   Black Island Ledge
   Boyd Pond
   Bremen
   Bremen Long Island
   Bremen Township
   Bristol Township
   Browns Cove
   Browns Head
   Browns Head Cove
(2) Browns Head Ledge
   Bull Point

(1) Chamberlain
   Clam Island
   Coombs Ledge
   Cow Island
(4) Cow Island Dry Ledges
   Cow Island Ledges
(2) Cow Island Sunken Ledges
   Crane Island
   Crotch Island
   Crow Island
   Devils Back
(2) Devils Elbow
(2) Devils Limb
   Flying Passage
   Franklin Island
   Friendship Township
(2) Garden Island South Ledge
   Greenland Cove

Haddock Island
(2) Haddock Island Ledge
(2) Haddock Island Kelp Ledge
   Half Tide Ledge
   Hall Island
   Harbor Island
(2) Harbor Island Rock
   Hastings Pond
   Hockomock Channel
   Hockomock Point
   Hog Island
(1) Hog Island Bar
(1) Hog Island Ledge
   Rough Ledge
   Hungry Island
GEOGRAPHIC NAME LIST (cont'd)

Indian Island
Inner Ledge

Jims Island
Jones Island
Jones Island Ledge
Jones Garden Island
Keene Narrows
Keene Neck
Killick Stone Island
Knox County

Lincoln County
Little Franklin Ledge
Little Pond
Long Cove
Long Cove Point

Long Island Ledges
Loudville
Louds Island
Lower Narrows

Maine 32 (highway)
Maine 130 (highway)
Marsh Harbor
Marsh Island
Medomak

Middle Ledges

Moxie Cove
Muscongus
Muscongus Bay
Muscongus Harbor
Muscongus Sound

New Harbor (town)

Oak Island

Palmer Island
Pemaquid Neck
Pemaquid River

Poland Ledges
Poland North Ledge
Poland South Ledge
Polins East Ledge
Polins Ledges

(2)
(2)
(2)
GEOGRAPHIC NAME LIST (cont'd)

- Ram Island
- Ram Ledges
- Ross Island
- Ross Pond
- Round Pond (bay)
- Round Pond (town)
- Round Rock
- Salt Pond Ledge
- Thief Island
- Thrumcap Island
- Webber Dry Ledge
- Webber North Ledge
- Webber Pond
- Webber Sunken Ledge
- Western Egg Rock
- Wreck Island
- Wreck Island Ledges

(1) From Nautical Chart 313.
(2) From Nautical Chart 313. Feature not on manuscript.
(3) From Geographic Names quad. Feature not on manuscript.
(4) From planimetric surveys T-5998 and T-5999.


Hog Island Bar, taken from the chart, appears on T-5998 as Muscongus Bar.

Names approved
4-7-55
a.j.w.

(Those checked are approved as well as those underlined. The checked ones on manuscript need not appear on sheet.)

a.f.w.
GEOGRAPHIC NAME LIST

Atlantic Ocean
Back Cove
Bristol Township
Eastern Egg Rock
** Egg Rock N. Ledge
** Egg Rock S. Ledge
Friendship Township
Knox Co.
Lincoln Co.
Little Island
** Moos Ledge (6/1 no photo-coverage)
New Harbor (Bay)
New Harbor (Town)
* New Harbor Dry Ledges
** New Harbor Sunken Ledges

Pemaquid Neck
Pumpkin Cove
** Pumpkin Cove Ledge
** South Ledge
St. George Township

Yellow Head

* Names were taken from Nautical Chart No. 313.
** Feature not on manuscript - name from Chart 313.

These names deleted by Reviewer will be added when Hydrography is applied.

Names approved
4-7-55
A.D.S.
NOTES FOR THE HYDROGRAPHER

The following is a list of recoverable topographic stations which may be used as control for hydrography. These are all carried forward from previous planimetric surveys. In cases where the non-monumented topographic points established in 1943 could not positively be identified and also appeared incorrect, these points have been deleted.

BANK, 1943
S. GAB. HO., 1943
E. GAB. GRAY HO., 1943
GRASS, 1943
KILL, 1943

LAND, 1943
E. GAB. HO.
G. USE, 1935
EM USE, 1943
D USE, 1935

* 60' FLAGPOLE
E. GAB. HO.
E. GAB. BOATHOUSE
W. GAB. HO.

S.W. GAB. HO.
FISH, 1943
COAL, 1943
E. GAB. BOATHOUSE
E. GAB. BOATHOUSE

N. GAB. HO.
COAL, 1943
W. GAB. HO.
W. GAB. WHITE HO., 1943
W. GAB. HO.

* WHITE 30' FLAGPOLE
N. GAB. COTTAGE TRIMMED IN WHITE
SLIP (STD. BR. DISC.)
CHY. ON GRAY SHINGLED HO.
N.E. GAB. TWO STORY GREY HO.

