# DESCRIPTIVE REPORT

**Air Photographic**  
**Hydrographic**  
**Survey No.** T-5959  
**Field** (F980)

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## LOCALITY

**State:** Maine  
**General locality:** Casco Bay  
**Locality:** Cow Island to Spruce Point  
**From photographs taken Oct 17, 1941**

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**CHIEF OF PARTY**  
**L. W. Swanson**  
**Sept 30 - 1944**

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U. S. GOVERNMENT PRINTING OFFICE  1955

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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. T-5959

REGISTER NO.

State _______ Maine __________

General Locality Casco Bay

Locality Cow Island to Spruce Point

Scale 1:10,000 Date of Survey October 17, 1941

Vessel Air Photographic Party No. 2

Chief of party Lieut. (jg) L. W. Swanson

Field Inspection Lieut. (jg) E. B. Lowry

Surveyed by Radial Plot J. E. Deal, Jr.

Shoreline J. E. Deal, Jr.

Inked by Batalion J. E. Deal, Jr.

Heights in feet above _______ to ground to tops of trees

Contour, Approximate contour, Form line interval ______ feet

Instructions dated Project No. 272 dated January 12, 1942

Remarks: ____________________________

26085
DATA RECORD T-3952

PHOTOGRAPHS

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>DATE</th>
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<th>SCALE</th>
<th>ALTITUDE</th>
<th>STAGE OF TIME</th>
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<td>10/17/41</td>
<td>9:35-9:38 A.M.</td>
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<td>Unknown</td>
<td>7.1 Ft. Above M.L.W.</td>
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<td>6655 to 6658</td>
<td>10/17/41</td>
<td>9:50-9:52 A.M.</td>
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<td>6.6 &quot; &quot; &quot; &quot;</td>
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<td>6675 to 6676</td>
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<td>10:10-10:11 A.M.</td>
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<td>6690 to 6692</td>
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* Tide from predicted tables for Portland, Maine.
  Mean Range 8.9 ft. Spring Range 10.2 ft.

Camera: U.S. Coast & Geodetic Survey Nine Lens (Focal length 8 1/4 inches)
  All negatives on file in Washington Office.

SUPPLEMENTAL SURVEYS

Graphic Control Sheets-------------------Fi L. Peacock-------------------Season of 1941
Hydrographic Surveys---------------------Fi L. Peacock-------------------Season of 1941
Name Investigation----------------------None
Field Inspection-------------------------E. B. Lewey---------------------Nov., Dec., 1941

GENERAL INFORMATION

Chief of Party------------------------L. W. Swanson
Projection by------------------------Ruling Machine Washington Office--Date unknown
Projection Checked by----------------J. P. D.----------------------------- " "
Control Plotted by----------------------W. A. Rasure----------------------December 1941
Control checked by---------------------W. E. Schmidt----------------------December 1941
Radial Plot by------------------------J. E. Deal Jr.----------------------Jan. 3 to 9, 1943
Radial Points Pricked by----------------J. E. Deal Jr.----------------------Jan. 1942
Additional Radial Points Pricked by J. E. Deal Jr.----------------------Jan., & Feb., 1942
Shoreline Inked by---------------------J. E. Deal Jr.----------------------Jan., & Feb., 1942
Detail Inked by------------------------J. E. Deal Jr.----------------------Feb., & Mar., 1942
Scale----------------------------------1:10,000----------------(No scale factor)

STATISTICS

Area (land)--------------------------------13 Square Statute Miles
Shoreline (more than 200m from opposite shore)------38 Statute Miles
Shoreline (less than 200m from opposite shore)------3 Statute Miles
Roads, Steams, Trails------------------------67 1/2 Statute Miles
Railroads-----------------------------------3 1/2 Statute Miles
Time required for shoreline & detail-------------------40 working days

REFERENCE STATIONS

GOLF, 1933
Latitude 43° - 42' - 37.436" (1156.9m) Datum: North American 1927
Longitude 70° - 13' - 34.616" (775.0m)

Plane coordinates, West Zone (transverse Mercator)
X = 3,644,203.55 ft.
Y = 319,481.89 ft.
DESCRIPTIVE REPORT
TO ACCOMPANY
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5959
STATE OF MAINE
CASCO BAY
COW ISLAND TO SPRUCE POINT

Date of this report
March 10, 1942

INSTRUCTIONS:
This rough draft map drawing is a part of project HT-272, instructions for which are dated January 12, 1942.

