Type of Survey: Planimetric Air Photographic  
(Shore line)

Field No.:  
Office No.: T-5974

<table>
<thead>
<tr>
<th>LOCALITY</th>
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<tr>
<td>General locality</td>
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<tr>
<td>Locality</td>
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<td>1943</td>
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</tbody>
</table>

CHIEF OF PARTY
Fred. L. Peacock

LIBRARY & ARCHIVES

DATE: May 19, 1948
Memorandum to be added at front of descriptive reports T-5974, T-5975, and T-5965

The U. S. Engineer Stations on this sheet above latitude 36' were plotted from state coordinate positions furnished the Baltimore Office by the Boston Field Station. A copy of these coordinates is enclosed in the descriptive report T-5975. A copy will also be on file in Geodesy.

It is understood at this date (May 3, 1944) that the Division of Geodesy intends to adjust this Engineer triangulation. At the time the office review is made, check with Geodesy and get the adjusted positions, if available. Determine the magnitude of the change in positions made by the adjustment. Determine whether this is large enough to affect the accuracy of the sheet.

E. G. Jones

See memorandum in front of descriptive report T-5975. The engineer stations have not been adjusted.
DATA RECORD

Quadrangle (II): Bath, Maine
Project No. (II):

Compilation Office: Air Photographic Party No. 2
Baltimore, Maryland
Instructions dated (II III):
January 12, 1942
April 1, 1942

Chief of Party: C. D. Meany
Chief of Party: Fred. L. Peacock

Completed survey received in office:

Copy filed in Descriptive
Report No. T—— (VI)
Div. Photogram. Office Files

Reported to Nautical Chart Section:

Reviewed: 5 Jan. 1946 Applied to chart No. 314 Date: 21 Nov. 1945

Redrafting Completed: 1946
Registered: 1946 Published:

Compilation Scale: 1:10,000 Published-Scale:

Scale Factor (III): none

Geographic Datum (III): N. A. 1927 Datum Plane (III): Mean Sea Level (adj.)
Reference Station (III): HILL, 1905, 1913, 1934, r.1942
Lat.: 43° 53' 53.195" 1611.8 m. Long.: 69° 48' 23.118" 516.0 m. Adjusted

State Plane Coordinates (VI):

\[ x = 5^94, 957.67 \quad \quad y = 3^88, 300.86 \]

Military Grid Zone (VI)
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
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<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<tbody>
<tr>
<td>#6830 &amp; 6831</td>
<td>10/17/41</td>
<td>1:10 Op.m.</td>
<td>1:10,000</td>
<td>0.4' above M. L. W.</td>
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<tr>
<td><strong>6816 to 6820</strong></td>
<td>10/17/41</td>
<td>1:25 to 1:28 p.m.</td>
<td>1:10,000</td>
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<tr>
<td><strong>6798 to 6800</strong></td>
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<td>12:56 to 12:57 p.m.</td>
<td>1:10,000</td>
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<td><em><strong>6753 to 6755</strong></em></td>
<td>10/17/41</td>
<td>12:07 to 12:09 p.m.</td>
<td>1:10,000</td>
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</tr>
</tbody>
</table>

Portland, Maine with time correction to, *Heal Cove, Hocko-
Tide from (III); *mock Bay, **Bath, Maine, and to, ***Birch Point, New Meadows River.
Mean Range: *Heal Cove, 9.2', Spring Range: *Heal Cove, 10.5';
**Bath, Maine = 6.4', ***Birch Point = 9.2'; **Bath, Maine, 7.3', ***Birch Camera: (Kind or source)
U. S. Coast & Geodetic Survey, nine lens camera, (focal length 8½'). All nega-
tives are on file in the Washington Office.
Field Inspection by: Lt. H. O. Fortin & Lt. R. C. Bolstad
date: Summer, 1942
under supervision of Lt. Comdr. C. D. Meaney, Commanding Officer
SS. Lydonia
Field Edit by: date;

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

Projection and Grids ruled by (III)
Washington Office date: 4/28/42
(J.O'N.)
" " " checked by: Washington Office date: unknown
Control plotted by: Walter E. Schmidt, James J. Brazil
and Harry R. Rudolph
date: 5/11 & 15/42
and 6/5/43
Control checked by: James E. Sunderland
date: 5/20/42

