U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey SHOVELINE
Field No. Ph-51 (49) Office No. T-5977

LOCALITY
State MAINE
General locality KENNEBEC RIVER
Locality FROM ARAGADASSET POINT TO TWO MILES NORTH OF RICHMOND

CHIEF OF PARTY
E.R. McCarthy, Chief of Field Party
H.A. Paton, Baltimore Photogrammetric Office

LIBRARY & ARCHIVES
DATE June 16 - 1953
DATA RECORD

T - 5976
T - 5977

Project No. (II): Ph 51(49)

Quadrangle Name (IV):

Field Office (II):
Washington, N.C.

Photogrammetric Office (III):
Baltimore, Md.

Instructions dated (II) (III):
7 July 1949 (Field)
6 Dec. 1949 (office)

Chief of Party: E.R. McCarthy

Office-in-Charge: Hubert A. Paton

Copy filed in Division of Photogrammetry (IV)
Office Files

Method of Compilation (III): Multiplex (Bausch and Lomb)

Manuscript Scale (III): 1:10,000

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

Scale Factor (III): 1.000

Date received in Washington Office (IV): 3-28-50
Date reported to Nautical Chart Branch (IV): 3-30-50

Applied to Chart No. 314 (7-5974) Date: 7/11/51
Date registered (IV): 12-24-52

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III): MHW

Mean sea level except as follows:
Elevations shown as (F) refer to mean high water
Elevations shown as (G) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): Houdlette, 1888

Lat.: 44° 05' 01.805" Long.: 69° 46' 15.263"

Adjusted

Plane Coordinates (IV):
State: Maine Zone: West

Y =
X =

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.

Form T Page 2
Areas contoured by various personnel
(Show name within area)
(II) (III)
DATA RECORD

Field inspection by (II): James A. Clear  
Henry P. Eichert  
Robert A. Horn  
Harry Moore  
Date: 7/11/49 8/26/49

Planetal contouring by (II):  
Date: 

Completion Surveys by (II): None  
Date: 

Mean High Water Location (III) (State date and method of location): 
May 10, 1949 (date of photography)

Projection and Grids ruled by (IV): T.L.J.  
Date: 12-2-49

Projection and Grids checked by (IV): T.L.J.  
Date: 

Control plotted by (III): D.M. Brant  
Date: 1-50

Control checked by (III): A.K. Heywood T-5976  
A.C. Rauck T-5977  
Date: 1-50 1-50

Control extension by (III): A.K. Heywood T-5976  
A.C. Rauck T-5977  
Planimetry A.K. Heywood T-5976  
A.C. Rauck T-5977  
Date: 1-50 1-50 1-50

Stereoscopic Instrument compilation (III):  
Date: 

Manuscript delineated by (III): A.K. Heywood T-5976  
A.C. Rauck T-5977  
Date: 3-50

Photogrammetric Office Review by (III): H.P. Eichert T-5976  
A.K. Heywood T-5977  
Date: 3-50

Form T-PageX 4

M-2018-12(41)
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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</thead>
<tbody>
<tr>
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<td>5-10-49</td>
<td>1509-12</td>
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<td>49-0-734 to 739</td>
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<td>1522-26</td>
<td>1:24,000</td>
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<td>49-0-756 to 762</td>
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<td>1542-45</td>
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<td>1458-59</td>
<td>1:24,000</td>
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Tide (III)

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<tr>
<th>Reference Station: Portland, Maine</th>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
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<tr>
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<td>8.9</td>
<td>10.2</td>
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<tr>
<td></td>
<td>06</td>
<td>5.3</td>
<td>6.0</td>
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</table>

Washington Office Review by (IV): K. N. MAKI

Final Drafting by (IV): J. Ballard, E. Hunter (57)
E. Hunter (577)

Drafting verified for reproduction by (IV): C. Kubie (577)
M. C. Webber (577)

Date: Jan 10, 1951

Date: June 5, 1951

Date: June 12, 1951

Date: 6/11/52

Shoreline (More than 200 meters to opposite shore) (III): 36
Shoreline (Less than 200 meters to opposite shore) (III): 21
Control Leveling - Miles (II): 24
Number of Triangulation Stations searched for (II): 48
Recovered: 24
Identified: 20

Number of BMs searched for (II): 17
Number of Recoverable Photo Stations established (III): 17
Summary to Accompany T-5976 and T-5977