W. GAB. TWO STORY WHITE HO.
COOK (STD. BR. DISC.)
N. GAB. TWO STORY HO. GREEN ROOF
HOOF (STD. BRONZE DISC.)
FEAR (STD. BRONZE DISC.)

S. GAB. SHINGLED HO.
DUCK (STD. BRONZE DISC.)
W. GABLE YELLOW HO.

* Non-monumented station which could neither be verified nor proven incorrect. Station is carried forward.
49. NOTES FOR THE HYDROGRAPHER (Cont'd)

New stations established by Baltimore Photogrammetric office, in addition to the foregoing are:

- S. GAB 1953
- W. GAB, 1953
- E. GAB, 1953
- N. Gab, 1953
- S. Gab, 1953
- W Gab 1953

A set of ratio prints (scale 1:10,000) has been prepared for use in hydrographic surveys and submitted on 30 July 1954. The photographs contain certain detail points which are common to those on the manuscripts.

Chart sections are attached on which are indicated offshore details to be proven, disproven or located in position.

\[ T\text{-}11130 \text{ N} \]

Forms 524 are filed under T 5998 for all stations dated 1943.

The 1953 stations are not described (form 524).

\[ T\text{-}11130 \text{ S} \]

Forms 524 are filed T 5999 for all stations dated prior to 1953.

The 1953 stations are not described (form 524).
NOTES FOR THE HYDROGRAPHER

The following is a list of recoverable topographic stations which may be used as control for hydrography. These are all carried forward from previous planimetric surveys. Several of the non-monumented topographic points established in 1943, but which could not be positively verified, and appeared incorrect, have been deleted.

VII U.S.E., 1935
VI U.S.E., 1935
IV U.S.E., 1935
III U.S.E., 1935
II U.S.E., 1935

BOULDER U.S.E., 1943
H.H. U.S.E., 1935
A. U.S.E., 1935
W.E. U.S.E., 1943
B. U.S.E., 1935

C. U.S.E., 1935
D. U.S.E., 1935

BRICK CHY ON GRAY COTTAGE 1943
* BLACK IRON SPINDLE NEW HARBOR 1943
A set of ratio prints (scale 1:10,000) has been prepared for use in hydrographic surveys and submitted on 30 July 1954. The photographs contain detail points which are common to those on the manuscript.

Chart sections are attached on which are indicated offshore details to be proven, disproven or located in position.

* ON T 11134 as New Harbor Daybeacon 1943

Forms 524 are filed under T 5991 covering all the above listed stations

* All details proven by the 1943-44 hydrography will be added to the manuscript with hydrography. Chart sections removed from this report.

W.O. Review
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on (deleted from) the charts indicated.

The positions given have been checked after listing by [Signature]

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAINE</td>
<td>New Harbor Daybeacon (Black Iron Spindle - New Harbor, 1943)</td>
<td>43 52 27.96 69 29 18.94 W.A. Photo Plot 1943</td>
<td><strong>T-1113</strong></td>
<td><strong>T-1113</strong></td>
<td><strong>T-1113</strong></td>
<td><strong>T-1113</strong></td>
<td>113, 1204</td>
</tr>
<tr>
<td></td>
<td>Eastern Egg Rock Daybeacon (Eastern Egg Rock Beacon, 1953)</td>
<td>43 51 1320.6 69 22 1260.6 Triang 1953</td>
<td>X X</td>
<td>X X</td>
<td>X X</td>
<td>X X</td>
<td><strong>T-11130</strong></td>
</tr>
<tr>
<td></td>
<td>Black Lattice Tripod 42' high</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Franklin Island Light (Franklin Island L.H., 1859) White Tower - 57' high</td>
<td>43 53 31.612 69 22 31.223 Triang 1859</td>
<td>X X</td>
<td>X X</td>
<td>X X</td>
<td>X X</td>
<td>113, 1204</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, as es 800 to 804. Positions of charted landmarks and nonfloating...
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on (deleted from) the charts indicated.

The positions given have been checked after listing by Henry P. Eichert.

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPIRE</td>
<td>Round Pond White Church</td>
<td>(△) 1852) 50 ft. high (120)</td>
<td>43°56'</td>
<td>44.23'</td>
<td>588.6</td>
<td>69°27'</td>
<td>45.55'</td>
</tr>
<tr>
<td>CHY</td>
<td>Bar Island Chy. on House,</td>
<td>1924) 30 ft. high (50)</td>
<td>43°56'</td>
<td>23.313</td>
<td>719.5</td>
<td>69°26'</td>
<td>27.145</td>
</tr>
</tbody>
</table>
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on (deleted from) the charts indicated.

