5975

U.S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Planimetric Air Photographic
(Shoreline)

Field No.: Office No.: T-5975

LOCALITY

State: Maine
General locality: Coast of Maine
Locality: Merrymeeting Bay - Kennebec River
Nequasset Pond

1943
CHIEF OF PARTY
Fred. L. Peacock

LIBRARY & ARCHIVES
DATE: Feb 17, 1949
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.

B. G. Jones

Note: The above mentioned U. S. E. Stations have not been adjusted at the time of final review (Oct. 1945). Due to weakness in the U. S. E. - U. S. C. & G. S. "tie" this adjustment will not be determined until additional work has been done in the area.

Oct. 2, 1945

Howard M. Timme
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DATA RECORD

t- 5975

Quadrangle (II); Bath, Maine (15°)

S.S. "LYDONIA"

Chief of Party: H. O. Fortin
C. D. Meaney

Compilation Office:
Air Photographic Party No. 2
Baltimore, Maryland

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

Completed survey received in office: 19 Aug, 1943

Reported to Nautical Chart Section:

Reviewed: 26 Nov, 1943

Redrafting Completed: 4 Nov, 1947

Registered: 4 Sept, 1948

Compilation Scale: 1:10,000

Scale Factor (III); None

Geographic Datum (III); N. A. 1927

Reference Station (III); Hodgkins 2, 1933, r., 1942

Lat.: 43° 58' 42.832" 1321.9m Long.: 69° 48' 48.003" 1069.9m

State Plane Coordinates (VI):

X = 593, 010.16

Y = 417, 620.44

Military Grid Zone (VI)
PHOTOGRAPHS (III)

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Tide from (III), Portland, Maine with time correction to; *Pleasant Point, Androscoggin River; **Abagadasset Point, Kennebec River; and to ***Bath, Maine

Mean Range: *Pleasant Point, 4.7'  Spring Range: *Pleasant Point, 5.3'
**Abagadasset Point, 5.5; ***Bath Maine 6.4'  **Abagadasset Point, 6.3'; ***Bath, Maine 7.3'.

Camera: (Kind or source)
U. S. Coast & Geodetic Survey, nine lens camera (focal length, 84")
All negatives are on file in the Washington Office.

Field Inspection by: Lt. Henry O. Fortin  date: Summer & Fall, 1942

Field Edit by: date:

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

Washington Office
Projection and Grids ruled by (III): John C. O'Neill  date: 2/18/43
Washington Office  date: 2/18/43
" " " checked by: John C. O'Neill

Control plotted by: Walter E. Schmidt & F. W. Hildebrand  date: 2/23/43
Control checked by: Louise C. Painter  date: 3/11/43

Radial Plot by: Walter E. Schmidt  date: May, 1943

Detailed by: William O. Norris (Shoreline rough draft)  date: 6/4/43 to 8/7/43

Reviewed in compilation office by: James E. Sunderland  date: August 1943

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

Land Area (Sq. Statute Miles): None

Shoreline (More than 200 meters to opposite shore): 25.5 statute miles

Shoreline (Less than 200 meters to opposite shore): 6.5 statute miles (scaled along center line)

Number of Recoverable Topographic Stations established: by radial intersection - 4

Number of Temporary Hydrographic Stations located by radial plot: 46

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:
An individual plot was laid for this map drawing by the usual radial method. No celluloid templates were used.

Positions of photograph centers and secondary points established by plots of adjoining areas were transferred to map drawing for survey No. T-5975. They could be "held to" in the plot within the desirable accuracy.

The number of control stations was adequate.

The identification of the control was adequate, except for the following:

Three (3) U. S. Coast and Geodetic Survey triangulation stations

BRICK, 1871, r. 1942; the point identified by the field inspection party as the station, could not be "held to" in the plot in conjunction with other control considered accurately identified by this compilation office. However, the point identified as the station by the field inspection party was pricked on three office photographs (it could not be identified on more than three because of relief displacement and dark shadows) and its position radial plotted. The intersection of the radials was very good. The position determined by radial intersection was approximately 6.0 mm. northeast of the geographic position of the station determined by triangulation in 1871, which was corrected to the North American Datum 1927 by this compilation office. It is believed that the identification of this station by the field inspection party of 1942 was probably incorrect. A field inspection station (F.I.S.) would have provided better identification.

