U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Topographic Air Photographic
Field No.: CS-272 Office No.: T-5955

LOCALITY
State: Maine
General locality: Saco Bay
Locality: Prouts Neck and Vicinity

194-3
CHIEF OF PARTY
F.L. Peacock

LIBRARY & ARCHIVES
DATE: April 5, 1949
DATA RECORD

T- 5955

Quadrangle: (II); Portland, Maine, (15')

Project No. (II); CS 272
Sub-Project CS 272-B

Field Office:
U.S.C.&G.S. - Ship SS LYDONIA

Chief of Party:
G. D. Meaney

Compilation Office:
Air Photo. Party No. 2

Chief of Party:
Fred. L. Peacock

Baltimore, Maryland
Instructions dated (II III):
January 12, 1942
April 1, 1942

Completed survey received in office: 24 Aug. 1943

Reported to Nautical Chart Section:

Reviewed: 10/3/44
Applied to chart No. Date:

Redrafting Completed: 31 May, 1945

Registered: March 1949
Published: May, 1946

Compilation Scale: 1:9,645
Published Scale: 1:10000

Scale Factor (III): 1:10368

Geographic Datum (III); N.A. 1927
Datum Plane (III); Mean Sea Level - M. M. 17

Reference Station (III); Grandy Hill 2, 1923, r 1942

Lat.: 43° 33' 46.44" 1433.2 m.
Long.: 70° 15' 58.59" 1314.9 m.

Adjusted
Revision of field com-
unition (third-order)

State Plane Coordinates (VI): Maine West Zone

X = 473,597.21 ft.
Y = 265,923.82 ft.

Military Grid Zone (VI)

Not shown
PHOTOGRAPHS (III)

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Tide from (III): Predicted tables. Reference Station Portland, Me., with time correction to Old Orchard Beach, Me.

Mean Range: 8.8 ft. Spring Range: 10.1 ft.

Camera: (Kind or source) U. S. Coast & Geodetic Survey Nine Lens Camera, (Focal Length 24") All negatives are on file in the Washington Office.

Field Inspection by: Lieut. Henry C. Fortin Date: Fall, 1942
Under supervision of Lieut. Comdr. C. D. Meaney,
Commanding officer of SS LYDONIA
Field Edit by: None

Date of Mean High-Water Line Location (III):
October 17, 1941

Projection and Grids ruled by (III) C.H.R. Washington Office Date: 10/9/42
" " " checked by: W.D.H. Washington Office Date: 10/9/42
Control plotted by: Abraham L. Goncharsky Date: 10/42
Control checked by: Natalie Hallock Date: 10/42

Radial Plot by: Walter E. Schmidt Date: 11/42 & 4/43

Detailed by: Carlyn Goldenberg (Shoreline & Interior) (Rough Draft) Date: 5/3/43
Reviewed in compilation office by: Michael G. Misulia Date: 7/30/43
Elevations on Field Edit Sheet checked by: Date: 8/12-21/43
Land Area (Sq. Statute Miles): 16

Shoreline (More than 200 meters to opposite shore): 11.8 statute miles

Shoreline (Less than 200 meters to opposite shore): 14.9 statute miles

Number of Recoverable Topographic Stations established: six (6)

Number of Temporary Hydrographic Stations located by radial plot:
   Twenty-three (23)

Leveling (to control contours) – miles:
   None

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname

and initials (not initials only).

Remarks:
CONTROL:
See memorandum by KT Adams in the appendix.

The control plotted on the map drawing consists of twenty-three (23) U. S. Coast and Geodetic Survey triangulation stations and one (1) U. S. Engineers triangulation station. They have been shown with the conventional triangulation symbol.

The following triangulation stations fall within the detail limits of the map drawing:

Sixteen (16) U. S. Coast and Geodetic Survey triangulation stations

  SPURWINK CHURCH, 1850, r 1942
  SAND KNOLL, 1850
  RAM ISLAND HOUSE, ("RAM"), 1923, r 1942
  STONE CHIMNEY ("CHIN"), 1923
  GRANDY HILL YELLOW HOUSE CHIMNEY, 1850, r 1942
  SMALL HOUSE CHIMNEY, 1923, r 1942
  GRANDY HILL 2, 1923, r 1942
  RED HOUSE CUPOLA, ("SHO"), 1923, r 1942
  HUBBARD'S POINT HOUSE, 1850, r 1942
  SQUARE BARN CUPOLA, ("SQUARE"), 1923, r 1942
  EAST GABLE HOUSE, PROUT'S NECK ("GREW"), 1923, recovery
  in 1942 uncertain. Field inspection party pricked gables of two different houses and neither was cor-
  rect. The triangulation station was not used to control the plot.
  PROUTY, 1905 (Not used to control plot. See p. 7, No. 25, P. 3)
  PROUT'S NECK STANDPIPE, 1941, r 1942
  PROUT'S NECK, LIBBY HOUSE CHIMNEY, 1850, r 1942
  STRATTON ISLAND, 1850
  JORDANS ISLAND 2, 1905, r 1942