Shoreline maps T-5976 and T-5977 are two of six similar maps in project Ph-51(49) and are the two most southerly maps in the project. Project Ph-51(49) extends along the Kennebec River, Maine, from a junction with project CS-272 at latitude 44° 00' upstream to a point approximately 2 miles north of Augusta at latitude 44° 23'. This is a multiplex project, in advance of hydrographic surveys to be made at a later date. The field operations preceding compilation included recovery and identification of horizontal control, shoreline inspection, inshore inspection, location of aids to navigation, selection and location of landmarks and geographic names investigation. The multiplex compilation was at a scale of 1:10,000 and the manuscripts were used as multiplex sheets.

Data pertaining to T-5976 and T-5977 will be filed as follows:

(a) Filed in the Division of Photogrammetry.
   1. Two map manuscripts, T-5976 and T-5977, scale 1:10,000.
   2. Form 524 (17)

(b) Filed in the Coast and Geodetic Survey Archives
   1. Combined Descriptive Report for T-5976 and T-5977
   2. A cloth-backed lithographic print of T-5976 and T-5977
FIELD INSPECTION REPORT
SHORELINE SHEETS 5976 & 5977
PROJECT PH-51(49)

E. R. McCarthy, Chief of Party

All phases of the field work were done in accordance with The Director's Instruction, Project Ph-51(49), Field dated 7 July 1949.

The field work on this sheet was performed by the following personnel on the dates indicated:

<table>
<thead>
<tr>
<th>Name &amp; Title</th>
<th>Field work</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>R. A. Horn, Cartographic Engr.</td>
<td>Recovery, Identification, Shoreline &amp; Inspection</td>
<td>7/11/49</td>
</tr>
<tr>
<td>James A. Clear Jr., Cartographic Survey Aid</td>
<td>Recovery, Identification, &amp; Inspection</td>
<td>7/11/49</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8/28/49</td>
</tr>
</tbody>
</table>

1. Description of the Area

The area surveyed includes the Kennebec River from "Abagadasset Point" to "The Bluff", which is approximately two miles north of the Richmond-Dresden Bridge; the Abagadasset River to it's headwaters; the Eastern River to a point about two miles north of the Dresden Mills highway bridge; and the land areas immediately adjacent to these three rivers.

Access to the area is available by highway, the Maine Central railroad, or private yachts.

Swan Island is maintained by the state as a Game Preserve, and is one of the largest wildlife sanctuaries in Maine. In addition, considerable experimental farming is conducted on Swan Island for the improvement of agricultural crops.

Richmond and Dresden are the principal settlements within the limits of the survey. The principal occupation of the inhabitants of the area is farming. There is, however, some light manufacturing conducted in the vicinity of Richmond.
2. Completeness of Field Inspection

It is felt that field inspection has been adequately covered on the photographs.

3. Interpretation of the Photographs

Some difficulties were encountered in selecting suitable substitute stations, particularly in wooded areas, due to the lack of definition of images. The photography is not considered inferior, but for sake of comparison this fact is mentioned. This group of photographs, taken by Camera "0", seemed to lack the qualities of well defined or sharp detail offered by the photographs taken with Camera "J", which were used on Project Ph-31(45).

4. Horizontal Control

The horizontal control within the limits of the sheets consisted of that established by the U. S. Coast & Geodetic Survey, U. S. Engineer Department and U. S. Geological Survey.

A thorough search was made for all U. S. Coast & Geodetic Survey stations and approximately 40 percent recovered. A total of six (6) U. S. C. & G. S., eight (8) U. S. E. D. and six (6) U. S. G. S. triangulation stations were recovered and identified on photographs for photogrammetric control purposes.

