**U. S. COAST AND GEODETIC SURVEY**
**DEPARTMENT OF COMMERCE**

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Shoreline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Ph-11h</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-11139</td>
</tr>
</tbody>
</table>

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>Maine - New Hampshire</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Locality</td>
<td>Dove</td>
</tr>
<tr>
<td>Locality</td>
<td>Salmon Falls River to Dover</td>
</tr>
</tbody>
</table>

1951-54

**CHIEF OF PARTY**

E.H. Kirsch, Chief of Field Party
I.R. Rubottom, Tampa Photo. Office

**LIBRARY & ARCHIVES**

DATE September 15, 1953
DATA RECORD

T = 11139

Project No. (II): Ph-11h(53)  Quadrangle Name (IV):


Photogrammetric Office (III): Tampa, Fla.  Officer-in-Charge: Ira R. Rubottom

Instructions dated (II) (III): 13 March 1953  Copy filed in Division of
Supplement No. 1  28 March 1953  Photogrammetry (IV)
No. 2  30 April 1953
No. 3  6 May 1953
No. 4  26 May 1953
No. 5  25 June 1953

Method of Compilation (III): Graphic

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

Scale Factor (III): None

Date received in Washington Office (IV): 13 March 12  Date reported to Nautical Chart Branch (IV):

Applied to Chart No.  Date:  Date registered (IV): 4/10/58

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

Geographic Datum (III): N. A. 1927  Vertical Datum (III): M. H. W.

Mean-sealevel except as follows:
Elevations shown as (26) 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): DOVER, 1908

Lat.: 43° 11' 15" 81 (h87.9 m.)  Long.: 70° 51' 31" 742 (716.8 m.)

Adjusted

Plane Coordinates (IV):  State:  Zone:

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.
INAPPLICABLE

Areas contoured by various personnel
(Show name within area)
(II) (III)
DATA RECORD

Field inspection by (II): None
Date: 

Planetary contouring by (II): Inapplicable
Date: 

Completion Surveys by (II): Inapplicable
Date:

Mean High Water Location (III) (State date and method of location): Air Photo Compilation
Date of photographs

Projection and Grids ruled by (IV): S. Rose (W.O.)
Date: 15 Feb. 1953

Projection and Grids checked by (IV): H. D. Wolfe (W.O.)
Date: 16 Feb. 1953

Control plotted by (III): J. E. Johnson
Date: 9 Dec. 1953

Control checked by (III): R. J. Pate
Date: 9 Dec. 1953

Radial Plot (III): M. M. Slavney
Date: 4 Jan. 1954

Stereoscopic Instrument compilation (III): Inapplicable
Contours
Date:

Manuscript delineated by (III): R. R. Wagner
Date: 30 Aug. 1954

Photogrammetric Office Review by (III): J. A. Giles
Date: 14 Sept. 1954

Elevations on Manuscript checked by (II) (III): Inapplicable
Date:
<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>51-J-5979-82 incl.</td>
<td>2 Nov. 1951</td>
<td>No-time</td>
<td>1:10,000</td>
<td>-</td>
</tr>
<tr>
<td>DQW-9K-179</td>
<td>2 July 1952</td>
<td>1050</td>
<td></td>
<td>3.1</td>
</tr>
<tr>
<td>51-W-1366-67</td>
<td>29 Apr. 1954</td>
<td>1537</td>
<td></td>
<td>-0.2</td>
</tr>
<tr>
<td>51-W-1368-69</td>
<td></td>
<td>1539</td>
<td></td>
<td></td>
</tr>
<tr>
<td>51-W-1371</td>
<td></td>
<td>1544</td>
<td></td>
<td></td>
</tr>
<tr>
<td>51-W-1372-73</td>
<td></td>
<td>1545</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Tide (III)

**Computed from predicted tide tables**

<table>
<thead>
<tr>
<th>Reference Station:</th>
<th>PORTLAND</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subordinate Station:</td>
<td>SALMON FALLS RIVER ENTRANCE</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.9</td>
<td>10.2</td>
<td></td>
</tr>
<tr>
<td>0.7</td>
<td>6.6</td>
<td>7.6</td>
</tr>
</tbody>
</table>

Washington Office Review by (IV): [Signature]

Final Drafting by (IV): [Signature]

Drafting verified for reproduction by (IV): [Signature]

Proof Edit by (IV): [Signature]

Land Area (Sq. Statute Miles) (III): 5
Shoreline (More than 200 meters to opposite shore) (III): 11
Shoreline (Less than 200 meters to opposite shore) (III): Inapplicable
Control Levelling - Miles (II): Inapplicable
Number of Triangulation Stations searched for (II): 5 Recovered: 5 Identified: 5
Number of BMs searched for (II): Inapplicable Recovered: Inapplicable Identified: Inapplicable
Number of Recoverable Photo Stations established (III): none
Number of Temporary Photo Hydro Stations established (III): 13

Remarks:

*Two (2) stations were identified in the office to carry the plot north. See Photogrammetric Plot Report
PHOTOGRAMMETRIC PLOT REPORT.