BUCKNER, 1860, 1933, r. 1942; this station mark is located in a thickly wooded area. The point identified as the station by the field inspection party in the year 1942 could not be "held to" in the plot. However, the point identified as the station by the field inspection party was pricked on three office photographs, and its position determined by radial intersection which was approximately 2.1 mm. north of the geographic position determined by triangulation. A field inspection station would have provided better identification.

ABAGADASSET POINT, BACK RANGE LIGHT, 1913, r. 1942; this station was located in a thickly wooded area and it could not be identified correctly on a sufficient number of office
photographs for use in the plot. Relief displacement of surrounding trees prevented the correct identification of this station. The field inspection party did not prick this station direct but submitted reference points (a,b,c, etc.) and distances from these points to the station. This compilation office made an attempt to identify the station from stereoscopic examination, but this was unsuccessful. The photographic color of the structure upon which this light was installed blended with the photographic color of the surrounding trees and prevented a direct identification. However, there was a sufficient number of other stations within the surrounding area, which could be identified accurately and used to control the plot.

One (1) U. S. Engineers triangulation station

CRAWFORD (U.S.E.); this station as identified by the field inspection party in the year 1942 on the field photograph, could not be identified on a sufficient number of office photographs for use as control in the plot. The photographic color of the area in the immediate vicinity of the station was very dark. Because of this the reference points (a,b,c, etc.) identified by the field inspection party, could not be identified on the office photographs within the desirable accuracy, and therefore the photographic position of the station could not be determined from the intersection of arcs struck from the reference points with distances submitted by the field inspection party. It is believed no field inspection station could have been conveniently established in this area. There was a sufficient number of other stations within the surrounding area which could be identified accurately and used to control the plot.

The number of photographs was adequate. This plot was controlled mainly by U. S. Engineers stations.

No exceptional difficulty was encountered.

The positions of the photograph centers and secondary points determined by this plot were within the desirable accuracy.

Positions of control stations transferred from adjoining map drawings have been shown by red acid ink triangles.

No difficulty should be encountered by the compiler of
this map drawing in the determination of the positions of minor detail points.

Respectfully submitted
June 17, 1943

Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved

Fred. L. Peacock
Chief, Air Photographic Party No. 2
CONTROL:

The control plotted and control transferred from adjoining map drawings consists of nineteen (19) U. S. Coast and Geodetic Survey triangulation stations, thirty-one (31) U. S. E. triangulation stations, and seven (7) U. S. G. S. traverse stations. The triangulation stations and the traverse stations have been shown by the standard triangulation symbol.

The following control stations are within the detail limits of map drawing, Survey No. T-5975:

Ten (10) U. S. Coast & Geodetic Survey Triangulation Stations

- NEQUASSET, 1855, 1933, r 1942
- HOGKINS 2, 1933, r 1942
- EAST TELEGRAPH POLE, 1855
- ARAGAASSET PT., BACK RANGE LIGHT, 1913, r 1942
- WEST TELEGRAPH POLE, 1855
- BUCKNER, 1860, 1933, r 1942
- BLUFF, 1871
- BRICK, 1871
- HOUSE, CHY. IN CENTER 1860 (recovery in 1942, partial - shown with dashed triangle)
- HENTER, 1871

#Field identification inadequate 1942. Recovery not certain - no detailed description was available.

Twenty-seven (27) U. S. E. Triangulation Stations

- RACE, (U. S. E.) r 1942
- DAYS FERRY (U. S. E.)
- COTTAGE (U. S. E.)
- CROOK, (U. S. E.) r 1942
- STETSON, (U. S. E.) r 1942
- SMELT, (U. S. E.) r 1942
- WHEEL, (U. S. E.) r 1942
- TENSION, (U. S. E.) r 1942
- BEEBE, (U. S. E.) r 1942
- CHOPS, (U. S. E.) r 1942
- JUNCTION, (U. S. E.) r 1942
- JUNIPER, (U. S. E.) r 1942
- NORTH LINES, (U. S. E.) r 1942
- WEST LINES (U. S. E.)
- LINES (U. S. E.)
- SOUTH LINES, (U. S. E.) r 1942
- RAM ISLAND (U. S. E.)
- CRAWFORD, (U. S. E.) r 1942
- THORNE, (U. S. E.) r 1942
- BUSHWOOD (U. S. E.)
- TELEGRAPH, (U. S. E.) r 1942

- See Radial Plot report attached hereto.
CONTROL:  (Cont'd.)