Radial Plot by: Walter E. Schmidt
date: July, 1942

Detailed by: Ruth M. Whitson, Harriet H. Moritz, James E.
date: 12/23/42 to
Sunderland, Harry R. Rudolph, and Abraham Gorchnasty
shore line and rough draft)
(6/5/43
Reviewed in compilation office by: James E. Sunderland
date: March, May,
and Harry R. Rudolph
June, 1943

Elevations on Field Edit Sheet
checked by: date:
STATISTICS (III)

Land Area (Sq. Statute Miles):

Shoreline (More than 200 meters to opposite shore): $27\frac{1}{2}$ Statute Miles

Shoreline (Less than 200 meters to opposite shore):

9-3/4 Statute Miles (scaled along center line)

Number of Recoverable Topographic Stations established: By radial intersection - 23, by Theodolite by H. O. Fortin in 1942 - 1, Total 24

Number of Temporary Hydrographic Stations located by radial plot:

24

Leveling (to control contours) - miles:

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:
COMPILATION REPORT

26 CONTROL:

The control plotted and control transferred from adjoining map drawings consists of seventeen (17) U. S. Coast & Geodetic Survey triangulation stations, twenty-eight (28) U. S. E. triangulation stations, and one (1) recoverable topographic station. The triangulation stations and the recoverable topographic station have been shown by the standard symbols.

The following control stations are within the detail limits of this map drawing:

Fourteen (14) U. S. Coast & Geodetic Survey Triangulation Stations

- GREAT HILL, 1855, r.1933, 1934, r.1942
- WEST BATH STANDPIPE, 1933, r.1942
- BATH, RED CHURCH SPIRE, 1933, r.1942
- BATH, CALVANIST CHURCH SPIRE, 1855, r.1942
- BATH, EPISCOPAL CHURCH SPIRE, 1855, r.1942
- BATH, WINTER STREET CHURCH SPIRE, 1855, 1903, r.1942
- BATH, BAPTIST CHURCH SPIRE, 1855, r.1942
- BATH, CENTRAL CHURCH SPIRE, 1855, r.1942
- BATH, BRIDGE, CENTER OF TOP OF EAST TOWER, 1933, r.1942
- BATH, BRIDGE, CENTER OF TOP OF WEST TOWER, 1933, r.1942
- LEDGE, 1903, 1913, 1934, r.1942 not held in plot
- ARROWSAUG, WM. WETMORE'S HOUSE CHIMNEY, 1855, r.1942
- HILL, 1903, 1913, 1934, r.1942
- GILMORE'S HILL, 1855, r.1913, 1933, 1934, r.1942

Twenty-five (25) U. S. E. Triangulation Stations

- LILAC, 1940, r.1942
- FELDSPAR, 1940, r.1942
- TOWESIC, 1940
- GRANITE, 1940, r.1942
- BOOG, 1940, r.1942
- CLAPP, 1940, r.1942
- PULP, 1940
- SEWALL, 1940, r.1942
- CEDAR, 1940, r.1942 not held
- RINGBOLT, 1940, r.1942
- SCRUB, 1940
- NICE, 1940, r.1942
- BLAISDELL, 1940, r.1942
- WEST BRIDGE, 1940, r.1942 not held
- CARLTON, 1940, r.1942
- EAST BRIDGE, 1940, r.1942
- WOOLWICH, 1940
- SALT, 1940
- OAK, 1939, r.1942
- REACH, 1939, r.1942
- DOUBLING POINT LIGHT, 1903, r.1942
- BELL SUB, r.1942
- BEND, r.1942
The following conclusions are drawn from the field notes:

**CONCLUSION**

* Station "Ledge" was recovered in 1940 by U.S.E. It was found lying on the surface and was reset at that time. No check on the position by the U.S.C.G.S. has been made since that date. Identification believed in error. Station is not shown on chart.

**U.S.E. Stations "Box", "Cedar", and "West Bridge", have all been misidentified. The U.S.E. set numerous reference marks in this vicinity all marked the same as the stations they reference.

The above four stations have been deleted from the map manuscript.