21. AREA COVERED.

This photogrammetric plot was for Section A of Ph-114(53), comprising maps 7-11139 to 7-11147 inclusive.† The maps cover the inland navigable waters in the area of Portsmouth, Newmarket and Dover, New Hampshire.

The sketch on Page 9 of this report shows the layout of maps, the identified control, photograph centers, index of control, adjoining map 7-11148 of Section B, and 1h points common to the 1943 compilation and this plot.

22. METHOD.

Radial Plot:

Map Manuscripts: — The map projections are on acetate at 1:10,000 scale with the polyconic projection in black, the New Hampshire Grid and the Maine West Mercator Grid in blue and red. The map manuscripts are 3°15′ in latitude and 7°30′ in longitude.

The base grids were vynilete with the 5,000 feet interval at 1:10,000 scale. The New Hampshire State Grid was on all the manuscripts so control was transferred to the grids by matching grid values and adjusting the scale differences.

Photographs: — The photographs were single-lens taken in July 1952 at 1:20,000 scale by Mark Hurd Mapping Company for the Production and Marketing Administration of the Department of Agriculture and enlarged to approximately 1:10,000 scale.

Templets: — Vynilete templets were made from the photographs using the distortion templet furnished by the Washington Office for photographs printed with the Saltzman projector.

Closure and adjustment to control: — All the control that could be transferred from the 1943 field prints was identified on the 1952 photographs; and fourteen points were selected from the 1:20,000 manuscripts, as suggested in Paragraph 5 of the Instructions, dated 20 February 1953; reference 73-aa1. These points are indicated on the sketch by letters A to O and are discussed under Item 2h.
A preliminary radial plot disclosed a control discrepancy in T-11114. The template DQM-9K-179, the first laid in the area, was fixed plus a check station and would not hold all the control. After several trial laydowns it was decided that DOVER, PACIFIC MILLS RED BRICK STACK, 1943 (No. 1 on sketch) was in error. This is discussed further under Item 23.

On the final radial plot, fixed templates were laid as follows:

DQM-10k-12, 13, 14, 15, 22, 23, 24 and 25; then

DQM-9K-123, 124, 176, 179, 184, 186 and 189

No more trouble was encountered with control but discrepancies were noted in eleven (11) of the fourteen (14) points identified and scaled from the 1943 compilations. These discrepancies on fixed templates revealed that the points (A to O on sketch) could not be held to supplement the control. (See Item 2h for discussion). The plot was continued and bridged across progressively weaker areas.

The area along the junction of T-11142 and T-11143 required the most adjustment. The interruption of azimuths on the photographs centered in the water made the plot more difficult and probably this is the weakest part of the work.

The photogrammetric points were transferred from the plot to the various manuscripts by adjusting to similar coordinate values.

23. ADEQUACY OF CONTROL.

All the control that could be transferred from the 1943 nine-lens photographs to the 1952 photograph was used excepting a few stations in the Portsmouth area where a plethora of control was identified. Two stations, TANK WINDMILL, 1908 (No. 9 on sketch) on T-11141, and NEWMARKET NAKEM CHAIN CO. STACK, 1943 (No. 14 on sketch) on T-11142, could not be found on the 1952 photographs. The latter station was not needed because NEWMARKET INDUSTRIAL ASSOCIATION TANK, 1943 (No. 13 on sketch) was used, but TANK WINDMILL, 1908 would have helped. One station, YELLOW CUPOLA HORIZONTAL STRIPES, 1943 (No. 11 on sketch) on T-11141 was "not recovered" in 1943 but a cupola on a building in the area was identified and tried on the plot where it held.
Control station DOVER PACIFIC MILLS RED BRICK STACK, 1943 (No. 1 on sketch) on T-11139, fell on one photograph DQW-9k-179. This photograph was rigidly fixed plus a check station. After repeated trial laydowns bridging to other control it was decided that the "STACK" was at fault. It is noted that the 1943 identification card for this station was originally labeled "DOVER LARGEST SMOKE CHIMNEY" then changed with a new sketch made in the compilation office. Both stations are "No Check" intersection stations. No photogrammetric position was possible for DOVER PACIFIC MILLS RED BRICK STACK but the one cut from DQW-9k-179 fell 0.8 mm (8 meters) northeast of the plotted position. As an additional check an attempt was made to identify DOVER, FIRST PARISH CONGREGATIONAL CHURCH SPIRE, 1943 (No. 2 on sketch) but it fell on the edge of DQW-9k-179 and could not be positively transferred.