- WHISKEAG, (U.S.E.) r 1942
- KENNEY, (U.S.E.) r 1942
- ALDERS, (U.S.E.) r 1942
- MAIN, (U.S.E.) r 1942
- ANDROS, (U.S.E.) r 1942
- CENTER, (U.S.E.) r 1942

The following control stations fall just outside the detail limits of map drawing Survey No. T-5975:

Nine (9) U. S. Coast & Geodetic Survey Triangulation Stations

ABAGADASSET PT., FRONT RANGE LIGHT, 1933, r 1942
BOWWINHAM BROWN SPIRE, 1860, r 1942
BOWWINHAM WHITE SPIRE, 1860 (recovery in 1942 partial - shown with dashed triangle)
SEDGELY, 1871
POPLAR, 1871
SPRAGUE, 1855, r 1913, 1933, r 1942
CAMP, 1871
FRY, 1871
*HUNTER, 1860, r 1942

Four (4) U. S. E. Triangulation Stations:

BLIND, (U.S.E.) r 1942
ABACA, (U.S.E.) r 1942
KELLEY, (U.S.E.) r 1942
LILAC, (U.S.E.) r 1942

Seven (7) U. S. G. S. Traverse Stations:

2217
2209
2207
2189, r 1942
2184, r 1942
2181, r 1942
** TT77HC (U.S.G.S.) (2199A), 1940, r 1942

*The position of this triangulation station was transferred from the adjoining map drawing, Survey No. T-5967 on which it had been previously plotted from submitted geographic coordinates, and it has been shown with a full line red acid ink triangle. The positions of all other stations have been plotted from submitted geographic coordinates, and have been shown with full line black acid ink triangles except as otherwise noted.

**This is a permanently marked traverse station. The other six are not permanently marked.
RADIAL PLOT:

A report on the radial plot for the area of Survey No. T-5975 is submitted herein as an appendix to this descriptive report.

The seven U. S. Geological Survey traverse stations which lie just outside the detail limits of this map drawing along its northeastern boundary could not be held to in this radial plot on the basis of field identification furnished. These traverse stations fall within the detail limits of Surveys Nos. T-5986 and T-5976. The fact that we could not coordinate the geographic positions of these traverse stations with other horizontal control in the vicinity is discussed in detail in the descriptive report of the radial plot for the area of Surveys T-5985 to T-5994, inclusive, submitted with the descriptive report for map drawing, Survey No. T-5986, on Map 13, 1943.

DETAILING:

The shore line and immediate adjacent culture have been detailed on the map drawing in accordance with the Director's letters dated January 12, 1942, and April 1, 1942, pertaining to project No. CS 272. The area of Survey No. T-5975 is part of sub-project No. CS 272-D.

All detail on the map drawing has been shown by the standard symbols recommended by the Washington Office, and notes fully describing any deviation therefrom, appear on the map drawing or overlay sheet, in order that the planimetry may be clearly interpreted by those concerned. The number of photographs was sufficient for detailing.

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 determined satisfactorily by stereoscopic examination, the dirt bluff symbol was used throughout.

The shore line in the vicinity of Latitude 43° 57' 00" and Longitude 69° 52' 15" was noted on the field inspection photographs as very indefinite because it was apparent that small islands were forming and others disappearing in the area. The compiler detailed the area in accordance with the submitted field inspection data. This compilation office recommends that our interpretation of the area (outlined in green ink on the map drawing) be checked in the field when practicable. Notes have been shown on the map drawing calling attention to the above mentioned area.

It is believed that all buildings immediately adjacent to the shoreline have been shown on the map drawing.