FIELD INSPECTION:
Field inspection covering this survey sheet was made by Lieut. (jg) Ernest B. Lewis during November and December of 1941. Owing to the short time allowed for field inspection in this area the shore line was given the most attention. Very little field inspection was attempted in the interior.

PHOTOGRAPHS:
The nine lens photographs were taken with the U. S. Coast and Geodetic Survey nine lens camera.

CONTROL:
The control used on this sheet consists of 17 U. S. Coast and Geodetic Stations, 3 U. S. Geological Survey Stations, and 3 U. S. Engineer Stations.
The triangulation stations listed as follows are within the detailed limits of this sheet.

U. S. Coast and Geodetic Survey

- * Falmouth Standpipe, 1933
- * Sturdivant, 1933 (P)
  - Basket Island, Upper Ledge Beacon, 1933
  - Basket Island, Lower Ledge Beacon, 1933
  - Casco, 1938
- * Falmouth, Brown Memorial Church Spire 1911, 1933
  - Moody, 1932, 1911, 1933 (P)
  - Golf, 1933 (P)
  - Long Island, House Chimney, 1933 (P)
  - Cow Island, Ledge Light 1933
- * Long Island, West Side Church Cross, 1933
- * Cow Island, Searchlight Tower, 1933
  - Step 1933, 1933 (P)
  - Little Chebeag, 1933 (P)

U. S. Engineer Stations

- E. Basket, 1911, 1933 (P)
- Basket, 1909, 1933 (P)
- Sunset, 1909, 1933 (P)
- Chebeag, 1909, 1933 (P)
- Clapboard, 1909, 1933 (P)
- Long, 1911, 1933 (P)
- Cow, 1909, 1911, 1933 (P)
- McKinley, 1909, 1933 (P)
- Mackey, 1933 (P)
- Brothers 1909, 1911, 1933 (P)
U. S. GEOLOGICAL SURVEY STATIONS

* 14814, 1940
* 14854, 1940

The triangulation stations that fall outside the limits of this sheet are listed as follows:

**U.S. Coast & Geodetic Survey Stations**

- West Graves, 1869, (P)
- * Marine Hospital Stack, 1941 (P)
- Marine Hospital Flagpole, 1933

**U.S. Engineer Stations**

- Doyle, 1909, 1933 (P)
- Bar, 1909, 1933 (P)
- Deer, 1911, 1933
- E. Deering, 1909, 1933 (P)
- Wall, 1909, 1933 (P)
- Half Way Rock, 1909, 1911, 1933 (P)

**U. S. GEOLOGICAL SURVEY STATIONS**

* 14904, 1940

All triangulation stations marked with (P) were pricked from the graphic control sheets. Those not marked were plotted in the usual manner. Stations marked with asterisk symbol were pricked on the photographs and used to control this survey.

In addition to the above control stations, numerous recoverable hydrographic signals pricked from the graphic control sheets and previously submitted appear on this sheet. These stations are described on this sheet and in most cases were pricked on the photographs and used. They are shown with a 2½ mm circle in acid ink.

A number of natural objects used as hydrographic signals by the hydrographic party were pricked direct from the graphic control sheets and are identified by red circles.

Those that were used as additional control for this map drawing are shown with 1½ mm circles in acid ink

**RADIAL PLOT:**

The radial plot for this map drawing was made from January 3, 1942 to January 9, 1942.

All the photographs on this sheet are strongly fixed by existing triangulation control and hydrographic control pricked from graphic control sheets.
Each photograph was laid separately so that radial lines through
the control spotted on the photograph resorted as nearly as
possible the triangulation as plotted on the map drawing. The center
of the photograph was then pricked on the map drawing and is indicated
by large double purple circles. Good resections on triangulation and nearly
perfect joining of flight lines at adjacent photo centers was possible
with most of the photographs. In a few cases errors occurred in the
printing of the center chambers and in the matching of outer chambers of
the photographs. These errors are noted on the photographs.

On the North, Sheet No. T-5961 was joined with this sheet in es-
tablishing photo centers which were located near the junction of these
two sheets.

On the East, Sheet Nos. T-5962 and T-5960 were joined with this sheet
in establishing photo centers which were located near the junctions of
these three sheets.