The adequacy of control for this plot is in doubt and is the subject of Item 26, ACCURACY AND RECOMMENDATIONS. (See paragraph 6, Instructions, dated 20 February 1953; reference 73-501).

It is noted that some control plotted on the Ph-1114(53) manuscripts was listed "Not recovered" in 1943 although they appear on the 1943 manuscripts. They are:

T-11141 - OYSTER RIVER FLAG STAFF, 1908

T-11142 - MARSH, 1908

T-11143 - POINT, 1908; TANK WINDMILL, 1908; BOILING ROCK, 1908; OLD WHarf WEST CORNER SPIRE, 1908; and SOUTH CHY. HOUSE OFF KITTERY JUNCTION R.R. STATION, 1900

24. SUPPLEMENTAL DATA.

Fourteen (14) points, A to O on the sketch, common to the 1952 photographs and the 1943 compilations, were scaled off the 1943 manuscripts and plotted on the base grid for this plot. The 1943 office photographs were not available and only one pass point on the 1:20,000 manuscripts could be positively identified in the areas desired on the 1952 photographs; the other points are details on the 1943 manuscripts that could be identified on the 1952 photographs. Three of these points were held:
"J" on sketch is YELLOW CUPOLA HORIZONTAL STRIPES, 1908, discussed in Item 22.

"R" and "M" on sketch, which fell on one photograph each and whose cuts held.

The points A to O are described and the position differences with the 1943 1:20,000 compilation are as follows:

<table>
<thead>
<tr>
<th>POINT</th>
<th>MAP</th>
<th>DESCRIPTION</th>
<th>DISTANCE &amp; DIRECTION OF THE FH-114(53) POSITION FROM THE 1943 POSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>T-11140</td>
<td>NE corner of large building</td>
<td>0.7 mm (7 meters) E</td>
</tr>
<tr>
<td>B</td>
<td>T-11140</td>
<td>NE corner of large building</td>
<td>OK</td>
</tr>
<tr>
<td>C</td>
<td>T-11142</td>
<td>Intersection of roads</td>
<td>1.3 mm (13 meters) S</td>
</tr>
<tr>
<td>D</td>
<td>T-11145</td>
<td>Intersection of centerline of bridge and fender</td>
<td>1.8 mm (18 meters) E</td>
</tr>
<tr>
<td>E</td>
<td>T-11146</td>
<td>Intersection of road and R.R.</td>
<td>0.6 mm (6 meters) SW</td>
</tr>
<tr>
<td>F</td>
<td>T-11146</td>
<td>Intersection of roads</td>
<td>0.7 mm (7 meters) ESE</td>
</tr>
<tr>
<td>G</td>
<td>T-11143</td>
<td>E gable of large building</td>
<td>0.8 mm (8 meters) E</td>
</tr>
<tr>
<td>H</td>
<td>T-11143</td>
<td>E gable of large building</td>
<td>2.2 mm (22 meters) SW</td>
</tr>
<tr>
<td>J</td>
<td>T-11141</td>
<td>Cupola on building</td>
<td>OK (See Item 22)</td>
</tr>
<tr>
<td>K</td>
<td>T-11141</td>
<td>Intersection of road and R.R.</td>
<td>0.8 mm (8 meters) S</td>
</tr>
<tr>
<td>L</td>
<td>T-11140</td>
<td>End of bridge fender</td>
<td>0.8 mm (8 meters) SE</td>
</tr>
<tr>
<td>M</td>
<td>T-11141</td>
<td>Intersection of roads and cut</td>
<td>OK (one cut)</td>
</tr>
<tr>
<td>N</td>
<td>T-11144</td>
<td>Intersection of R.R. overpass</td>
<td>1.0 mm (10 meters) ESE</td>
</tr>
<tr>
<td>O</td>
<td>T-11144</td>
<td>Center of bridge</td>
<td>0.9 mm (9 meters) SE</td>
</tr>
</tbody>
</table>

The 1952 photogrammetric position of these points are on the FH-114 manuscripts as pass points.
25. PHOTOGRAPHY.

The instructions for this project, dated 2/20/53, included T-11139, T-111h0, T-111h1 and T-111h4 for compilation as part of Section A, but photographic coverage was marginal in T-111h0, T-111h1 and T-111h4, and inadequate in T-11139.