Sheet 5975

AMES LEDGE LIGHTHOUSE - 1912, Pricked Direct
T T 62 B T - 1940, Pricked Direct
TERM - 1937, Pricked Direct
BEEF - 1937, Pricked Direct
COSTALLOW - 1868, Sub. Station
HODGKINS - 1855, 1913, Sub. Station
MAXWELL - 1860, 1913, Sub. Station
T T 61 B T - 1940, Sub. Station
T T 63 B T - 1940, Sub. Station
CENTER - 1937, Sub. Station
FINIS - 1937, Sub. Station
ABAGA - 1937, Sub. Station
DRAM - 1937, Sub. Station

See Review Report.
Horizontal Control (Cont'd)

RICHMOND CLOCK CHURCH SPIRE (METHODIST) 1868 ....... Pricked Direct
T T 85 H O 1940 ........................................ Pricked Direct
K 51- 1935 ............................................. Pricked Direct
HOUDLETTE - 1888, 1913 .................................. Sub. Station
M 51- 1935 ............................................. Sub. Station
A - 1937 .............................................. Sub. Station
L - 1937 .............................................. Sub. Station

To facilitate a "tie" between the U. S. engineers scheme of triangulation and that of the U. S. Coast & Geodetic Survey in the area, observations for a point and azimuth connection were made. This information is submitted to the Division of Geodesy for any adjustments necessary.

5. Vertical Control

Not applicable

6. Contours and Drainage

Not applicable

7. Mean High Water Line

The mean high water line, in virtually all cases, extends back to the woods line. There is, however, an abundance of grass in water, the outer limits of which have been indicated by a dashed line.

8. Low Water Line

Where practical, the approximate position of the mean low water line has been shown on the photographs.

9. Wharves and Shoreline Structures

All wharves and shoreline structures discernible on the photographs have been inspected and explained, where necessary. The ruins of many "Ice Wharves" are apparent on the photos. These are generally log-faced, stone filled structures in a detached state that were used in the era in which ice was shipped out in considerable quantities. This practice has been abandoned many years.
10. Details Off-Shore from Mean High Water Line

At various points along the Kennebec River notations have been made indicating "Crib Piers". These are log-faced, stone-filled structures that were used in the days when logs in considerable numbers were floated down river. A log boom was strung between the crib piers to control the movement of the logs. This practice has also been abandoned.

Since the "Ice wharves" and "Crib Piers" are essentially alike in construction, and appearance on the photos, an attempt was made to distinguish each by appropriate notes. Actually the only difference, at this date, is their relative positions. The crib piers are generally strung out and the ruins of the ice wharves generally grouped closely.

Four water-soaked log obstructions were observed in this portion of the river. In all cases they were close to shore, and the tips projected about 6" above the water level. They shift with the tides and a definite geographic position, therefore, could not be satisfactorily determined for charting. This fact should, however, be incorporated in the Coast Pilot information.

11. Landmarks and Aids to Navigation

All landmarks and fixed aids to navigation within the limits of these sheets were investigated. It was found that there were no truly good landmarks available. Three new landmarks, which are the best to be had, were established. Kora 567 will be submitted with the information determined upon completion of this project.

In some instances it was possible for the field party to identify several floating aids to navigation. Although this was not prescribed in the instructions, it was done without any additional effort and it is felt may serve as a check in some quarter. On the surface the ability to do this may appear to refute the testimony in paragraph 3 of this report. In reality it was simply a case of particularly good contrast and other external conditions.

12. Hydrographic Control

Not applicable

13. Landing Fields and Aeronautical Aids

There are no landing fields or aeronautical aids in this area.
14. **Roads**

The roads and trails were classified in accordance with Photogrammetry Instructions No. 10, dated 14 April 1947, and the amendment to the above dated 24 October 1947.

15. **Bridges**

All bridge information for the area covered by this report as listed in the U. S. Engineers "List of Bridges over Navigable waters in the U. S.," dated July 1, 1941, was verified in the field, all clearances were carefully measured with a steel tape, and the published descriptions and clearances were found to be correct except for the following discrepancies, which were reported to the Local District Engineer.

Kennebec River.

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Dresden (South of Eastern River)</td>
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<tr>
<td>Bridge Book----- 1------ 34------ 45----- 5.7</td>
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<td></td>
</tr>
<tr>
<td>Coast Survey----- 2------ 33.0------ 40.0-- 4.0(right)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>5.0(left)</td>
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*Richmond, Dresden

<table>
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<tr>
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<tr>
<td>Bridge Book----- 69------ --- ------ 61------ 15.8</td>
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</tr>
<tr>
<td>Coast Survey----- 63.4------ --- ------ 58.2-- 15.6</td>
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</table>

Dresden (Eastern River & Dresden bridge)

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Bridge Book----- ------ 230-------- ------ 23.5</td>
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<td></td>
</tr>
<tr>
<td>Coast Survey----- ------ 221.0-------- ------ 20.0</td>
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</tr>
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</table>

*Horizontal clearance of this bridge is restricted more by the dolphins near the footings than by any part of the bridge structure. Measurements shown are in consideration of said dolphins.