2/12/48
RIDGE, r.1942
BOX, 1940, r.1942

One (1) Recoverable Topographic Station

SAGA, 1942

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

Three (3) U. S. Coast & Geodetic Survey Triangulation Stations

*BARN CUPOLA, 1866, r.1942
*BUENA, 1933, r.1942
*HOLBROOK'S HOUSE, SOUTH CHIMNEY, 1866, r.1942

Three (3) U. S. E. Triangulation Stations

CROOK, 1940, r.1942
STETSON, 1940, r.1942
LITHGOW, 1940, r.1942

*These triangulation stations were transferred from adjoining map drawings and have been shown with red acid ink triangles. All others have been plotted and have been shown by black acid ink triangles.

Recoverable topographic station, SAGA, 1942, has been plotted from geographic coordinates (field). It is shown by a 2\(\frac{3}{4}\)mm black acid ink circle.

27 RADIAL PLOT:

An individual plot was laid for this map drawing by the usual radial and principal point traverse methods. No celluloid templates were used.

All control recovered in 1942 could be "held to" in the plot within the desirable accuracy except as discussed in the following paragraphs.

* Station "LEDGE," 1903, 13, \(\frac{3}{4}\)r, 1942 as identified by the field inspection party is approximately 3.0mm. N.E. of the position as plotted by geographic coordinates. This station is on a small island approximately 4.5\(\frac{3}{4}\)m in length and 1.2\(\frac{3}{4}\)m in width and the station according to the recovery in 1934 is south of the north tip of the island. The distance from the north tip is approximately 0.6mm according to the field inspection party of 1942. No particular reason can be given as to the cause of the above disagreement.

** Station "BOX" (U.S.E.) as identified by the field inspection party is approximately 2.0mm east of the position as plotted by geographic coordinates. This station mark is located in a marsh area and it is possible that an incorrect identification was made by the field inspection party which was probably due to a change in shore line between the time the photographs were taken (Oct. 1941) and the field inspection (Fall, 1942).
RADIAL PLOT: (cont'd)

** Station "CEDAR" (U.S.E.) as identified by the field inspection party is approximately 2.0mm. N.W. of the position as plotted by geographic coordinates. No particular reason can be given as to the cause of this disagreement.

** Station "WEST BRIDGE" (U.S.E.) as identified by the field inspection party is approximately 12.3 mm. east of the position as plotted by geographic coordinates. From the data available, it is believed that the identification of this station by the field inspection party was probably correct and that the geographic position furnished is probably in error.

The following stations could not be identified on the photograph because of thickly wooded areas:

HILL, 1905, 1913, 1934, r.1942
GILMORES HILL, 1855, r.1913, 1933, r.1942
GREAT HILL, 1855,r.1933, 1934, r.1942

Other control stations shown on this map drawing, which do not have "r.1942" noted after their names, were not used in the plot.

Small double purple ink circles indicate positions of radial plotted secondary points considered relatively strong with respect to the control. Large double purple ink circles indicate positions of the principal points of the photographs.

The number of photographs was adequate.
The identification of the control was adequate in most cases.
The error of closure and adjustment was negligible.
The positions of the principal and secondary points, established by resection and radial intersection respectively, were accepted as being within the standard of accuracy required by the Washington Office.

DETAILING:

The shore line and immediate adjacent culture have been detailed on this map drawing in accordance with the Director's letters dated January 12, 1942 and April 1, 1942, pertaining to this project CS-272-E.

All detail on this map drawing has been shown by the standard symbols recommended by the Washington Office and notes fully describing any deviation therefrom appear on the overlay sheet, in order that the planimetry may be clearly interpreted by those concerned.

Considerable difficulty was encountered in some areas in establishing minor detail points, due to deep shadows, relief displacement, and dense vegetation along the shoreline.
The field inspection party did not submit any data to assist the compiler in identifying bluffs along the shore line. Therefore, they were detailed according to stereoscopic examination of the office photographs. Since their character, whether rock or soil, could not be ascertained satisfactorily by stereoscopic examination, the dirt bluff symbol was used throughout.

The shore line of the stream located between Latitude 43° 54' 50" and Latitude 43° 56' 00" and between Longitude 69° 50' 00" and Longitude 69° 50' 40" was detailed according to the compilers interpretation because no field inspection data was submitted for this area.