An elevated object at approximately Latitude 43° 56' 26" and Longitude 69° 49' 16" has been detailed on the map drawing as identified on the photographs by this compilation office. The note "Elevated object" has been shown on the map drawing. No field inspection data were submitted for this object. This object is not shown on vault copy.
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. The outer limits of marsh areas have been detailed in accordance with the submitted field inspection data and have been shown with a solid light weight black acid ink line which defines the outer limits of vegetation visible at mean high water. Where the outer limits of marsh could not be definitely identified on the photographs and there apparently was a gradual change from grass in water to marsh, no line was shown to define the outer limits of marsh. This is in accordance with field memorandum #1 (1938).

31 LOW-WATER AND SHOAL LINES:

The approximate limits of rocky, grass and water, and shoal areas outside the mean high water line (firm ground) have been detailed on the map drawing in accordance with the submitted field inspection data and have been shown with the standard symbols. Where necessary descriptive notes have been shown on the overlay sheet. These limits are for the use of future hydrographic parties only. These limits should not be accepted as an accurate determination of their positions.

32 DETAILS OFFSHORE FROM HIGH-WATER LINE:

Rocks, old bridge piers, etc., have been shown in accordance with the submitted 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.

33 WHARVES AND SHORE LINE STRUCTURES:

Piers, cribbing, etc., have been shown on this map drawing in accordance with the submitted field inspection data. Notes have been shown on the overlay sheet calling attention to such structures.

34 LANDMARKS AND AIDS TO NAVIGATION:

The two (2) landmarks listed below were recommended by the field inspection party. Their scaled geographic positions as radial plotted by this compilation office, and their descriptions as submitted by the field inspection party, have both been submitted on Form 567. These landmarks have been shown on the map drawing with 2½ mm. black acid ink circles in conjunction with their descriptions. The note "Landmark" has also been shown on the map drawing.

Two (2) landmarks

Tower, south, steel, Chops Point
Tower, north, steel, on east bank of Kennebec River, just across from Chops Point
Hydro Station: Two lists are attached here

1. A list of 40 numbers, described, compiled by the researcher.

2. A list of 6 given descriptions only, taken from the map manuscript of map registration.

The temporary hydrographic stations (photo hydro stations are shown) located at the back of this report. The stations are shown on the manuscript but are not shown on the finished report.

The object of T.S.15.3/9.22.15.

[Signature]

[Handwritten notes and possible images or diagrams are not clearly visible in this text representation.]
HYDROGRAPHIC CONTROL:

The positions of four (4) recoverable topographic stations and forty-six (46) temporary hydrographic stations have been radial plotted on the map drawing. They have been shown by purple or green ink circles on the glossy side of the celluloid map drawing, depending on whether their positions were considered relatively strong or weak respectively. The recoverable topographic stations have been shown on the dull side of the celluloid map drawing with 2½ mm. black acid ink circles in conjunction with their descriptions. The note "recoverable" has also been shown on the map drawing.

The temporary hydrographic stations have been shown on the dull side of the map drawing by 2½ mm. black acid ink circles, and their descriptions have been shown on the overlay sheet.

The descriptions, sketches and scaled geographic positions of the following four (4) recoverable topographic stations have been submitted on Form No. 524.

Four (4) recoverable topographic stations
- No. 2003, north steel tower on east bank of Kennebec River just across from Chops Pt. (landmark)
- CHOPS PT., south steel tower (landmark)
- TOWER, steel, second south of the Chops GARLE, west, white L shaped house  (4-5-2007)

JUNCTIONS:

Map Drawing Survey No. T-5966 - West Side - Junction in agreement
Map Drawing Survey No. T-5976 - North Side - The detailing of the planimetry on map drawing, Survey No. T-5976, has not been started and therefore no junction could be made at this time.
Map Drawing Survey No. T-5986 - East Side - The area involved was all land and no shoreline junction was necessary.
Map Drawing Survey No. T-5974 - South Side - Junction in agreement except for the following:

Where Nequasset Brook crosses Latitude 43° 56' 15", the junction with map drawing Survey No. T-5974 was in disagreement. The area involved has been outlined in red ink on the glossy side of the celluloid map drawing. Survey No. T-5975 and this compilation office recommends that the detail as shown on map drawing, Survey No. T-5974 be corrected to agree with the detail as shown on map drawing, Survey No. T-5975. Adjustment made during review.