The clearances of all secondary bridges, i.e., those not listed in the Bridge Book, were taken in reference to mean high water.
16. **Buildings & Structures**

Buildings and structures have been classified in accordance with Photogrammetry Instructions No. 29, dated 10/1/48, with one variation, Part (d) of paragraph 9 in these instructions has been executed in reverse. Since on shoreline sheets all structures are to be shown, the predominant number of buildings come under class 2. Therefore, for clarity, only class 1 buildings have been identified with all others to be considered class 2. This, of course, is an exception in the settlement of Richmond which is considered an Urban Area and in which public buildings have been identified.

An unusual condition exists in this region in that the barns, for the most part, are connected directly to the dwellings. To simplify the compilation of the buildings a short line has been drawn on the photographs showing the division of barn and dwelling, with the latter then being indicated as Class 1.

17. **Boundary Monuments and Lines**

There were no boundary monuments or lines within the limits of the sheets.

18. **Geographic Names**

In accordance with the Project Instructions, a systematic investigation of Geographic Names was not made, however names that were questionable have been investigated. Some new names were added on the Geographic Name Sheet and Photographs, and corrections made where necessary.

Submitted:
Date [Handwritten: 8/26/49]

[Signature: James A. Clear Jr.]
Cartographic Survey Aid

[Signature: K. A. Horn]
Cartographic Engr.
PHOTOGRAMMETRIC PLOT REPORT

21. **AREA COVERED**

T-5976 and T-5977.

22. **METHOD**

Horizontal control was extended on each sheet separately by multiplex. Long bridging of control was unnecessary. The first model in each strip was levelled using the water surface and well-defined points taken from the USGS 15 minute quadrangle.

Two strips were set for T-5976 as follows:

Six models were set (49-O-725 to 731) extending from SUB. PT. HODGKINS, 1885 to SUB. PT. K-51, 1935 (USGS) and SUB. PT. HOUDELETTE, 1868. An intermediate control point in the strip was SUB. PT. COSTELOW, 1868. The projection had to be extended two minutes to the south in order to reach SUB. PT. HODGKINS. This station is off the project limits. The strip was scaled between SUB. PT. HODGKINS and SUB. PT. K-51. These points were well-defined. The images of SUB. PT. HOUDELETTE and SUB. PT. COSTELOW were very poor but it is believed they were held.

Five models were set to the west (49-O-735 to 740) from SUB. PT. TT61BT, 1940, (USGS) to SUB. PT. TT 63 BT, 1940 (USGS) and a pass point from a strip to the west (49-O-757 to 762). The strip was scaled between these points. There were also two intermediate control points in the strip, TT 62 BT, 1940 (USGS) and SUB. PT. MAXWELL, 1860. TT62BT was well-defined and held. SUB. PT. MAXWELL appeared to be on although the image was so poor it could not be consistently identified in the models. Details from the adjoining strip to the east held well. All USE stations plotted 0.8 mm north.

Two strips and two individual models were set up for T-5977 as follows:

A five model strip (49-O-757 to 762)* was set and scaled between SUB. PT. MESERVE, 1868 at the north end and RICHMOND CLOCK CH. SP., 1868 at the south. Also held in this model were RICHMOND CONG. CH. SP., 1868 and RICHMOND BROWN CH. SP., 1868. While the latter two stations were not identified by the field inspection party, the churches had been identified and the spires were easily descernible in the multiplex model. Intermediate control points in this strip were TT 85 HO, 1940 (USGS), SUB. PT. A, 1937 (USE), SUB. PT. L-06, 1937 (USE) and NITE, 1937 (USE). Although no attempt was made to hold the latter three USE stations, their plotted positions held in the strip as did all the control.

As complete coverage in the vicinity of Richmond could not be obtained from model 49-O-761-762 pass points were left to the east to control model 49-O-734-735 which was needed for complete coverage. This model also tied well with the details from T-5976 to the south.