  *See p. 7, No. 25, P. 3

The following triangulation stations fall just outside the detail limits of the map drawing:

Seven (7) U. S. Coast and Geodetic Survey triangulation stations

  RED BARN CUPOLA ("BREAK"), 1923, r 1942 (shown on the
  map drawing with a dashed black acid ink triangle)
  JORDAN'S BARN, EAST END, 1850
  **DR. CUMMING'S HOUSE, SOUTH CHIMNEY, ("DOC"), 1923, r 1942
  HENNEWELL'S HOUSE CHIMNEY, 1852 (Listed in index of
  Special Publication No. 46 as HENNEWELL'S HOUSE
  CHIMNEY. Listed on page 139 of Special Publication
  No. 46 as HENNEWELL'S HOUSE CHIMNEY and also noted as
  a supplementary point.)
  WSHW NORTHEAST RADIO TOWER, 1941
  WSHW SOUTHWEST RADIO TOWER, 1941
  SCARBOO, GREEN STANDPIPE, 1928, r 1941
One (1) U. S. Engineers triangulation station

RICHMOND ISLAND 2, ("RICH"), 1923, r. 1942

This triangulation station was recommended as a landmark by the field inspection party in 1942. Its position was previously submitted on Form 567 on March 20, 1943. The geographic coordinates for the position were obtained by correcting the submitted geographic coordinates, North American Datum, to the North American Datum 1927. The datum differences were applied by this compilation office. On April 6, 1943, the Washington Office submitted revised (field computations) geographic coordinates of the position of the above-mentioned triangulation station, and they were in disagreement with those submitted March 20, 1943, on Form 567 by this compilation office. Therefore, the revised geographic coordinates have been resubmitted on Form 567 (Landmarks for Charts).

For general information the positions of "DR. CUMMING'S HOUSE, SOUTH CHIMNEY, ("DOC"), 1923, r 1942, from the field computation, Accession No. of Computation 81552, North American Datum; and "RICHMOND ISLAND, DR. CUMMING'S HOUSE, CHIMNEY," 1850, from Special Publication No. 46, North American Datum, are listed below in order to call attention to large differences of latitude and longitude with respect to the chimneys on the same house. Also listed below is the position of "DR. CUMMING'S HOUSE, SOUTH CHIMNEY, ("DOC"), 1923, r 1942, North American Datum 1927, as revised (field computations) by the Washington Office and submitted to this office on April 6, 1943, on Form 288, Accession No. of Computation, GTZ 81552.

*DR. CUMMING'S HOUSE, SOUTH CHIMNEY, 1923, r 1942

43° 32' 36.012" 1111.4 m. (N.A.) 1092.2 m. (N.A. 1927)
70° 14' 21.803" 489.5 m. (N.A.) 488.5 m. (N.A. 1927)

The above position was corrected to the North American Datum 1927 by this compilation office.

RICHMOND ISLAND, DR. CUMMING'S HOUSE, CHIMNEY, 1850

43° 32' 39.540" 1220.3 m. (N.A.) 1201.1 m. (N.A. 1927)
70° 14' 24.119" 541.5 m. (N.A.) 540.5 m. (N.A. 1927)

The above position was corrected to the North American Datum 1927 by this compilation office.

DR. CUMMING'S HOUSE, SOUTH CHIMNEY, ("DOC"), 1923, r 1942.

43° 32' 35.51" 1095.9 m. (N.A. 1927)
70° 14' 21.67" 486.5 m. (N.A. 1927)

Third order triangulation
The position of "DR. CURWING'S HOUSE, SOUTH CHIMNEY" as plotted on map drawing Survey No. T-5956 from the geographic coordinates, listed above, will be in disagreement with the revised position (field computation) as submitted to this office on April 16, 1943, because map drawing Survey No. T-5956 was submitted to the Washington Office before this compilation office was in receipt of the revised position. Other triangulation stations whose positions were determined in 1923 and which were plotted from geographic coordinates corrected from the N. A. Datum to the N. A. Datum 1927 by this compilation office, within or just outside the detail limits of map drawing Survey No. T-5956, will also be in disagreement with the submitted revised (field computations) geographic coordinates. It is recommended that the positions of all the 1923 triangulation stations plotted within or just outside the detail limits of map drawing Survey No. T-5956 be checked and corrected in accordance with such revised positions as are available.