The forward lap was approximately 60% and the side-lap varied from 20% to 45%.

The prints, enlargements on posttype paper using the distortion plate in the printer, were of good contrast and definition. Some tilt was noticed but not enough to merit special attention.

26. ACCURACY AND RECOMMENDATIONS.

The accuracy of this photogrammetric plot is in doubt because the scarcity of control was aggravated by the interruption of azimuths when several photograph centers fell in the water. (See sketch on page 3). Also the differences in 1943 compilation positions and the 1953 photogrammetric plot positions for the points tabulated in Item 24 must be considered in evaluating the accuracy of this plot notwithstanding the lack of any reports on the 1943 work. However, by all criteria the plot seemed very good. Furthermore, the intersections when cutting in detail points and the photo-hydro signals were checked and all were considered to be very good.

It is therefore recommended that the accuracy of this photogrammetric plot be checked by locating stations or substitute stations in the vicinity of the red circles shown on the sketch; that the points be cut in on the map manuscripts and then the field positions be plotted. If the radial plot positions of these points meet the required accuracy it is believed that the remainder of the plot is satisfactory, if not, the new control may be used in a new radial plot.

It is noted that of the proposed check points, "Circles 1, 2, 3 and 5 are in the area of triangulation stations shown on the 1943, and Ph-11h4 manuscript, although the control identification card of 1943 on 1, 3 and 5 list them "Not recovered".

Circle 1 - OYSTER RIVER FLAG STAFF, 1908

Circle 2 - TANK WINDMILL, 1908, identified on the 1943 photographs, could not be identified on the 1952 photographs, perhaps a substitute station from the footings of the old windmill, preferably about 400 meters east of the station.
Circle 3 - MARSH, 1908
Circle 5 - POINT, 1908

27. GENERAL.

A final check was made to insure proper transfer of all pass points, control and photograph centers to the material limits of all map manuscripts. "Dog-ears" for the photograph centers needed for compilation were added to complete the preparation of the map manuscripts.

Dates of completion of the radial plot are as follows:

T-11140 and T-11141 - 11 March 1953
T-11143 - 12 March 1953
T-11142 and T-11144 - 13 March 1953
T-11145 and T-11146 - 16 March 1953
T-11147 - 18 March 1953

Respectfully submitted

Hilton H. Slavney,
Cartographer,
Tampa Photogrammetric Office

APPROVED AND FORWARDED

J. E. Waugh, Chief of Party
SUPPLEMENT TO PHOTOGRAMMETRIC PLOT REPORT.

The 1953 Photogrammetric Plot for T-11139, using the four single-lens contact prints 51-J-5979 through 51-J-5982 flown in 1951, was not considered tight enough for final hydrographic control because the photographic coverage was inadequate. A preliminary radial plot by the field party was extended by planetable survey E. C. F. P. Ab 53 to provide hydrographic control up the Salmon Falls River.

Attempts to reconcile the shoreline of the planetable sheet with the office compilation of T-11139 and planetable positions of some hydrographic signals with photogrammetric positions failed.

When notice of the impending visit of Mr. B. G. Jones, Technical Assistant to Chief, Photogrammetry Division, was received, it was decided to wait until this could be discussed with him.

A new photogrammetric plot with adequate photographic coverage for T-11139 of Section A, Ph-11b(53) was authorized in discussion with Mr. B. G. Jones and correspondence with Chief, Photogrammetry Division. See copy of letter which is included with this report.

The sketch on page 7 of this report shows the 1951 and the 1954 photographs, and the control used on the photogrammetric plot for T-11139.

The new photographs are single-lens taken on 29 April 1954 at approximately 1:20,000 scale with the Wild Camera. The prints are 2-diameter enlargements on acetate impregnated paper.

Vinylite templates were made from the prints. No provision was made for distortion correction.

Control and pass points used on the 1953 plot for T-11139 and T-11141 were transferred to the photographs used on this plot. Two triangulation stations, SOUTH BERMECK LARGE BLACK TANK, 1906, and SOUTH BERMECK ACADEMY LARGE STONE CUPOLA, 1906, were transferred from the 1943 field photographs to control the north end of the north-south flight.

The plot was run on the manuscripts by laying the two flights simultaneously. The north-south flight was started with photograph 54-W-1364 and ended with 54-W-1369. The east-west flight was started with fixed photograph 54-W-1372 and tied into the north-south flight with 54-W-1373.