* It should be noted that model 49-O-761-762 had a small working area. The overlap between the two photographs was only about 42%. In addition, 49-O-762 had an unusual amount of tip and tilt. Despite these conditions the accuracy of the bridging is believed good.
22. **METHOD**

A three model strip was set to the east (49-0-730 to 733) to complete the work. In order to control this short bridge at the north end, it was necessary to bridge control with an intermediate model to the west (49-0-722-723). In this model pass points from the adjoining strip to west plus SUB. PT. L-06 and NITE were held. Pass points were left to the east which afforded control.

The field inspection party had inadvertently omitted the distance between M-51, 1935 (USGS), and SUB. PT. M-51 on the form control station identification. This would have afforded a control point for the north end of the aforementioned strip. Nevertheless, from the description of M-51 which furnished ground measurements from identifiable features, the station proper was identified in the office and held. In model 49-0-730-731, at the south end of the strip, SUB. PT. K-51, 1935 (USGS) and SUB. PT. Houdlette, 1868, were available as control. The adjacent planimetry to the south and west held very well.

As compilation of shoreline and planimetry was done directly on the manuscript after each strip was scaled, no transfer of points was necessary.

23. **ADEQUACY OF CONTROL**

Inasmuch as the USE stations at the south portion of the project were reported in error (see Instructions, Project Ph-51(49) dated 6 December 1949, item-6), and could not be used for horizontal control, only the minimum control requirements were met for T-5976 and T-5977. Nevertheless, the control is believed to be adequate as good ties were made between adjoining quadrangles and strips.

24. **SUPPLEMENTAL DATA**

Inapplicable.

25. **PHOTOGRAPHY**

Photographic coverage and overlap were satisfactory. The quality of the diapositives was fair to poor. Definition was for the most part fuzzy which often made it difficult to accurately identify horizontal control points. The fact that the strips were fogged at the outer edges hindered the clearing of parallax in the models. In spite of this the models appeared to be free of distortion as evidenced by the ease in making ties. It may be noted that the models as a whole would not have been suitable for contouring.

26. **RECOMMENDATIONS**

Although the ratio prints seemed to be lacking in definition,* they had considerably more contrast than the diapositives. It is felt that the diapositives could have been printed with more contrast. This is recommended for future work.

*Perhaps this is the result of an increase in flying height as compared with previous work flown at lower altitude - 12,000 feet as compared with 10,000 feet.
27. **ACCURACY**

It is believed that all well-defined points are within 0.5mm of their correct geographic position.

Approved and forwarded

Respectfully submitted
15 March 1950

Hubert A. Paton
Comdr., USC&GS
Officer in Charge

Henry P. Eichert
Cartographer (Photo.)