The positions given have been checked after listing by Henry P. Eichert

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>DAYBN</td>
<td>New Harbor Daybeacon (Black Iron Spindle - New Harbor, 1943)</td>
<td></td>
<td>43 52</td>
<td>27.96</td>
<td>18.94</td>
<td>N.A. Photo Plot</td>
<td>1943</td>
<td>313, 1204</td>
</tr>
<tr>
<td></td>
<td>Eastern Egg Rock Daybeacon (Eastern Egg Rock Beacon, 1953)</td>
<td></td>
<td>43 51</td>
<td>12.788</td>
<td>18.94</td>
<td>N.A. Photo Plot</td>
<td>1953</td>
<td>313, 1203</td>
</tr>
<tr>
<td></td>
<td>Black Slatted Tripod 42' high</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LT</td>
<td>Franklin Island Light (Franklin Island L.H., 1859) White Tower - 57' high</td>
<td></td>
<td>43 53</td>
<td>31.612</td>
<td>31.223</td>
<td>T-1130 Triang. 1859</td>
<td></td>
<td>313, 1203</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating...
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on (deleted from) the charts indicated.

The positions given have been checked after listing by ______________

Henry F. Eichert

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAINE</td>
<td>SPIRE</td>
<td>(△ Round Pond White Church) Spire, 1897) 50 ft. high (120)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHY</td>
<td>(△ Bar Island Chy. on House, 1934) 30 ft. high (50)</td>
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</table>

<table>
<thead>
<tr>
<th>POSITION</th>
<th>LATITUDE*</th>
<th>LONGITUDE*</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
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</thead>
<tbody>
<tr>
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<td>′ ″ D.M. METERS</td>
<td>′ ″ D.P. METERS</td>
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</tr>
<tr>
<td>SPIRE</td>
<td>43 56</td>
<td>7188.6</td>
<td>69 27</td>
<td>1015.8</td>
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<tr>
<td>CHY</td>
<td>43 54</td>
<td>719.5</td>
<td>69 26</td>
<td>612.4</td>
<td>1934 x x</td>
</tr>
</tbody>
</table>
Field Edit Report
Quads. T-11130 and T-11134

51. Methods. All roads were ridden out to check their classification, to investigate questioned areas, to inspect buildings and to visually check contours and planimetry. All trails that are recommended for mapping were either traversed while checking contours with a plane-table or discussed with local residents regarding their condition and use.

Standard plane-table profile methods were used to test the vertical accuracy of questioned areas and other areas, selected at random, which are shown as vertical accuracy test areas.

Field edit information has been shown on the discrepancy prints, three field edit-plain-table sheets, three single weight sheets, one form 524, three summary and abstract sheets, fourteen photographs, ratio prints GS-FE 1-7, 1-8, 1-39 through 1-42, 1-44, 1-143, 1-144, 1-152, 1-157 through 1-159 and 1-166, two contact prints GS-FE 1-8 and 1-42 and two low-water prints J-2753 and J-3112.

A legend is shown on all sheets explaining the colors of inks used.

52. Adequacy of the Compilation. The compilation is good and will be complete after the application of the field edit data.

53. Map Accuracy. Four areas which were selected at random were tested for vertical accuracy. One hundred and three points on various contours were checked of which only three contours were found to be more than one half contour interval in error. In other areas which were indicated by the compiler and reviewer as being weak approximately four hundred points on various contours were checked and in these areas more than 90% of the contours were less than one half contour interval in error.

No horizontal accuracy tests were made. Plane-table traverses between mapped features proved that the horizontal accuracy was relatively good.

54. Recommendations. No recommendations are offered.

55. Examination of Proof Copy. No one was requested to examine a proof copy of the map as no one contacted was believed to be qualified.
The name of the school on Louds Island "Muscongus Island Elementary School" should be deleted. Several people were contacted regarding this name and all agreed that the correct name of the island is Louds Island, and the village where the school is located is Loudville, an old family name from the family who first settled on the island. However, all said that in recent years they had heard the island referred to occasionally as "Muscongus Island" No one seemed to know how or why this name crept into infrequent usage.

Three of the persons contacted are: Miss Minnie Tukey of Chamberlain, Maine who served as postmaster there for 47 years, (age not given). Mr. Wm. W. Leeman of Round Pond, Maine age 82, who has fished in the area most of his lifetime. Mr. Ira E. Armstrong of Chamberlain, Maine a resident of 57 years, now retired.