Where the east shore line of the Kennebec River crosses Latitude 43° 56' 15", the junction with map drawing, Survey No. T-5974, was in disagreement. The area involved has been outlined in red ink on the glossy side of the celluloid map drawing, Survey No. T-5975, and this compilation office recommends that the detail as shown on map drawing, Survey No. T-5974, be corrected to agree with the detail as shown on
JUNCTIONS: (Cont'd.)

map drawing, Survey No. T-5975. *Adjustment made during review*

Where a marsh crosses Latitude 43° 56' 15" at Longitude 69° 51' 40", the junction with map drawing, Survey No. T-5974 was in disagreement. The area involved has been outlined in red ink on the glossy side of the celluloid map drawing, Survey No. T-5975, and this compilation office recommends that the detail as shown on map drawing, Survey No. T-5974, be corrected to agree with the detail as shown on map drawing, Survey No. T-5975. *Adjustment made at time of registration (L.T.S., 12 Jan. 1940)*

OVERHEAD CABLE CROSSING AREA:

A power line of the Maine Central Power Company crosses the Kennebec River at the Chops. The power line is shown on the map drawing with the standard power line symbol. The vertical clearance above mean high water has been noted on the map drawing.

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 0.5 mm., and that the probable error in the positions of inland radial points and details of importance does not exceed 1.0 mm.

GEOGRAPHIC NAMES:

A special report on the investigation of geographic names has been submitted to the Washington Office by Lieutenant Henry O. Fortin.

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

COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:


Because of the difference in scale between the map drawing and the above mentioned quadrangle, planimetric detail could not be readily compared. However, the following disagreements were noted:

At approximately Latitude 43° 58' 36" and Longitude 69° 50' 40" an island as shown on the quadrangle does not appear on the map drawing, because it could not be identified on the photographs. No field inspection data were submitted and it is believed the island does not exist.
COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Cont'd.)

At approximately Latitude 43° 58' 48" and Longitude 69° 50' 10", an island as shown on the quadrangle appears as two islands as identified on the photographs and detailed on the map drawing.

At approximately Latitude 43° 59' 00" and Longitude 69° 52' 00" a highway running in a northerly direction on the quadrangle could not be identified on the photographs and therefore was not detailed on the map drawing.

At approximately Latitude 43° 56' 24" and Longitude 69° 46' 30"

a railroad shown on the quadrangle has now been relocated to approximately Latitude 43° 56' 15" and Longitude 69° 46' 36" as identified on the photographs and detailed on the map drawing.

COMPARISON WITH NAUTICAL CHARTS:


Because of scale difference between the map drawing and chart No. 314, planimetric details could not be readily compared. In general, however, planimetry common to both, is in fair agreement except the following:

At approximately Latitude 43° 58' 36" and Longitude 69° 50' 40"

an island as shown on the chart could not be identified on any of the photographs, and therefore has not been shown on the map drawing.

At approximately Latitude 43° 56' 24" and Longitude 69° 46' 30"

a railroad shown on the chart has been relocated to approximately Latitude 43° 56' 15" and Longitude 69° 46' 36" as identified on the photographs and detailed on the map drawing.

Between approximately Latitude 43° 56' 15" and Latitude 43° 57' 40", and Longitudes 69° 51' 40" and 69° 52' 30", the shoreline and offshore detail on the chart is in disagreement, as identified on the photographs and detailed on the map drawing.

Chart No. 1204 - Scale 1:80,000, published March 1942 (corrected to April 12, 1942).

Because of scale difference between the map drawing and chart No. 1204, planimetric detail could not be readily compared. In general, however, planimetry common to both is in fair agreement except the following:

At approximately Latitude 43° 58' 48" and Longitude 69° 50' 10", an island as identified on the photographs and detailed on the map drawing, does not appear on the chart.

At approximately Latitude 43° 58' 36" and Longitude 69° 50' 40"

an island as shown on the chart could not be identified on any of the photographs and therefore, was not detailed on the map drawing.
COMPARISON WITH NAUTICAL CHARTS: (Cont'd.)

At approximately Latitude 43° 56' 24" and Longitude 69° 46' 30"
a railroad shown on the chart has now been relocated to approximately
Latitude 43° 56' 15" and Longitude 69° 46' 36" as identified on the
photographs and detailed on the map drawing.