The triangulation station "RED BARN CUPOLA," 1923, r 1942, has been shown by a dashed black acid ink triangle on the map drawing, because the cupola has been removed from the roof of the barn and should therefore be considered lost. However, it was used to control the radial plot. Lieut. Comdr. Henry O. Fortin lists this station on recovery card Form 526 as "BREAK" RED BARN CUPOLA, 1923, r 1942.

The names of the triangulation stations as listed in Special Publication No. 46, on Forms 23B, 526, etc., in many instances were in disagreement. It is believed the names as shown on the map drawing have been taken from the best known available sources.

RADIAL PLOT:

In November 1942, a combined radial plot was at first laid for the area of Surveys Nos. T-5954 to T-5956, inclusive, by the radial celluloid template method.

The section of the plot covering the area of Survey No. T-5956 laid well, but difficulty was encountered in the areas of Surveys Nos. T-5954 and T-5955.

The control in the areas of Surveys Nos. T-5954 and T-5955 was investigated and it was obvious that horizontal discrepancies existed in the triangulation established in 1905 and 1923. The difficulties were discussed with the Washington Office by Commander Fred. L. Peacock, Chief, Air Photographic Party No. 2, and permission was granted to defer acceptance of the plot for the areas of Surveys Nos. T-5954 and T-5955 until a later date.

On April 6, 1943, the Washington Office submitted a list of revised positions (field computations) for all the triangulation
stations established in 1905 and 1923 except for the triangulation stations "LONG BARN CUPOLA," 1923 and "PROUTY," 1905. The position of the triangulation station "LONG BARN CUPOLA," 1923, was radial plotted and has been submitted on Form 524. It has been shown on the map drawing with a 2½ mm. black acid ink circle.

The position of "PROUTY," 1905, was plotted from geographic coordinates after they had been corrected to the North American Datum 1927 by this compilation office, from the geographic coordinates, North American Datum, listed in Special Publication No. 46. This triangulation station was not recovered by the field inspection party of 1942. Therefore, it was not used to control the plot.

(N.B.) See paragraph No. 26 for a discussion of the positions of triangulation stations determined in 1923 which fall within or just outside the detail limits of map drawing Survey No. T-5956.

The positions of all the triangulation stations established in 1905 and 1923 and which had been plotted on map drawings, surveys Nos. T-5954 and T-5955 as of October, 1942, except those just mentioned in the above paragraphs, were replotted in accordance with the submitted revised (field computations) geographic coordinates.

An individual plot was then laid for the area of Survey No. T-5955.

The number of photographs, identification of the control, and the number of control stations was adequate. The control was well distributed.

All of the triangulation stations recovered in 1942 were used to control the plot and their positions were "held to" within the desirable accuracy. The two triangulation stations Northeast and Southwest radio towers of radio station WOSH whose positions were determined in 1941, were identified on the office photographs by this office and were also "held to" in the plot within the desirable accuracy.

Satisfactory junctions were made with the positions of secondary points previously established on map drawings Surveys Nos. T-5956 and T-5957.

The radial intersections of the secondary and minor detail points were very good, and the positions of the secondary and minor detail points so determined are believed to be within the desirable accuracy.

Letter Reference
March 9, 1943; To Chief, Division of Coastal Surveys
April 5, 1943; From the Director

Respectfully submitted:

Walter E. Schmidt
Asst. Photo. Engineer
DETAILING:

The shore line and interior culture have been detailed on
the map drawing in accordance with the Director's letters dated
January 12 and April 1, 1942, pertaining to Project No. CS 272.
The area of Survey No. T-5955 is a part of Sub-Project CS 272-B.
Filed in Div. of Photogrammetry - Office Files

The standard symbols as recommended by the Washington Office
were used to show the detail on the map drawing, and notes fully
describing any deviation therefrom were shown on the overlay sheet,
in order that the planimetry may be clearly interpreted by those
concerned.

Purple and green ink circles shown on the glossy side of the
celluloid map drawing indicate positions of secondary and minor detail
points considered relatively strong and weak respectively.