1950
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION INDEX</th>
<th>LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID OR PROJECT LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECT LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECT LINE IN METERS</th>
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<tbody>
<tr>
<td>HATHORN, 1860</td>
<td>G-6793 277</td>
<td>44 01 48.528</td>
<td>1497.8 (354.1)</td>
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<td>1238.4 (97.8)</td>
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<td>COSTELOW, 1868</td>
<td>&quot; &quot;</td>
<td>44 02 52.266</td>
<td>1613.1 (238.8)</td>
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<td>152.0 (1183.8)</td>
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<td>MAXWELL, 1860</td>
<td>&quot; &quot;</td>
<td>44 02 12.336</td>
<td>380.7 (1471.2)</td>
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<td>789.5 (546.5)</td>
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<td>*DRAM, 1937 (USE)</td>
<td>Plane Coord. P.125</td>
<td>436,316.28</td>
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<td>*ABAGA, 1937 (USE)</td>
<td>P.129</td>
<td>427,417.40</td>
<td>426,129.63' classified as topo</td>
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<td>426,129.63</td>
<td>426,152.12' classified as topo</td>
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<td>USGS Gardiner P.10</td>
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<td>1089.8 (762.1)</td>
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<td>1767.6 (84.3)</td>
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<td>572.1 (764.0)</td>
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*Identified but not used as control. Position in error. New position shown in red.
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<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR $\nu$-COORDINATE</th>
<th>DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tbody>
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<td>USGS Gardiner P.10</td>
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<td>957.7 (894.2)</td>
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<td></td>
<td>69° 48' 51.43''</td>
<td>1144.7 (190.8)</td>
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<tr>
<td>HODGKINS, 1855</td>
<td>G-6793 P.277</td>
<td>43° 58' 42.856''</td>
<td>1322.7 (529.2)</td>
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<tr>
<td></td>
<td></td>
<td>69° 48' 48.008''</td>
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<td>**D, 1937, (USE)</td>
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<tr>
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<td></td>
<td>596°355.35''</td>
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<td>**G-2, 1937, (USE)</td>
<td>''</td>
<td>428°633.34''</td>
<td>1107.4 (416.6)</td>
</tr>
<tr>
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<td></td>
<td>594°847.39''</td>
<td>1479.5 (46.5)</td>
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<td>**GUN, 1937 (USE)</td>
<td>P.130</td>
<td>429°530.87''</td>
<td>1581.0 (143.0)</td>
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<tr>
<td></td>
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<td>588°052.63''</td>
<td>930.4 (593.6)</td>
</tr>
<tr>
<td>**TWIN, 1937 (USE)</td>
<td>''</td>
<td>431°358.79''</td>
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<td></td>
<td>591°927.37''</td>
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<tr>
<td>**Bair, 1868</td>
<td>G-6793 P.281</td>
<td>44°03' 40.68''</td>
<td>125.2.5</td>
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<td></td>
<td>69°45' 36.08''</td>
<td>803.3</td>
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<tr>
<td>Swan Island, 1868</td>
<td>G-6793 P.279</td>
<td>44°03' 54.485''</td>
<td>1181.7</td>
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<tr>
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<td></td>
<td>69°47' 51.025''</td>
<td>1135.6</td>
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**Not identified. Position probably in error.** (The plotted positions of these stations are illustrated from manuscript, see review report.)
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<th>STATION</th>
<th>SOURCE OF INFORMATION INDEX</th>
<th>LATITUDE OR ( \phi )-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tbody>
<tr>
<td>HATHORNE HILL, 1868</td>
<td>G-6793 279</td>
<td>44 05 50.421</td>
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<td>HOUDLETTE, 1868</td>
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<td>RICHMOND, CLOCK, CH.SP.(METH), 1868</td>
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<td>&quot; 283</td>
<td>44 05 17.668</td>
<td>545.3 (1306.6)</td>
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<td>RICHMOND, 1868</td>
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<td>M 51,1935</td>
<td>USGS WISCONSIN P.7</td>
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<td>44 05 29.83</td>
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<td>Sharp Top, 1870</td>
<td>G6793 p.283</td>
<td>44° 06' 33.36</td>
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<td>1029.7 (822.2)</td>
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<td>Pine, 1870</td>
<td>p.283</td>
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<td>69° 45' 06.50</td>
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<td>Pray, 1870</td>
<td>p.281</td>
<td>44° 05' 39.77</td>
<td>69° 44' 11.90</td>
<td>1227.5 (624.4)</td>
<td>214.7 (1070.0)</td>
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<td>Wilson, 1868</td>
<td>p.286</td>
<td>44° 06' 33.34</td>
<td>69° 46' 57.48</td>
<td>1029.0 (822.9)</td>
<td>1278.3 (560)</td>
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<td>**</td>
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<td>Swan Islands, 1868</td>
<td>p.287</td>
<td>44° 05' 01.480</td>
<td>69° 47' 50.273</td>
<td>45.7 (1806.2)</td>
<td>1118.5 (2164)</td>
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<td>McFadden, 1870</td>
<td>p.281</td>
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<td>69° 45' 01.41</td>
<td>976.3 (875.4)</td>
<td>31.4 (1303.7)</td>
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</table>

1 FT. = 3048000 METERS

COMPUTED BY: Henry P. Eichert DATE: 1-50
CHECKED BY: A. K. Heywood DATE: 1-50

M-2388-12
COMPILATION REPORT
Ph-51(49)
T-5976 and T-5977

31. **DELINEATION**
   Refer to Photogrammetric Plot Report.

32. **CONTROL**
   Refer to Photogrammetric Plot Report

33. **SUPPLEMENTAL DATA**
   None.

34. **CONTOURS AND DRAINAGE**
   Only drainage adjacent to the shoreline was shown.

35. **SHORELINE AND ALONGSHORE DETAILS**
   The shoreline inspection was adequate. The approximate low water in all instances was compiled from data furnished by the field party.

36. **OFFSHORE DETAILS**
   None.

37. **LANDMARKS AND AIDS**

   The landmark "Red Barn 1949" located on Abagadasset Point was not pricked on the field photograph. The description on Form 524 was inadequate for office pricking of this landmark. It was assumed by the photogrammetric office that the point intended was the east gable of the barn, this being nearest to the shoreline. The point shown on the manuscript is the east gable and a new form 524, "BABLE, 1949" submitted.