A Black Barrel Beacon located at approximately Latitude 43° 53' 30" and Longitude 69° 46' 06" and a Red Slatted Beacon located at approximately Latitude 43° 54' 07" and Longitude 69° 46' 57" could not be identified on any of the photographs. It is recommended that the hydrographic party determine the positions of these two beacons.

The position of bench mark, U. S. Coast & Geodetic Survey, B-17, has not been located on this map drawing because it is approximately one (1) meter from the position of triangulation station "CARLTON" (U.S.E.) which has been shown. At approximately Latitude 43° 52' 36" and Longitude 69° 51' 08" the position of "U. S. B. M. 98" has not been located because it is approximately 2 meters south of a temporary hydrographic signal which has been shown.

**30 MEAN HIGH WATER LINE:**

The mean high water line (firm ground) has been shown by a solid heavy-weight black acid ink line, the center of which should be taken as the true position.

**31 LOW WATER AND SHEAL LINES:**

The limits of rock ledge, mud flats and shoal areas have been detailed on this map drawing in accordance with the field inspection data and have been shown with the standard symbols. Notes have been made on the overlay sheet stating the character of these areas. These limits are for the use of the hydrographer only. They should not be accepted by any mapping agency as indicating the true position of the mean low water line.

**32 DETAILS OFFSHORE FROM HIGH WATER LINE:**

Rocks, old piling areas, old bridge piers, etc., have been shown in accordance with the field inspection data. The extent to which rocks bare at mean high water or mean low water has been shown by notes on the overlay sheet.
WHARVES AND SHORE LINE STRUCTURES:

Docks, cribbing, bulkheads and foundations of old bridge piers have been shown on this map drawing in accordance with the field inspection data. Notes have been made on the overlay sheet calling attention to such structures.

LANDMARKS AND AIDS TO NAVIGATION:

The following recommended landmarks and aids to navigation appear on this map drawing. Their descriptions and geographic positions have been submitted on form No. 567. Their descriptions also appear on the overlay sheet.

Eight (8) Aids to Navigation

**Beacon (from Light list - Trufant Ledges Buoy No. 13)
**Beacon, Carleton Ledges Jetty (unlighted)
**Beacon, Half Tide Ledge (unlighted)
**Beacon, Lime Rock (unlighted)
**Bell, Fiddler Reach Fog Signal
*Light, DOUBLING POINT LIGHT
**Light, Doubling Point Front Range
**Light, Doubling Point Rear Range

Seven (7) recommended landmarks

*Spire, BATH, CALVANIST CHURCH SPIRE
*Spire, BATH, CENTRAL CHURCH SPIRE
*Spire, BATH, RED CHURCH SPIRE
*Spire, BATH, WINTER STREET CHURCH SPIRE
**Spire, Baptist Church
**Spire, St. Marys Church
**Spire, Wesley Methodist Church

*These recommended landmarks and aids to navigation are triangulation stations which have been plotted on this map drawing from geographic coor-
dinates.

**The positions of these landmarks and aids to navigation have been established by radial intersection on this map drawing.

Landmarks and aids to navigation that are triangulation stations are shown by the usual black acid ink triangulation symbol and those estab-
lished by radial intersection have been shown by a 2\(\text{mm.}\) black acid ink circle.

HYDROGRAPHIC CONTROL:

The positions of twenty-four (24) recoverable topographic stations and fifty-four (54) temporary hydrographic stations have been shown on this map drawing. Twenty-three (23) of the recoverable topographic
stations and fifty-three (53) of the temporary hydrographic stations have been established by radial intersection. They have been shown by purple or green ink circles on the glossy side of this map drawing, depending on whether their positions were considered relatively strong or weak respectively. The position of one (1) recoverable topographic station "SAGA" was plotted from geographic coordinates (field comp.) and used to control the plot. The position of one (1) temporary hydrographic station was established by detailing from surrounding minor detail points and has been shown by a dashed green ink circle on the glossy side of this map drawing. The recoverable topographic stations and temporary hydrographic stations have been shown on the dull side of this map drawing by 2½mm. and 1½mm. black acid ink circles respectively. Descriptions of both classes of stations have been shown by notes made on the overlay sheet.

Note: Three of the above recoverable topographic stations are also bench marks and have been shown by the addition of a black acid ink "X" inside the 2½mm. circle.