Respectfully submitted,
19 July 1955

George E. Varnadoe
Photo. Engr.
This Summary and Abstract is for Test area #2 & 3 as run on the field edit sheet N.W. section of quadrangle T-1130. In steep areas, where the ground was uniform, an elevation is not shown for each contour as space would not allow these elevations to be written in. However, the contours between the shown elevations, in steep areas, were checked by scaling the distance to each contour and computing the elev. for it. TOPOGRAPHIC MAPPING

**Summary & Abstract of Vertical Accuracy Test**

- **Project No.** 104 Nw.  
- **Quad. No.** T-1130 Nw.  
- **Quad. Name** Muscongus

**Method of Testing** Standard Plane Table Profile  
**Tested by** E. T. J.  
**Date** July 6 & 7, 1955  
**Evaluated by** E. T. J.

**Contour interval** 10 ft.  
**1.22 M.M. allowable shift at 1-10,000 map or manuscript scale,

<table>
<thead>
<tr>
<th>Error after shift</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
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</tr>
</tbody>
</table>

**Total number of points tested** 44  
**% of points within 1 contour interval or better** 98  
**Test points correct within 1 contour interval** 43  
**Test points in error between 1 and full contour interval** 1  
**Test points in error over full contour interval** 0

**Vertical Accuracy Test Area #2**

<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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**Vertical Accuracy Test Area #3**

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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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Vertical Accuracy Test Area # 1

TOPOGRAPHIC MAPPING

Summary & Abstract of Vertical Accuracy Test

- **Project No.:** Ph 104
- **M. Quad. No.:** T-11305
- **Name:** Muscongus

Method of Testing: Standard Plane Table Profile

- **Tested by:** E. T. J.
- **Date:** 6-17-55
- **Evaluated by:** E. T. J.

- **Contour interval:** 10 ft
- **1.22M.M. allowable shift at:** 1-10,000 map or manuscript scale

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<th>Total number of points tested</th>
<th>33</th>
<th>% of points within 1/3 contour interval or better: 94</th>
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</thead>
<tbody>
<tr>
<td>Test points correct within 1/3 contour interval: 31</td>
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<tr>
<td>Test points in error between 1/3 and full contour interval: 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Test points in error over full contour interval: 0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Test Elev.</th>
<th>Map Elev.</th>
<th>Error</th>
<th>Error after shift</th>
<th>Remarks</th>
</tr>
</thead>
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TOPOGRAPHIC MAPPING

Summary & Abstract of Vertical Accuracy Test

Project No. Ph-104    Quad. No. T-1-1134    Quad. Name MONHEGAN
Method of Testing Plane-table
Tested by GEV    Date 7-9-55    Evaluated by GEV
Contour interval 10 ft. 1/22 M.M. allowable shift at 1:10,000
map or manuscript scale.

26 Total number of points tested
100 % of points within 1/2 contour interval or better
26 Test points correct within 1/2 contour interval
0 Test points in error between 1/2 and full contour interval
0 Test points in error over full contour interval

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

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By comparison with the 1941-44 surveys T-11130 and T-11134 show only minor shoreline changes. The approximate low water line is very nearly completely mapped on these current surveys from low water photographs dated 1952. All the above surveys are superseded in common areas by T-11130 and T-11134 for use as source material for construction and/or maintenance of nautical charts.

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

USGS MONHEGAN, ME. 1/62,500 (20-ft. contour interval) 1906 (reprint 1950)

There is fair general agreement. It is noted, however, that higher top elevations are shown by these surveys in comparison with the old quadrangle. T-11130 and T-11134 supersede the W half of the above map.

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

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All important differences with the above surveys have been resolved by the undersigned Reviewer. Hydrography will be applied at a later date.
65. **Comparison with Nautical Charts:**

   Chart 313  
   1:40,000  
   1949 (54 - 4/26)

   Interior details and the relief on the mainland and on the larger islands presently on this chart are completely obsolete by comparison with T-11130 and 34; otherwise, no differences are noted that are critical to navigation.

66. **Adequacy of Results and Future Surveys:**

   These maps comply with all instructions and are adequate for use as a base for future hydrographic surveys. They comply with the National Standards of Accuracy as evidenced by the Field Edit Report.

Reviewed by:

John M. Neal

J. M. Neal

APPROVED BY:

L. C. Lande  
Chief, Review and Drafting Section  
Photogrammetry Division

Chief, Nautical Chart Branch  
Charts Division

Chief, Photogrammetry Division  
Chief, Coastal Surveys Division
# INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

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