All the control was held. PACIFIC MILLS RED BRICK STACK, 1943, which fall on the edge of one photograph on the 1953 plot and which was
To: Officer-in-Charge
U. S. Coast and Geodetic Survey
Tampa Photogrammetric Office
P. O. Box 1689
Tampa, Florida

Subject: Additional photographs for map T-11139,
Project Ph-114A

Reference: Your discussions with Mr. B. G. Jones at Tampa

We find no available photography in T-11139 in addition to that already furnished you. However, we are going to schedule a short single-lens flight in this area to strengthen your plot of the shoreline. These photographs should be available about 1 May 1954.

Manuscript T-11139 should be held at Tampa for use of the new photography unless the Norfolk Office has some urgent need for the shoreline that will not permit waiting until May. Please inform me if you have any questions about this.

/s/ O. S. Reading

O. S. Reading
Chief, Div. of Photogrammetry
7 October 1953

To: The Director
U. S. Coast and Geodetic Survey
Washington 25, D. C.

Subject: Project Ph-114 (Area A)

Reference: Letter dated 30 April 1953 - 711-aal

Enclosed is a letter transmitting the manuscripts and photographs covering Area A of Project Ph-114; and the Form 2226-12 and computations of the various check points required by the reference letter.

A short commentary on each of the points located for test purposes follows:

**TEST POINT NO. 1** — This point was located as a sub point for station "OYSTER RIVER FLAGSTAFF 1906". This station was reported destroyed in 1943 but an investigation showed that the base of the pole was still in position even though the staff had been cut down. Consequently, this remnant of the station was used to locate a sub point which, when radially plotted, checked the computed position within 3 meters.

**TEST POINT NO. 2** — This point was located, as requested by the Tampa Office, in the sidelay areas of Photos DQW-95-179 and 180. The traverse was run from station "TANK WINDMILL 1906". As the station, an intersected object, could not be occupied, and since no azimuth was visible from the ground, the traverse was based on a Polaris Observation taken between Points 1 and 2 of the traverse. The azimuth was then carried back to the first line, reverses by adding 180 degrees, and the traverse computed by Geographic Positions. The radial plot position of the sub point checked the computed position within 6 meters. The computation of this traverse has not been checked in the field and should be checked before the result is considered final. This was taken up with Capt. Reading on his visit here and it is with his permission that the traverse is submitted without having been checked.

**TEST POINT NO. 3** — In order to locate Test Points 3, 4, and 5, single triangles were observed to establish marked stations, which were then used to establish positions for sub points. In this particular area, a marked triangulation station (WATSON 1953) was established, and the sub point was located by laying out a base at the station and observing on the sub point from both ends of the base. The computed position of the sub point checked the radial position almost exactly.
TEST POINT NO. 4 - A marked topographic station, WEEK 1953, was established as a no check position from the two marked triangulation stations mentioned above, and the test point was computed as a sub point for this station. The computed position checked the radial plot position within 5 meters.

TEST POINT NO. 5 - This test point was established as a sub point for triangulation station "POINT 2 1953" which was located by single triangle. The sub point is also a pass point on the manuscript, and the computed position checked the plotted position with 4 meters.

The various stations numbered and required for identification on the diagram on Page 6 of Reference 3 of the reference letter, were identified with the exception of No. 14 which was found to have been destroyed.

Form 2226-12 for the following numbered stations were sent to Tampa for the compilation of sheet 11147 and should be secured from that office.

NO. 37 - STARK 115 1961
NO. 39 - FROST POINT 114 1961
NO. 40 - ODERRIES POINT 113 1961
NO. 41 - PULPIT ROCK 112 1961
NO. 44 - RYE LEDGE 139 1961

A complete list of the recovery, identification and establishment of the stations in this area is enclosed with the field data.

Computations of Geographic Positions for the two permanently marked triangulation stations will be forwarded to the Division of Photogrammetry for submission to the Division of Geodesy.

With regard to sentence 2 of paragraph 3 of the reference letter, numerous sub points were selected during the field work in sheets 11147 and 11148, and should satisfy the stipulation for identified control in sheet 11168.

* * *

Respectfully submitted,

John C. Lajoie
Cartographer, USGS

An error in the traverse computation for Test Point No. 2 moved the geographic position to within about two meters of the radial plpt position.
not held at that time, was held on this plot when the transfer was corrected.

It is noted that the triangulation symbol for Elliot Greenhouse Stack, 1943, on the 1943 1:20,000 compilation T-8527, is shown around a "prick-hole" that is 73 meters 3h16" in azimuth from a "prick-hole" that is the true position of the STACK. Examination revealed that the published quadrangle DOVER EAST H.R., ME. shows the station symbol with the same error. This station falls on T-1114 of this project.

The photographs are sharp and of excellent contrast. Some tilt was observed but none severe enough to justify computation.