The descriptions and geographic positions of the following twenty-four recoverable topographic stations have been submitted on Form No. 524:

No. 11
No. 169
No. 170
No. 173
No. 512
No. 558
No. 595
No. 607
Beacon (Trufant ledges)  [Note made on form 524.]
Beacon, Half Tide Ledge
Beacon, Lime Rock
Beacon, Carleton Ledges Jetty
Bell, Fiddler Reach Fog Signal
Light, Doubling Point Front Range
Light, Doubling Point Rear Range
SAGA
Spire, St. Mary's Church
Spire, Wesley Methodist Church
Spire, Baptist Church
U. S. E. Bench Mark "11.00"
U. S. E. M. "GMI1941 51"
U. S. C. & G. S. Tidal B.M. "Bath"
Tank, water, North
Tank, water, South

Thirty-eight (38) of the temporary hydrographic signals were picked by the field inspection party and sixteen (16) were picked by this compilation office. These latter 16 can be identified on the overlay sheet by the notation "See note 'C'" after their descriptions.
JUNCTIONS:
Map Drawing No. T-5975 - North Side -- No junction possible at this date.
Map Drawing No. T-5987 - East Side -- Junction in agreement.
Map Drawing No. T-5973 - South Side -- Junction in agreement.
Map Drawing No. T-5967 - West Side -- Junction in agreement.

CABLE AND PIPE LINE CROSSING AREA:
The cable and pipe line crossing area shown on this map drawing by dashed red acid ink lines, was transferred from Chart No. 230, scale 1:15,000 by use of the projector and the position is to be considered approximate.

RECOMMENDATIONS FOR FUTURE SURVEYS:
The planimetry shown on this map drawing is believed to be complete in all details of importance for charting and no additional surveys are recommended.

It is believed that the probable error in the positions of radial points and well-defined objects along the shore line is not greater than 0.5mm.

The error in the positions of inland radial points and details of importance probably does not exceed 1.0mm.

BRIDGES OVER NAVIGABLE WATERS:
All necessary data pertaining to bridges have been shown by notes on the overlay sheet.

COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Due to difference in scale between this map drawing and the above mentioned quadrangle, small planimetric details could not be readily compared. However, the following disagreements are noted:

*(a) At Latitude 43° 56' 15" and Longitude 69° 46' 40", the railroad bridge across Nequasset Brook has been moved approximately 280 meters south.

(b) At Latitude 43° 54' 40" and Longitude 69° 48' 50", a new combination highway and railroad bridge has been constructed across the Kennebec River and the ferry has probably been abandoned.

*(c) At Latitude 43° 54' 40" and Longitude 69° 52' 10", a new highway bridge has been constructed across the New Meadows River, at the village of Harding.
COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (cont'd)

(d) In Woolwich Village the railroad has been relocated to connect with the new bridge.

*(e) At Latitude 43° 55' 25" and Longitude 69° 47' 45", the highway has been relocated.

*(f) At Latitude 43° 54' 25" and Longitude 69° 52' 25", a bridge as shown on the quadrangle has been removed.

*These disagreements also apply to chart No. 1204.

COMPARISON WITH NAUTICAL CHARTS:

Chart No. 230 - Scale 1:15,000 published Sept., 1941, (issued to Baltimore Office April 12, 1942).

Chart No. 230 was enlarged to a scale of 1:10,000 by use of the projector and planimetry compared. In general, the shore line was found to be in fair agreement. However, there was a large disagreement between this map drawing and Chart No. 230 in the location of the Carleton bridge connecting Bath with the village of Woolwich. The Washington Office has been previously notified of this disagreement.

At Latitude 43° 55' 25" and Longitude 69° 52' 25", a highway has been relocated.

Chart No. 314 - Scale 1:40,000 published Feb., 1935, reissued July, 1938 (issued to the Baltimore Office April 12, 1942).

Due to scale difference between this map drawing and Chart No. 314, small planimetric details could not be readily compared. In general, however, planimetry common to both is in fair agreement with the following exception:

At Latitude 43° 55' 25" and Longitude 69° 47' 45" the highway has been relocated.

Chart No. 1204.