All roads have been classified in accordance with the submitted
field inspection data. Roads shown with center line only and not
noted as to width on the map drawing are to be considered 6 meters in
width.

The scales of the photographs and the map drawing were in good
agreement. However, it was necessary to use the projector in detail-
ing Bluff and Stratten Islands.

The field inspection of drainage areas was not complete. The
majority of the drainage shown on the map drawing was detailed from
stereoscopic examination of the photographs.

Notes have been shown on the overlay sheet calling attention
to all areas of questionable interpretation.

MEAN HIGH-WATER LINE:

The mean high-water line (firm ground) has been detailed in
accordance with the submitted field inspection data and has been
shown on the map drawing by a solid heavy-weight black acid ink line,
the center of which should be taken as the true position. The outer
limits of marsh areas visible at Mean High-Water as identified on the
photographs have been shown with a solid light weight black acid ink
line in conjunction with the conventional marsh symbol.

LOW-WATER AND SHOAL LINES:

The approximate outer limits of rock ledges have been detailed
in accordance with the submitted field inspection data (sketched on
field photographs) and have been shown with dashed light-weight black
acid ink lines. These limits could not be identified on the office
photographs. The note "Rock Ledge" has been shown on the overlay
sheet. The limits indicated by field inspection partly seem to extend too far offshore
off the rock ledge limits which can be identified, and the character of the shore
behind the limits suggests that rock ledges do not extend along the entire shoreline.
The approximate outer limits of sand or shell areas and mud

The rock ledges to be shown on the published sheet have been detailed
in red by the reviewer.
31 LOW-WATER AND SHOAL LINES: (Cont'd.)

flats as identified on the office photographs have been shown with a dotted black acid ink line.

The character of the areas which these limits enclose has been shown by notes on the overlay sheet.

The above mentioned limits as detailed and shown on the map drawing are not recommended as a determination of the correct position of the Mean Low-Water line. They have been shown in order that they may be used as additional information by hydrographic parties.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

The approximate limits of several offshore reefs were detailed on the map drawing in accordance with the submitted field inspection data, and are shown with dashed light-weight black acid ink lines. The note "Reef" has been shown on the overlay sheet. Rocks have been detailed on the map drawing in accordance with the submitted field inspection data and have been shown with the conventional symbols. The extent to which rocks bare at Mean High-Water or Mean Low-Water has been shown by notes on the overlay sheet.

33 WHARVES AND SHORE LINE STRUCTURES:

It is believed that all piers, bridges, etc., have been detailed on the map drawing in accordance with the submitted field inspection data, and they have been shown with the conventional symbols. All necessary notes pertaining to the type, vertical clearance, above M.H.W. and horizontal clearance of bridges have been shown on the map drawing.

34 LANDMARKS AND AIDS TO NAVIGATION:

The following recommended landmarks and aid to navigation have been shown on the map drawing with 2½ mm. black acid ink circles, and their scaled geographic positions, as radial plotted, have been submitted on Form No. 567:

Chart letter 575, 1943

Three (3) recommended landmarks

Cable, highest easterly, on house (recoverable topographic station)
Tower, Army observation post (recoverable topographic station)
Cupola, square, on hotel (recoverable topographic station)

One (1) aid to navigation

Beacon, red marker (recoverable topographic station) 10/1/41

Ferry Rock Beacon

The notes "land mark" and "aid to navigation" have been shown on the map drawing in conjunction with their descriptions.
HYDROGRAPHIC CONTROL:

The positions of six (6) recoverable topographic stations and twenty-three (23) temporary hydrographic stations, have been determined by radial intersection and they have been shown with 2½ mm. black acid ink circles on the dull side of the celluloid map drawing.

The descriptions of the recoverable topographic and temporary hydrographic stations have been shown on the map drawing and the overlay sheet respectively.

The descriptions and scaled geographic positions as radial plotted, of the following six (6) recoverable topographic stations have been submitted on Form 524:

- Long Barn Cupola
- Beacon, Red Marker (Aid to Navigation)
- Tower, Army Observation Post (Landmark)
- S. Chimney of Red Roof, Grey House
- Cable, Highest Easterly, On House (Landmark)
- Cupola, Square, On Hotel (Landmark)

GEOGRAPHIC NAMES:

An investigation of geographic names pertaining to the area within the limits of latitudes 43° 27.8' and 43° 50' and longitudes 69° 30' and 70° 22.4' was made by Lieut. Comdr. Henry O. Fortin in 1942. He has submitted a special report on the investigation to the Washington Office.