On the South, Sheet Nos. T-5958 - T-5957 were joined with this sheet
in establishing photo centers which were located near the junctions of these
three sheets.

There is no sheet to the West of this map.

Common secondary control points were established with all adjoining
sheets and are shown by double purple circles.

In the Northwest corner of this sheet additional secondary control
points were established from photographs Nos. 6655, 6656 and 6657, which
proved the location of the centers for photographs 6643, 6644 and 6645.
These secondary control points are also shown in double purple circles.

DETAIL:
The shoreline and adjacent areas were detailed in accordance with the
instructions for the planimetric surveys, compiled from aerial photographs.
Because of the great amount of elevation and bluffs along the shoreline,
the radial points used were in general, on or just outside the high water
line. The scale of the photographs was such that most of the shore-
line was delineated with the use of the projector.

Extensive use of the stereoscope was made, in conjunction with the
field inspection of the high water line, for the determination of bluffs,
ledges, rocks and streams.

All photographs were examined carefully, for rocks and ledges shown on
graphic control sheets. Rocks were outlined, when identified with certainty
on two or more photographs and are shown with the usual symbol on this
sheet.

Rock barings, at all stages of tide, were outlined and the amount
of baring noted. No attempt has been made to show sunken rocks. All
sunken rocks shown in purple ink, on the back of this map drawing, were
taken from the hydrographic boat sheets.
Doubtful areas in the photographs indicating the presence of sunken rocks, sunken ledges or shoals, have been outlined and labeled foul or shoal. In view of contemporary hydrographic survey these foul areas have been removed from sheet.

ROADS:
Roads were detailed from office examination of the photographs, in conjunction with some field inspection. All roads, except trails, are indicated with the center line only and are to be shown 6 meters wide, unless otherwise noted. Trails are shown with a single dashed line.

BUILDINGS:
All buildings are shown except small outbuildings and those covered by foliage. The U. S. Geological Quadrangle Maps were used, for the determination of schools and churches, in the absence of field inspection.

On the northern tip of Great Diamond Island and on Cow Island, both military reservations have been shown in detail. These may be blanked out if necessary. Military installations shown were removed from sheet by reviewer.

Wooded areas not fully shown have been outlined and labeled.

RECOVERABLE HYDROGRAPHIC SIGNALS:
Recoverable Hydrographic Signals covering this map drawing have been previously submitted by the Hydrographic Party. H-6758, H-6752.

RECOVERABLE TOPOGRAPHIC STATIONS:
Recoverable Topographic Stations, covering this map drawing, have been previously submitted by the Hydrographic Party. T-6843b, T-6844b, T-6745a.

LANDMARKS FOR CHARTS:
A list of landmarks has been prepared on form No. 567, covering chart No. 201 for charting and deletion. These have been previously submitted to the Washington Office by Lieut. Commander Fred L. Peacock.

GEOGRAPHIC NAMES:
Geographic names covering this map drawing are listed on form M 23/4 in the appendix. No geographic name inspection was made, in the field and all names listed were from U. S. Coast and Geodetic Survey Charts and U. S. Geological Quadrangle Maps.

COMPARISON WITH HYDROGRAPHIC & TOPOGRAPHIC SURVEYS:
At Latitude 43°-41'15" and Longitude 70°-13'40", the Hydrographic Sheet, Topographic Sheet and this map drawing are in disagreement on the location of 2 rocks, S. E. of Wharf. The furthest rock, S. E. of Wharf has been cut in, on this map drawing. A very good intersection was obtained, in locating this rock. 1st paragraph under T-6945 in office review.

The high water line along the Northeast side of Mackworth Island is in disagreement with the Topographic Sheet from 0 to 15 meters. After careful examination by use of the Stereoscope, it is felt that the high water line shown on this map drawing is correct. 2nd paragraph under T-6945 in office review.
At Latitude 43°-42'-50" and Longitude 70°-12'-48", rocky reef bares 3' at M.L.W. with a rock bare at H.W. on the southern end, according to hydrographic sheet. Field inspection shows the average height of this reef as 8 feet above M.L.W. See page 3 of office review.

At Latitude 43°-43'-15" and Longitude 70°-11'-27" a small piece of rock ledge is shown baring 3½' at M.L.W. The Hydrographic Sheet shows a rock baring at 2' near this ledge, which is shown in purple ink on this map drawing. The ledge and this rock are probably the same. T.S.19 location of ledge is correct; rock may be a continuation of ledge of visible on photographs.