Agreement between the 1953 photogrammetric plot and this one varied from 0.0 mm in the western portion to 1.2 mm (12 meters) at the eastern limits of the 1953 plot.

It is believed that this plot meets the accuracy requirements.

There follows a comparison of the radial plot positions and the field positions for the five check points called for in Item 26 of the Photogrammetric Plot Report for Section A of Ph-111b(53). Reference letter dated 10/7/53 to the Director from Mr. J. C. Lajoie (copy attached)

<table>
<thead>
<tr>
<th>POINT</th>
<th>DISTANCE AND DIRECTION OF FIELD POSITION FROM PHOTOGRAHMNETIC POSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Test Point No. 1</td>
<td>3 meters south</td>
</tr>
<tr>
<td>Test Point No. 2</td>
<td>2 meters north</td>
</tr>
<tr>
<td>Test Point No. 3</td>
<td>0.0</td>
</tr>
<tr>
<td>Test Point No. 4</td>
<td>5 meters southeast</td>
</tr>
<tr>
<td>Test Point No. 5</td>
<td>4 meters west</td>
</tr>
</tbody>
</table>

Respectfully submitted,

Milton M. Slavney
Cartographer
Tampa Photogrammetric Office

APPROVED AND FORWARDED:

Ira R. Rubottom, Chief of Party
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION</th>
<th>DATUM</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>LONGITUDE OR x-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>
</tr>
</thead>
<tbody>
<tr>
<td>DOVER, PACIFIC MILLS STACK, RED BRICK, LARGE, 1943</td>
<td>G.P.s Pge 79</td>
<td>N.A. 1927</td>
<td>43 11</td>
<td>45.17</td>
<td>1393.9 (457.7)</td>
<td>508.5 (806.2)</td>
<td>1393.9 (457.7)</td>
<td>508.5 (806.2)</td>
</tr>
<tr>
<td>DOVER, 1908</td>
<td>Pge 43</td>
<td></td>
<td>43 11</td>
<td>15.811</td>
<td>1879.9 (1363.7)</td>
<td>1879.9 (1363.7)</td>
<td>716.8 (638.1)</td>
<td>716.8 (638.1)</td>
</tr>
<tr>
<td>DOVER FIRST PARISH CONG. CHURCH, SPIRE, 1908</td>
<td>Pge 79</td>
<td></td>
<td>43 11</td>
<td>27.612</td>
<td>852.1 (999.5)</td>
<td>852.1 (999.5)</td>
<td>615.1 (729.7)</td>
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<td>Pge 76</td>
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1 FT = 0.304806 METER

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DATE: 25 Feb. 1953
CHECKED BY: I. I. Saperstein
DATE: 25 Feb. 1953
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CHECKED BY: R.E. Smith  DATE: 26 Feb. 1953
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1 FT. = 0.3048006 METER

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CHECKED BY: R. E. Smith  DATE: 26 Feb. 1953
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<td>Eliot, Maine</td>
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<td>918.7 (1437.7)</td>
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1 ft. = 304.8008 meter
COMPUTED BY: I.I. Superstein  DATE: 26 Feb. 1953
CHECKED BY: R.E. Smith  DATE: 2 March 1953
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<td>BOILING ROCK, 1900</td>
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<td>43 05</td>
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<td>1706.2 (1153)</td>
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<td>OLD WHarf, WEST CORNER SPILE,1900</td>
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<td>R.R. STATION, 1900</td>
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<td>STANDFISH, 1908</td>
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<td>59.512</td>
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1 FT. = 304.8006 METER

COMPUTED BY: I.I. Seperstein DATE: 26 Feb. 1953
CHECKED BY: R.E. Smith DATE: 2 March 1953
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<td>&quot;</td>
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<td>08.327</td>
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<td>1030.3 (821.2)</td>
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<td>PORTSMOUTH NAVY YARD STANDPIPE, 1916</td>
<td>&quot; Letter N.A.</td>
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<td>13 04</td>
<td>33.998</td>
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1 FT. = 0.3048006 METER

COMPUTED BY: I.I. Saperstein

DATE: 26 Feb. 1953

CHECKED BY: R.E. Smith

DATE: 2 March 1953
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1 FT. = 0.3048006 METER