The area of Survey No. T-5955 is a part of the area in which the geographic names were investigated.

A tabulated list of the undisputed and disputed geographic names as investigated is submitted herein.

JUNCTIONS:

Junctions were made and are in agreement with map drawings Surveys Nos. T-5957, T-5956 and T-5954, to the North, East and West, respectively. There is no contemporary survey to the South.

RECOMMENDATION FOR FUTURE SURVEYS:

This map drawing is believed to be complete in all details of importance except for the area outlined on the glossy side of the map drawing in washable green ink. The detailed positions of Bluff and Stratten Islands, within the area outlined in green ink should be considered approximate, because the number of photographs was insufficient to establish them within the desirable accuracy. Additional survey may be desirable for the above mentioned area.
RECOMMENDATION FOR FUTURE SURVEYS: (Cont'd.)

It is believed that the probable error of the positions of radial points and well-defined objects along the shore line is not greater than 0.5 mm. and of inland radial points and details of importance not greater than 1.0 mm. except the positions of radial points and details of importance in the area of Bluff and Stratten Islands. It is believed that a reasonable determination of the probable error in the positions of radial points and details of importance within the area of these two islands would not be greater than 1.5 mm.

COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Because of difference in scale between the map drawing and the above mentioned quadrangle, planimetric detail could not be readily compared. However, planimetry common to both is in fair agreement except the following:

A large gravel pit at approximately Latitude 43° 35' 40" and Longitude 70° 17' 50" as detailed on the map drawing in accordance with the submitted field inspection data does not appear on the quadrangle.

Numerous roads, houses, and small gravel pits as detailed on the map drawing in accordance with the submitted field inspection data do not appear on the quadrangle.

The shore line at approximately Latitude 43° 32' 35" and Longitude 70° 19' 45" as detailed on the map drawing in accordance with the submitted field inspection data, has changed considerably, possibly the result of storms.

A cable line running parallel to the Eastern Division of the Boston and Maine Railroad as detailed on the map drawing in accordance with the submitted field inspection data does not appear on the quadrangle.

The Portland and Saco Electric Railroad as shown on the above mentioned quadrangle could not be identified on any of the photographs covering the area within the detailed limits of the map drawing and therefore has not been shown.

COMPARISON WITH NAUTICAL CHARTS:

Chart No. 315; Published July 1941; Scale 1:40,000
Chart No. 231; Published June 1929; Scale 1:20,000
Chart No. 50; Published September 1934, Reissued August 1938; Scale Unknown.
Chart No. 1204; Published March 1942, Scale 1:80,000
Because of difference in scale between the map drawing and the above mentioned charts, planimetric detail could not be readily compared. However, planimetry common to both is in fair agreement except the following on chart No. 231:

Numerous roads and houses as detailed on the map drawing in accordance with the submitted field inspection data do not appear on the chart.

The shore line at approximately Latitude $43^\circ 32' 35''$ and Longitude $70^\circ 19' 45''$ as detailed on the map drawing in accordance with the submitted field inspection data, has changed considerably, possibly the result of storms.
Respectfully submitted,

Michael G. Misulici
Jr. Topographic Engineer

and

Walter E. Schmidt
Asst. Photogrammetric Engineer

Compilation Reviewed by

Michael G. Misulici
Jr. Topographic Engineer

Supervised by

Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved & Forwarded
August 24, 1943

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

Undisputed

Atlantic Ocean
Black Point School [7: not on "Prouts Neck" quad]
Black Rock
Bluff Island
Cape Elizabeth
Chimney Rock (Not Shown)
Cool Rock (Not Shown)
Dan Strouts Ledge (Not Shown)
Ferry Rock
Higgins Beach
Massacre Pond
Nonesuch River
Old Proprieter (Not Shown)

Prine Point
Pleasant Hill
Pleasant Hill School
Prouts Neck
Prouts Neck (Village)
Prouts Neck Country Club Golf Course
Ram Island
Saco Bay
Scarboro Beach
Scarboro River
Shooting Rock
Sprague Hall
Spurwink Church
GEOGRAPHIC NAMES (Continued)

Undisputed

Spurwink Hill.
Spurwink River.
The Brothers.
The Cod Rocks.
The Graveyard (?)