At Latitude 43°-43'-54" and Longitude 70°-11'-24", this map drawing shows a rock awash at high water, taken from field inspection. The Hydrographic Sheet shows rock bares 7' at M.L.W. The field inspection agrees with chart No. 201. See page 2 of office review.

Work shown in purple ink, on the back of this map drawing, shows the disagreement with the Hydrographic survey. Ink removed from back of sheet by reviewer to avoid confusion.

Work shown in blue ink, on the back of this map drawing, shows the disagreement with the Topographic survey. Transferred to face of sheet after office review.

The full purple line indicates the zero curve taken from the hydrographic sheets. Removed from back of sheet, after low water line was transferred to face of sheet in shoal areas.

COMPARISON OF PREVIOUS SURVEYS:

Chart No. 201 and 315

Due to difference in scale between this map drawing and the above mentioned charts, small difference could be ascertained.

Price Point Ledge, York Ledge and Underwood Ledge are not visible on any photographs to permit noting.

Photostat compilation of previous surveys as compiled by the Chart division. T-755 T-9114a,b

This survey is in fair agreement with Chart compilation except for the following noted differences.

Latitude 43°-41'-13" and Longitude 70°-14'-12", there is a difference of 10 to 15 meters in the shoreline. West tip of Macworth Ld. has built out from bluff.

Latitude 43°-42'-09" and Longitude 70°-13'-36", there is a disagreement in the high water line of 90 meters. This is probably due to washing out of earth bank which exists at this point. Above position is 80 meters off shore. No large difference in shoreline opposite.

Latitude 43°-42'-00" and Longitude 70°-13'-00" are two islands shown, called "The Brothers". Considerable difference is noted in the high water lines. Indications are that both islands are washing away on the northwest side and the farthest island is building up on the southwest side.
Latitude 43°-43'-54" and Longitude 70°-11'-24" Chart compilation does not show rock awash.

Latitude 43°-43'-50" and Longitude 70°-09'-34" Chart compilation does not show reef.

Latitude 43°-43'-54" and Longitude 70°-08'-27" Chart compilation does not show reef.

Latitude 43°-43'-54" and Longitude 70°-08'-27" Chart compilation does not show reef.

Latitude 43°-43'-56" and Longitude 70°-08'-24" Chart compilation does not show high water rock.

The water area between Little Chebeag Island and Great Chebeag Island has been shown in detail on T-5959.

Latitude 43°-41'-15" and Longitude 70°-11'-52" a small cove is indicated on T-5959. Indications are that the shore line has washed out, as much as 60 meters at this point.

On the mainland, roads and railroads are in good agreement with T-5959 except where changes have been made. On Long Island considerable difference exists in the roads between T-5959 and Chart compilation.

JUNCTIONS:

Sheet No. T-5961, on the North Side—The shoreline only has been completed on this sheet. The agreement of the shoreline is good.

Sheet No. T-5962, on the East Side is in good agreement.

Sheet No. T-5960, on the East Side is in good agreement.

Sheet No. T-5958, on the South Side is in good agreement.

Sheet No. T-5957, on the South Side——The shoreline only has been completed at the time of writing this report. The agreement of the shoreline is good.

There is no sheet to the West of T-5959.

RECOMMENDATION FOR FUTURE SURVEYS:

This sheet is believed to be complete in all details of importance, for charting and no additional surveys are required. However, field inspection of the interior detail would have been desirable.

The probable error of radial points and of well defined objects is not greater than 0.5mm. The error of inland radial points and detail of importance is not greater than 1.0mm.

Forward Approved
Lieut. L. W. Swanson
Chief of Party
March 21, 1942

Respectfully submitted,
J. Edward Deal Jr.
Sr. Photogrammetric Aid
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<tr>
<th>Name on Survey</th>
<th>A, B, C, D, E, F, G, H, K</th>
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<tbody>
<tr>
<td>Falmouth</td>
<td>A&amp;B</td>
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<tr>
<td>Falmouth Foreside</td>
<td>B</td>
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<tr>
<td>Grand Trunk R. R.</td>
<td>A&amp;B</td>
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<tr>
<td>Presumpscot River</td>
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<td>Mill Creek</td>
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<td>Underwood Ledge</td>
<td>A&amp;B</td>
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<td>York Ledge</td>
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<td>Prince Point Ledge</td>
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<td>Spruce Point</td>
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Survey No. T5959