Due to scale difference between this map drawing and Chart No. 1204, planimetry could not be readily compared. In general, however, planimetric details common to both are in fair agreement with the following exceptions:

See Paragraph No. 14.
Respectfully submitted
June 8, 1943

Harriet H. Moritz
Jr. Photogrammetric Aid

Compilation reviewed by:
(Shore line only)

James E. Sunderland
Senior Photogrammetric Aid

Compilation & Descriptive Report reviewed by:
(Houses and roads adjacent to shore line)

Harry R. Rudolph
Senior Photogrammetric Aid

Supervised by:

Walter E. Schmidt
Asst. Photogrammetric Eng.

Approved & Forwarded:
June 9, 1943

Fred L. Peacock, Chief
Air Photographic Party No. 2
REVIEW REPORT
Shoreline Map T-5974
Kennebec-Sasanoa Rivers, BATH & Vicinity, Me.

Subject headings not used in this review report are adequately covered in the Descriptive Report.

28. DETAILING The name overlay, giving all geographic names, triangulation names, temporary and permanent hydrographic signals had been virtually destroyed. It was, therefore, necessary to secure much of the name information from published charts and quadrangles. All this same information was entered on the original map manuscript during review and has been referred by section of geographic names. See geographic name list of back of this report.

40. BRIDGES OVER NAVIGABLE WATERS Discrepancies between the data furnished by the field inspection party and that in the 1943 bridge list were noted for bridges over the Kennebec River:

Carlton Bridge. Bath-Towesic Neck
Towesic Neck-Preble Pt.

These discrepancies are listed and compared in notes "A" and "B" on the map manuscript.

43. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS Any discrepancies which had existed had been adjusted by the Nautical Chart Branch prior to this review.

<table>
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<tr>
<th>Recent Hydrographic Surveys</th>
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<tr>
<td>H-6800</td>
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<td>6801</td>
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<tr>
<td>6807</td>
</tr>
<tr>
<td>6811</td>
</tr>
<tr>
<td>6837*</td>
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<tr>
<td>6959</td>
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<tr>
<td>6980WD</td>
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<tr>
<td>1942 1:5,000</td>
</tr>
<tr>
<td>&quot; 1:10,000</td>
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<tr>
<td>&quot; 1:10,000</td>
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<td>&quot; 1:10,000</td>
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</tbody>
</table>

*Note to reviewer by R.H. Carstens, 27 Jan, 1944: "Unlabeled additions (to manuscript) in red originates with H-6837."

44. COMPARISON WITH TOPOGRAPHIC SURVEYS The following surveys were examined. There were no significant changes in shoreline, except for harbor improvements near Bath.

<table>
<thead>
<tr>
<th>T-667   1857 1:10,000</th>
<th>T-889 1862 1:10,000</th>
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<tbody>
<tr>
<td>(1858</td>
<td>6800 967 1860-64</td>
</tr>
<tr>
<td>(1859</td>
<td>&quot; 982 1865</td>
</tr>
<tr>
<td>(1869</td>
<td>&quot; 1021 1866</td>
</tr>
<tr>
<td>(1870</td>
<td>&quot; 6910b(GC) 1942</td>
</tr>
<tr>
<td>(1880</td>
<td>&quot; 6911b(GC)</td>
</tr>
<tr>
<td>(1890</td>
<td>&quot; 6915b(GC)</td>
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</tbody>
</table>

T-5974 supersedes the above old surveys for the areas in common.

U.S.G.S. - War Dept. BATH 15' ed 1945 1:62,500 (See Descriptive Report for comparison notes)
T-5974 had been applied to charts 230 and 314 prior to review.

Shoreline changes were made during the review to adjust differences with the hydrographic surveys. These changes are shown in red.

Reviewed by

H. W. Thune,
Photogrammist
5 Jan. 1946.

Under direction of

Ralph Moore Berry
Chief, Review Section

APPROVED:

B. J. Jones 2/46
Technical Assistant to the Chief, Div. of Photogrammetry

C. K. Green
Chief, Div of Coastal Surveys

Chief, Div. of Photogrammetry

P.S.: (As of date of registration)
The 54 temporary hydrographic stations mentioned in the Descriptive Report have not been carried forward to the vault copy of the map. The locations and descriptive names of these 54 stations appear on the map manuscript. (See list of hydrographic surveys in paragraph 43 above).