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DATE: 2 March 1953
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<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>
</tr>
</thead>
<tbody>
<tr>
<td>OCEAN WAVE HOTEL, CUPOLA, 1898</td>
<td>G.P涂抹 Fpg 39</td>
<td>N.A. 1927</td>
<td>43 00</td>
<td>49.479</td>
<td>70 44</td>
<td>09.282</td>
<td></td>
<td>1526.9 (324.7)</td>
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<tr>
<td>WENTWORTH HOTEL, HIGHEST CUPOLA OLD HLDG., 1898</td>
<td>Fpg 39</td>
<td>n</td>
<td>43 03</td>
<td>35.161</td>
<td>70 43</td>
<td>35.813</td>
<td></td>
<td>1085.0 (766.5)</td>
</tr>
<tr>
<td>WHALEBACK L.H., 1878</td>
<td>Fpg 392</td>
<td>n</td>
<td>43 03</td>
<td>31.213</td>
<td>70 41</td>
<td>48.515</td>
<td></td>
<td>963.2 (888.3)</td>
</tr>
<tr>
<td>PULFIT ROCK 142, 1941</td>
<td>Fpg 83</td>
<td>n</td>
<td>43 01</td>
<td>59.168</td>
<td>70 43</td>
<td>10.161</td>
<td></td>
<td>1825.9 (25.7)</td>
</tr>
<tr>
<td>FEAST POINT 144, 1941</td>
<td>Fpg 84</td>
<td>n</td>
<td>43 03</td>
<td>01.243</td>
<td>70 43</td>
<td>27.867</td>
<td></td>
<td>38.4 (1813.2)</td>
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<tr>
<td>ODIORMES POINT 143, 1941</td>
<td>Fpg 84</td>
<td>n</td>
<td>43 02</td>
<td>33.453</td>
<td>70 42</td>
<td>57.773</td>
<td></td>
<td>1032.3 (819.2)</td>
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<tr>
<td>STARK 145, 1941</td>
<td>Letter</td>
<td>n</td>
<td>43 03</td>
<td>25.359</td>
<td>70 42</td>
<td>48.695</td>
<td></td>
<td>782.5 (1069.0)</td>
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</tbody>
</table>
Summary to Accompany T-1139

Field instructions for Ph-114 were issued on 13 March 1953 to provide shoreline and control for inshore hydrographic surveys and to provide standard shoreline manuscripts for chart compilation. The hydrographic phase of this surveying was accomplished in the summer of 1953 under instructions for project CS-355 (Plum Island Sound to Portsmouth Harbor) and CS-361 (Cape Porpoise Harbor).
THE FIELD INSPECTION REPORT

WAS SUBMITTED SEPARATELY

* Filed as a part of Report T11148
PHOTOMGRAMMETRIC PLOT REPORT.

* Submitted separately as a supplement to the photogrammetric plot report, Section "A", Ph-114.

* Filed as a part of this Report

31. Delineation.

The graphic method of compilation was used.

There was no field inspection for this survey.

The power transmission line has not been delineated north of Cocheco River since it could not be identified. Reference Item 38.

32. Control.

Reference Photogrammetric Plot Report.

33. Supplemental Data.

Reference Item 38 relative to planeritable survey ECFF Ab 53.

34. Contours and Drainage.

Contours are inapplicable.

No difficulty was encountered in the delineation of drainage.

35. Shoreline and Alongshore Details.

There was no shoreline inspection for this survey. A section of shoreline along Salmon Falls River has been shown as approximate due to shadows from trees along the shoreline.

The low-water lines and channel lines are from photographic interpretation.

Reference Item 38

36. Offshore Details.

No unusual problems were encountered.
37. LANDMARKS AND AIDS.

No statement.

38. CONTROL FOR FUTURE SURVEYS.

Thirteen (13) photo-hydro stations have been shown. They are listed under Item 49 with short descriptions of eleven (11). There are no descriptions available for two (2) stations.

Reference Photogrammetric Plot Report which was submitted as a supplement to Section "A", Ph-111.

All of the topography is new and not the same as that furnished the hydrographic party.

The hydrographic stations established by planetable survey AB53 made by the East Coast Field Party could not be fitted to the manuscript. Only those stations that could be positively identified on the photographs have been shown.

The low-water line and channel line are on the manuscript as an aid to the processing office for plotting soundings, since no control is available.

39. JUNCTIONS.

There is no contemporary survey to the east, north and west.

A junction was not made to the south with T-11111 at longitude 70° 49', 30". It is requested that the W. O. rectify the discrepancy which now exists.

40. HORIZONTAL AND VERTICAL ACCURACY.

No statement.

41. BOUNDARY.

The State boundary between MAINE and NEW HAMPSTEAD was taken from topographic manuscript T-8527, GS 303-C south, Dover East (1944) scale 1:20,000. There was no Boundary Report for this project.
46. **COMPARISON WITH EXISTING MAPS.**

Comparison was made with USCGS Survey T-8527, GS-303C south, Dover East (1944), scale 1:20,000. The two are in fair agreement.