*Three Tree Ledge (Not Shown)

*The areas within the detail limits of the map drawing to which these geographic names pertain could not be identified on the photographs. No field inspection data were submitted. Therefore, such areas could not be detailed on the map drawing.
GEOGRAPHIC NAMES

Disputed

Boston and Maine. Eastern Division - Portsmouth Line

Boston and Maine. Western Division - Boston and Maine
   Dover Line

Libby River - Libbys River

Prouts Neck - Prout Neck - Prout's Neck

Stratten Island - Stratton Island

Scarboro - Scarborough (Village)
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Sprague Hall: (?; listed in report but not found)

Names underlined in red appear:

by L. Heck on 10/11/45
28. DETAILING

Additions and alterations during review were made on the map manuscript. These include extensive delineation of the ledge symbol, rock elevations, and some interior detail. The rocks Old Proprietor and The Brothers were transferred from quadrangle T-8518.

42. COMPARISON WITH PREVIOUS SURVEYS

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T-5955 supersedes the old surveys in their comparable detail of the common areas.

43. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

There are no contemporary surveys.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

T-5955 supersedes the old surveys in their comparable detail of the common areas.

45. COMPARISON WITH NAUTICAL CHARTS

Two marsh islands at the mouth of Libby River on the chart are mapped as two ledges on T-5955.

Two rocks awash and three rock ledges were transferred by means of the vertical projector from the 1/20000 ozalid print of the quadrangle manuscript to the manuscript of T-5955. The rocks are Old Proprietor and The Brothers, which had been cut in radially on the quadrangle map manuscript.

T-5955 has not been applied to chart 231 as of the date of this review.
Reviewed by:

J. H. Stewart 9 Oct. 1944

Approved by:

B. G. Jones 3/49
Tech. Aid. to the Chief, Division of Photogrammetry

K. T. Adams
Chief, Div. of Photogrammetry

Under the direction of:

D. H. Benson
Chief, Review Section

H. H. Benson
Chief, Nautical Chart Branch Division of Charts

W. W. Scagle
Chief, Div. of Coastal Surveys
In 1942 the officer-in-charge of the Baltimore Photogrammetric Office reported encountering difficulty with the control in the vicinity of Cape Elizabeth, Maine, when running the radial plot for planimetric maps T-5954, T-5955, and T-5956.

This memorandum, to be inserted in the Descriptive Reports of the above maps, is prepared at this late date partly from memory but mostly from correspondence filed in the Division of Geodesy.

The Baltimore Photogrammetric Office was instructed to defer further work on the three above mentioned maps pending investigation of the control. In addition to triangulation stations of various dates, the control in the vicinity consisted of a number of stations located in 1905 and another group in 1923. The principal difficulty encountered at the Baltimore Photogrammetric Office was in holding to both these groups of stations simultaneously; that is, it appeared possible to lay a correct plot using only the 1905 stations and ignoring the 1923 stations or it appeared possible to lay a plot holding to the 1923 stations and ignoring the 1905 stations.

An investigation in the Division of Geodesy disclosed an unaccountable error of about 40 feet in the position of JORDAN ISLAND 2. The adjustment of the 1905 triangulation disclosed this probable error, which seemed to be in the field observations. It was further disclosed that the 1923 positions were computed from the line JORDAN ISLAND 2 - CAPE ELIZABETH EAST LIGHTHOUSE. The 1923 positions were therefore all erroneous.

In 1941 Lt. P. L. Bernstein had determined a new position for OLD ORCHARD STANDPIPE, 1923. An examination of the 1923 observations disclosed another possible means of computing them. An inverse computation was made between stations OLD ORCHARD STANDPIPE and CAPE ELIZABETH EAST LIGHTHOUSE, and from that line the 1923 work was recomputed. There was still no check on the new positions of the 1923 stations and everything depended on the accuracy of location of the two above stations and the correctness of the inverse computation.

The newly computed positions for the 1923 triangulation were furnished to the Baltimore Photogrammetric Office on 5 April 1943, with instructions to make another attempt to lay the radial plot in this vicinity, and if this seemed to clear up the difficulty to proceed with the radial plot and the compilation of the three planimetric maps in question.
This did clear up the difficulty. It enabled the Baltimore Photogrammetric Office to hold to both the 1905 and 1923 triangulation stations.

Subsequently in the summer of 1943 Lt. P. L. Bernstein made additional observations in this area to tie the 1923 work into other triangulation in the vicinity so that it could be computed in a conventional manner and adjusted. This subsequent field work proved that the interim tentative computations were nearly correct—at least, within the limits of graphic plotting.

K. T. Adams
Chief, Division of Photogrammetry