L. J. Stevens
12 Jan. 1948
MEMORANDUM for Review of T-5974

Field inspection photograph 6799 shows a beacon 750 meters south of the bridge. This was located on the manuscript and a description submitted on the attached form 524.

The review of the hydrographic survey disclosed the fact that there is a buoy about 850 meters south of the bridge which was located by the hydrographic survey. Neither the hydrography nor the light list indicated the existence of a beacon in this locality. It should be noted that the description on form 524 is ambiguous, and in fact questions the existence of the beacon.

The beacon is being removed from the manuscript and the attached card should be left in the Descriptive Report envelope and not filed. Apparently the field inspection marked up a floating object at this point.

Note: The bridge across Susanna River at λ 43° 54.6'
λ 69° 47.9' shows the swing span of bridge to be very close in to Probler Pt. away from best water.
H-6800 (1:5000) was enlarged from T-5974.
Should be verified.

W.A. Bruder 11/16/43
Span charted inshore as per T-5974
Benson examined picture and verified T-5974. W.A.B. 11/16/43

At the time of review of this sheet (T-5974) the beacon had not been removed. The reviewer checked carefully with all parties concerned in the Nautical Chart Branch and checked the accuracy of this statement. It appears correct and the beacon was removed.

H.W. Thune 12/10/43
LIST OF GEOGRAPHIC NAMES

Undisputed

- Alum Rock
- Arrowhead Island
- Back River
- Back River Creek
- Bath
- Berry Island
- Berry Island Flats
- Brooking Bay
- Carleton Point
- Carleton Cove
- Carleton Ledges
- Castle Island
- Clapp Point
- Crow Point
- Doubling Point
- East Ledge
- Ewe Island
- Ferry Point
- Fiddler Beach
- Flying Point
- Georgetown Island
- Gilmore Hill
- Great Hill
- Hall Bay
- Hanson Bay
- Harding (Village)
- Hookomook Flats
- Hookomook Point
- Hookomook Bay
- Hookomook Head
- Hospital Point
- Kennebec River
- Lime Rock
- Long Reach
- Marsh Island Flats
- Mill Point
- Mill Cove
- Mill Island
- Money Point
- M. C. R. R.
- Nequasset Brook
- New Meadows River
- Nigger Island
- Palace Cove
- Peggy Island
- Pleasant Cove
- Proble Point
- Ram Island
- Read Island
- Sasanoa Point
- Sasanoa River
- Snipe Cove
- Swett Point
- Tibbett Point
- Towsic Neck
- Trufant Ledge
- Upper Hall Gate
- Winnegance Creek
- Woolwich (Village)
- Whiskeag River
- Winnegance
- Castle flats
- North Bath (Village)
- Winslow Rocks
- Bath Shoal
- Arraw Cove
- Doubling Point Range Lights

The following geographic names have neither been shown on this map drawing nor on the overlay sheet. They pertain to areas within the detail limits of this map drawing which have not been detailed because identification could not be made on the photographs and for which no field inspection data was submitted.

\begin{itemize}
  \item Fiddler Ledge
  \item Tomood Rock
  \item Lincoln Ledges
  \item Carlton Bridge (East of Bath)
  \item State No. 209 (South from Bath)
  \item Back Cove (not Broad Cove)
  \item U.S. No. 1 (several places)
  \item New Meadows (w.r. Sta.)
  \item State No. 127
\end{itemize}
LIST OF GEOGRAPHIC NAMES

Disputed

- Halftide Ledge -

Upper HeM Gate Lower Ledge

Names preceded by * are approved.

L. Heck

9/30/47

GEOGRAPHIC NAMES
## Nautical Charts Branch

### Survey No. TS974

#### Record of Application to Charts

<table>
<thead>
<tr>
<th>Date</th>
<th>Chart</th>
<th>Cartographer</th>
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<td>R 230</td>
<td>Everett</td>
<td>Before After Verification and Review</td>
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<td>3/24/45</td>
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<td>9/10/46</td>
<td>&quot;</td>
<td>J. Walter</td>
<td>Before After Verification and Review Before After Verification and Review</td>
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<td>6/19/49</td>
<td>315</td>
<td>J. Fitzgerald</td>
<td>Before After Verification and Review Before After Verification and Review No change to 314 after review after review - completely applied.</td>
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<td>288</td>
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A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.