47. **COMPARISON WITH NAUTICAL CHARTS.**

Comparison was made with USCGS Nautical Chart No. 229, published Nov. 1911 and corrected 26 Jan. 1953. The map listed under Item 46 is not the source of planimetry for the nautical chart. The two are in fair agreement.

**ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.**

None.

**ITEMS TO BE CARRIED FORWARD.**

None.

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**R. R. Wagner**
Carto Photo Aid

**APPROVED AND FORWARDED.**

**Ira R. Rubottom**, Chief of Party
48. **GEOGRAPHIC NAME LIST.**

The geographic names were taken from the manuscript listed under Item 46.

- COCHEDO RIVER
- DOVER
- DOVER CITY FARM
- EMERSON BROOK
- FRESH CREEK
- GREAT WORKS
- GREAT WORKS POND
- GREAT WORKS RIVER
- GULF ROAD
- HAMILTON BROOK
- LOWER NARROWS
- MAINE
- NEW HAMPSHIRE
- PORTLAND ROAD
- QUAMPEGAN BROOK
- ROLLINS NECK ROAD
- SALMON FALLS RIVER
- SLIGO BROOK
- SLIGO HILL
- SLIGO ROAD
- STATE HIGHWAY 4
- UPPEN NARROWS
- VAUGHAN HILL

Names approved 1-3-55.

W. Heck
49. **NOTES FOR THE HYDROGRAPHER.**

The following photo-hydro stations will be of use to the hydrographer.

- **ODD** Stack, power plant
- **ROW** Tower
- **TAX** Tower
- **RAN** South cedar
- **PLY** East gable, white house
- **BED** Point of Marsh (H-8094)
- **FAG** East end of marsh
- **NED** White signal, row of trees (H-8094)
- **UMP** Red signal in pine tree
- **ARM** Yellow signal
- **FID** Red signal north end of bridge
- **LAW** Red chimney, brown house
- **FAN** Stack, brick
PHOTOGRAHAMETIC OFFICE REVIEW

T-11139


CONTROL STATIONS


ALONGSHORE AREAS

(Nautical Chart Data)


PHYSICAL FEATURES


CULTURAL FEATURES


BOUNDARIES

31. Boundary lines J.G.  32. Public land lines XX

MISCELLANEOUS


40.        
Reviewer

William A. Rasure
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:

Compiler

Supervisor
Review Report T-11139
Shoreline Map
23 Dec. 1954

61. General:

Stick-up was applied to the map manuscripts in this project as a part of the compilation process, i.e., prior to review. The map manuscripts at this phase are labeled, "Advance Print".

These map manuscripts were not altered during review. Any additions, alterations, or deletions recommended by the reviewer are recorded on review correction overlays to be used by the drafting section for application of the called-for revisions on black line impressions on vinylite. These positives on vinylite, with corrections applied, serve as the final map manuscripts.

62. Comparison with Registered Surveys:

T-2958 1:10,000 1909 (with contours)

Except for contours, T-11139 superseded the older survey for charting purposes in their comparable area.

63. Comparison with Maps of Other Agencies:

USH Dover East, N. H., Me., 1:25,000, 1950

T-11139 supersedes the quadrangle for shoreline and planimetry for charting purposes.

64. Comparison with Contemporary Hydrographic Surveys:

H-8094 (ECFP 1753) 1:10,000 1953 Upper Piscataqua River and tributaries

* The shoreline on T-11139 is not the same as on H-8094 because a new plot was laid for T-11139 with additional control. (Refer to Supplement to Photogrammetric Plot Report attached to the Photogrammetric Plot Report for Section A.) * Filed as a part of Report

65. Comparison with Nautical Charts:

229 1:30,000 ed. Nov. 1914, corr. May, 1948

This chart is based on survey T-2958, 1909. It is, therefore, obsolete in much of its planimetric detail. Shoreline is still in general agreement.
T-11139 supersedes the chart for shoreline and planimetry.

66. Accuracy:

The supplementary plot for T-11139 was strongly held, as the position of shoreline and the nature of planimetry is as accurate as photo-interpretation permits. Bridge and cable data do not appear on this map, but is covered in Chart Letter No. 58, 1954. The LML is determined by the hydrographic survey.

Reviewed by:

Lena T. Stevens

APPROVED:

L. C. Landy
Chief, Review Section
Div. of Photogrammetry

Chief, Nautical Chart Branch
Div. of Charts

Fred Swanson
Chief, Div. of Photogrammetry

Chief, Div. of Coastal Surveys