Between approximately Latitude 43° 56' 15" and Latitude 43° 57'
40" and Longitude 69° 51' 40" and Longitude 69° 52' 30" the shore line
and offshore detail on the chart is in disagreement as identified on
the photographs and detailed on the map drawing.
Respectfully submitted 8/16/43

William O. Norris
Photogrammetric Aid

Compilation & Descriptive Report reviewed by

James E. Sunderland
Senior Photogrammetric Aid

Supervised by

Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved and Forwarded:
8/17/43

Fred. L. Peacock
Chief, Air Photographic Party No.2
REVIEW REPORT
Shoreline Map T-5975
Kennebec River MERRymeeting Bay & Vicinity, Me.
1941-1942

Subjects not used in this review report are adequately covered in the Descriptive Report, or do not apply.

28. DETAILING A considerable amount of shoreline and rock data were delineated anew during review. Field inspection notes were often ambiguous or contradictory; heights of rocks seemed to have been based on time of photography rather than on time of field inspection. The stereoscope was used to more accurately place MHW line and to distinguish marsh from grass-in-water areas. Tide curves were drawn to establish rock heights to MHW at the time of field inspection.

The hydrographic signal numbers and descriptions, and the rock heights (corrected) which were originally on an overlay, were placed upon the map manuscript. A typewritten list of 40 numbered and described signals, and three tide curves are attached to this report.

43. COMPARISON WITH HYDROGRAPHIC SURVEYS: T-5975 was compared with the following surveys, and found to agree in all significant detail:

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<td>H-6959</td>
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44. COMPARISON WITH TOPOGRAPHIC SURVEYS A comparison with the following topographic surveys was made:

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<td>967</td>
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<td>T-1115</td>
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<td>1871</td>
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<tr>
<td>6911b</td>
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U.S.G.S.-War Dept. BATH 15' 1941 (ed 1945) 1:62,500

T-5975 supersedes the above surveys for the areas in common.

45. COMPARISON WITH NAUTICAL CHARTS

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<td>1204</td>
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The numerous shoreline adjustments from hydrographic survey notes
were made in red upon the manuscript.

T-5975 has not been applied to the charts as of the date of this review.

Reviewed by

H. W. Thune
Photogrammetrist
26 Nov. 1945

Under direction of
Ralph Moore Berry
Chief, Review Section

APPROVED:

Technical Assistant to the
Chief, Div. of Photogrammetry

K. T. Adams
Chief, Division of Photogrammetry

Chief, Nautical Chart Br.
Division of Charts

Chief, Div. of Coastal Surveys

P.S. (As of date of registration)

A additional list of six temporary hydrographic signals, which appear on the manuscript by description only, is attached hereto.

[Signature]

13 Jan, 1948
List of Temporary Hydrographic Signals - Sheet T-5975

No. 1939 - North edge of brush on small island. (Signal Site)

No. 1940 - Top of white rock point. North side of cedar covered point. (Signal Site)

No. 1941 - At High-Water Line on tip of point where large flat boulder lies. (Signal Site)

No. 1942 - Top center of grey rock, opposite break in cedar lined shore on north edge of field. (Signal Site)

No. 1943 - Six feet south of tree line on pine covered island. (Signal Site)

No. 1944 - South gable of small shack, northeast of cedar grove in hayfield.

No. 1949 - Top of grey rock, south of cottage and just west of end of beach. (Signal Site)

No. 1990 - High part of grey whaleback ledge in cove. (Signal Site)

No. 1991 - In saddle about 4 feet south of cedar on top of large grey rock at west end of sand beach. (Signal Site)

No. 1992 - Top of large grey rock between two sand beaches and off 3 or 4 white birches. (Signal Site)

No. 1993 - Top of grey rounded rock, northern most of three boulders on square rocks at center of beach. (Signal Site)

No. 1994 - Six feet out from brush line on rock point west of opening in woods on point. (Signal Site)

No. 1995 - Four foot round loose boulder on point west of leaning spruce. (Signal Site)

No. 1996 - Group of cedars at corner of field on west end of beach, at head of cove. (Not lone cedar to south) (Signal Site)