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<td>Charts 201 &amp; 315 show Prince Pt. (U.S.G.S. Quadrangle) * shows Prince Pt. There is another Prince Pt. 1/4 miles North.</td>
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<td>27</td>
<td>* Spelt Great Chebeague on U.S.G.S. Quadrangle</td>
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* Pending with USG.B: Leave space for 2 letters if case Chebeague is approved.
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<td>Long Island</td>
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<td>Ponce Landing</td>
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<td>Stepping Stones</td>
<td>A&amp;B B</td>
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<td>Luckes Sound</td>
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<td>Jones Ledge</td>
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<td>York Landing</td>
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<td>Casco Bay</td>
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<tr>
<td>Harbour Grace</td>
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<td>Decisions</td>
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<td>(Pending with U.S.G.B.</td>
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<td>Splot Little Chebeague Island on U.S.G.S. Quadrangle</td>
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<td></td>
<td>436 701</td>
</tr>
<tr>
<td>Names underlined in red approved by L. Heck on 6/17/42.</td>
<td>437 701</td>
</tr>
</tbody>
</table>
Comparison With Contemporary Graphic Control Surveys:

T-6844-b 1:10,000 June, 1941

Differences in shoreline between T-6844-b and T-5959 up to 15 meters at the north end of Great Chebeague Island, Cow Island and the west shore of Long Island in the vicinity and south of Ponce Landing. The planetable party rodded in the high water line, whereas the field inspection for the air photo compilation was done very hurriedly so that the planetable shoreline is considered preferable. It should also be noted that the largest differences occur where the bluff along the shoreline is between the shore being delineated and the center of the photographs used, causing the image of the bluff to hide the actual shoreline due to the displacement of the bluff image because of elevation above the shore.

T-6843-a 1:10,000 October 29, 1941

At Indian Island Point T-6843-a agrees closely with T-5959 as far as the wooden bulkhead is concerned, but the south shoreline of the cove inside the point differs by 20 meters. Inspection of the photographs under the stereoscope tends to confirm the planetable shoreline and it will be accepted as correct. It appears as though the bank on the inside of Indian Island Point is washing or caving rapidly.

T-6845-a 1:10,000 October 29, 1941

In the first paragraph under "Comparison with Hydrographic and Topographic Surveys" on page 5 of the Descriptive Report accompanying T-5959, it states that the topographic sheet and T-5959 are in disagreement as to the location of two rocks. The two rocks plotted on T-5959 and visible on the photographs are plotted similarly on the topo sheet, except for the shape of the most southeasterly rock, which is shown as a line on T-6845-a. The other two rocks shown on T-6845-a cannot
be identified on the photographs as the higher one only bares 2' at mean low water. The photographs were taken when the tide was about 6 feet above M.L.W.

The last paragraph on page 5 of the Descriptive Report (T-5959) refers to the difference in the position of the high water line on the northeast side of Mackworth Island. Examination of this shoreline under the stereoscope confirms the location shown by the air photo compilation. No statement was made concerning the larger difference on the northwest side of Mackworth Island, where stereoscopic examination of the photographs in the office confirms the location shown by the topo survey (T6845-a).

At latitude 43°42'50", longitude 70°12'43" the photographs confirm the air photo field inspection report that the reef bares 8' at mean low water, rather than 3' as reported by the hydrographic party. However, a rock on the south end is much higher than the rest of the reef and is probably bare at H.W. as reported by the hydrographic party.

Comparison With Contemporary Hydrographic Surveys:

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-6728</td>
<td>1:10,000</td>
<td>1941</td>
</tr>
<tr>
<td>H-6732</td>
<td>1:10,000</td>
<td>1941</td>
</tr>
</tbody>
</table>

In general the hydrographic surveys agree very well with T-5959. Numerous cases of rock bearings differed in amount as reported by the field inspection for T-5959 and by the hydrographic party. Many rocks were noted by the hydrographic party which do not appear on the photographs, even though close to rocky ledges shown on T-5959. In some cases rocks shown bare or awash at high water on T-5959 were reported differently by the hydrographic party; the hydrographic survey information should be the better of the two due to the limited time at the disposal of the air photo field inspector.

As received in the office, T-5959 showed a rocky ledge built out from shore at latitude 43°42'10", longitude 70°08'46". H-6728 shows a line of soundings (8 to 10 feet M.L.W.) right across the ledge parallel to the shore. Examination of the photographs indicates that there is a reef offshore about 100 meters, but that it is not continuous to the shore. T-5959 was accordingly corrected in red.
The sections of low water line shown by red dots were taken from the hydrographic surveys (zero curve line); these sections are at places where the low water line is a considerable distance from the high water line, and can be traced approximately from the photographs.

Comparison With Former Surveys:

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-755</td>
<td>1:10,000</td>
<td>1855-9</td>
</tr>
</tbody>
</table>

In general, only minor changes in the rocky shoreline have occurred since 1859. The old survey shows what is probably the actual high water line back of the marshes along the Presumpscot River, while the new survey shows the light marsh line at the outer edge of the marsh. The most important change has occurred on the south side of Indian Island Point, where the bluff has washed away up to 100 meters and is not protected by a wooden bulkhead.

T-5959 supersedes T-755 except for contours.

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-919-a</td>
<td>1:10,000</td>
<td>1864</td>
</tr>
</tbody>
</table>

No important changes have occurred since 1864, except at Indian Island Point as mentioned above.

T-5959 supersedes T-919-a except for contours.

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-919-b</td>
<td>1:10,000</td>
<td>1873</td>
</tr>
</tbody>
</table>

There is no shoreline on T-919-b. The roads and railroad agree very closely on the two surveys, but there are large differences in stream locations, notably Mill Creek, which largely runs through heavy woods. The location shown on T-5959 is believed to be the better of the two surveys after stereoscopic examination of the photographs, but the approximate symbol was used in places which are doubtful.

T-5959 supersedes T-919-b except for contours.

Comparison with Charts 201 and 1204:

T-5959 was applied to chart 201 April 28, 1942, prior to the review. Changes shown in red on the acetate should be incorporated in the new chart although the changes are hardly larger enough to affect the chart at its publication scale.
T-5959 together with the graphic control and hydrographic surveys made in 1941 are adequate for the construction of the new chart.

Military Information:

All detail of a military nature has been deleted from T-5959.

Radial Plot:

The radial plot is controlled by the graphic control survey sheets T-6843-a, 6844-b, and 6845-a, 1:10,000, 1941. The triangulation stations marked with an asterisk on pages 2 and 3 of the Descriptive Report are stated to have been used to control the photographs, but two of these stations do not hold on all photographs due to incorrect identification on the photographs (Sturdivant 1933, Cow Island Search Light Tower 1933). It is evident that other graphic control points were given more weight, as the plot is very good.

Field Inspection:

The field inspection was so rushed that it appears to have been of little value in the detailing of this sheet, particularly the high water line, which was obviously incorrect in many places when viewed under the stereoscope. The detailer did not follow the Field Inspection H.W.L. The heights of rocks baring at M.L.W. were indicated on the acetate from field inspection notes, but in view of the information being duplicated (mostly with different elevations) by the hydrographic survey the amount of baring will not be shown on the printed copies of T-5959.

Bridge Clearances:

Bridge clearances were determined by the graphic control survey (-5845-a) and the information added to T-5959 by the reviewer. No clearances are given for the Grand Truck R. R. bridge across the Presumpscot River at Falmouth as the adjacent highway bridge has a lower clearance.

Reviewed in office by:       D. H. Benson       June 25, 1942

Inspected by:                B. G. Jones
Examined and Approved:

Robert W. King
Chief, Surveys Br.

K. T. Adams
Chief, Topography Section

John Borden
Chief, Div. of Charts

Chief, Div. of Coastal
Surveys
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
NORTHEASTERN DISTRICT HEADQUARTERS
TENTH FLOOR, CUSTOM HOUSE
BOSTON, 9, MASS.

21 January 1949

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

From: Supervisor, Northeastern District
U. S. Coast and Geodetic Survey.

Subject: Correction, planimetric map T-5959

Mr. H. S. Shaw has called attention to the fact that
the Grand Trunk R.R. passing Falmouth is shown on planimetric
map T-5959 as a double line track. This should be shown as a
single line track.

L. S. Hubbard
L. S. Hubbard
Supervisor

LSH-jbc

79 - note on end forward to 734