No. 1997 - Dark fence post in center of break in trees at shoreline, northwest of field and near head of bight. (Signal Site)

No. 1998 - Six feet north of brushline on rock point. (Signal Site)

No. 1999 - Edge of vegetation on round rock point, west of sandy beach; a lone pine (12 feet) on point. (Signal Site)

No. 2000 - Edge of brushline at south tip of long rock point. South of bare soil bank. (Signal Site)
No. 2001 - Center of pile of rocks at south end of grey island ledge.
   (Signal Site)

No. 2002 - Flagpole (base) on north end of island with red house.
   (30 feet high)

No. 2004 - North end of grey colored area on top of small rock point,
   (or about at High-Water Line on point) west of small beach.
   (Signal Site)

No. 2005 - West gable of low part of the part cream colored house.

No. 2006 - High part of south end of reef, about 20 feet offshore.
   (Signal Site)

No. 2008 - Top of round white top rock point, west of small beach.
   (Signal Site)

No. 2015 - South gable-L shaped, brown shingle house with green trim.

No. 2016 - Mast easterly of row of cedars, south of boat house building.
   (Signal Site)

No. 2017 - Top center of high rock at edge of brush where marsh grass
   begins at rock point. (Signal Site)

No. 2018 - Top of grey rock on flat-topped point in bight. (Signal Site)

No. 2019 - At High-Water Mark on cusp on point on side toward an off-
   shore rock awash at High-Water point, has bare soil cap.
   (Signal Site)

No. 2020 - Small loose rock on rock point about 10 feet south of brush-
   line. (Signal Site)

No. 2021 - Top of point (south of broken topped pine) at High-Water
   Mark. (Signal Site)

No. 2022 - Tip of marsh grass at High-Water Mark on west side of mouth
   of creek. (Signal Site)

No. 2036 - Eight foot white stake on southeast tip of small island,
   southwest of Brick Island. Stake is 15 feet southeast of lone birch.

No. 2037 - Top center, rounded rock ledge of south tip of small island,
   south of Brick Island.

No. 2038 - Low cedar bush on northern most tip of Brick Island.

No. 2062 - Twelve foot pine just east of path on point north of bight.
   (Signal Site)
No. 2063 - Tuft of grass on small rock island about 75 feet offshore, and south of point forming south entrance to long cove. (Signal Site)

No. 2065 - Point of rock ledge at High-Water Mark. (Signal Site)

No. 2066 - North tip of rock ledge in west side of creek. (Signal Site)

No. 2067 - Southwest corner of bridge. (Signal Site)
Six Temporary Hydrographic Signals not listed and not numbered, but appearing on map manuscript.
(Listed from north to south):

West gable of white house with green roof.
(This station lies north of triangulation JUNCTION)

Prominent rock (north of West Lines Island)

East gable of small white house
(South of Butler Cove)

High point, white rock

Lone tree

South gable of house.
(West side of Whiskeag Creek, and southwest of Wood Island)

(ΛΤ.Σ.)
Geographic Names (Undisputed)

- Back River Creek
- Bald Head
- Beach Point
- Brick Island
- Burnt Jacket Channel
- Butler Cove
- Butler Point
- Centers Point
- Crawford Island
- East Branch
- Goose Cove
- Grace Rock
- Kennebec River
- Lines Island
- Little Cove
- Merrymeeting Bay
- Middle Point
- Nequasset Brook
- Nequasset Pond
- Ram Island
- Telegraph Point
- Thorne Island
- Towesic Neck
- West Branch
- Whiskeag Creek
- Wood Island
- West Woolwich

(Thorne Head - has not been approved by U.S.B.G.N.)

The following three (3) undisputed geographic names have not been shown either on this map drawing or on the overlay sheet. They pertain to features within the detail limits of the map drawing, which have not been detailed because they could not be identified on the photographs and no field inspection data were submitted for them.

Three (3) Undisputed Geographic Names

Stetson Rocks
Thorne Island Ledge
Trott Stock

These names are o.k. if they are to be used.
Geographic Names (Disputed)

- Chops
- Chops Point (Pending with B.S. 614)
- West Woolwich

Names preceded by * are approved. L. Heck 9/30/47.

GEOGRAPHIC NAMES
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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.