   The position of Ames Ledge Daybeacon was believed by the field party to be in the same position as was Ames Ledge Lighthouse, 1913. The geographic position of the lighthouse was reported as the position of Ames Ledge Daybeacon on forms 524 and 567. See Item 67

   Forms 567 were submitted for manuscripts T-5976 and T-5977 and forwarded to the Washington Office March 28, 1950.
38. CONTROL FOR FUTURE SURVEYS

The multiplex positions of all USE triangulation stations were shown as topographic stations in accordance with Project Instructions dated 7 July 1949.

T-5976: Five USE triangulation stations were within the limits of this quadrangle. Not any of these five stations could be held during the multiplex bridging. Three stations, FINIS 1937, ABAGA 1937, and DRAH 1937, were located in the field by the substitute station method. The true positions of the triangulation stations were found by computing the differences in X and Y coordinate values between the computed substitute stations as identified by the field party, and the scaled multiplex positions of the substitute stations. These same differences in X and Y values were then used to adjust the USE triangulation stations to their true positions. These true positions were shown as topographic stations. Geographic and/or coordinate positions shown are based on attached form NO-3309-72.

The positions of the two remaining USE triangulation stations, BEEF 1937, and TERR 1937, were plotted during multiplex bridging and also shown as topographic stations.

T-5977: Two USE triangulation stations that held in agreement with other control were shown in this manuscript as topographic stations.

There were twelve forms 524 submitted for manuscript T-5976 and five forms 524 submitted for manuscript T-5977. Total of 17 form 524 cards filed in Div. of Photogrammetry General files.

These forms were transmitted March 28, 1950.

Since a list was not made of the recoverable topographic stations in paragraph 11, Field Inspection Report, a listing is made here by separate quadrangles.

The positions of all of the following recoverable topographic stations except Ames Ledge Daybeacon was determined by multiplex methods. See Review Report.
38. **CONTROL FOR FUTURE SURVEYS** (continued)

T-5976:
* Abaga 1950
  Abagadasset Point Range Front Daybeacon
  Abagadasset Point Range Rear Daybeacon
  Ames Ledge Daybeacon (Position same as Ames Ledge L.H.) See Review Report
  Beef, 1950
  Beef Rock Daybeacon
  Chimney, 1949
  Cupola (Barn Cupola 1949)
  * Dram, 1950
  * Finis, 1950
  Gable, 1949
  Term, 1950

T-5977:
** A 1937
** L-06 1937
  Tower (Signal Tower 1949)
  Tower (West Tower 1949)
  Tower (East Tower 1949)

* The positions of the substitute points of these stations were determined by multiplex. See the second paragraph of Item 38.

** USE stations held with other control.

39. **JUNCTIONS**

To the north a junction was made between Survey No. T-5977 and T-5978. To the south a junction was made between Survey No. T-5976 and T-5975. A junction was also made between the two manuscripts covered in this report. There were no contemporary surveys to the east and west of these two quadrangles.

40. **HORIZONTAL AND VERTICAL ACCURACY**

Horizontal Control:
  Refer to Item 38 and Photogrammetric Plot report, Item 23.

46. **COMPARISON WITH EXISTING MAPS**

Comparison was made between the manuscript and U.S. Geological Survey quadrangles Gardiner, scale 1:62,500, edition of 1943 reprinted in 1947, and Wiscasset, scale 1:62,500, edition of 1944 reprinted in 1948. In accordance with Instructions Project Ph-51(49) dated 7 July 1949, all roads within two miles of the river were visually compared with the Geological Survey quadrangles for new construction and new alignment. They were in good agreement.
47. **COMPARISON WITH NAUTICAL CHARTS**

Visual comparison was made between the manuscripts and Chart 288, scale 1:15,000, published May 1943 (3rd edition). In the vicinity of Green Point the chart shows considerable swamp area. The field party noted however, on Photograph 0-729 (1:10,000) that this area is not swamp but "relatively low land".

**Items to be applied to nautical charts immediately:**

See above paragraph.

**Items to be carried forward:**

None.

Approved and forwarded

Respectfully submitted

28 March 1950

Hubert A. Paton
Comdr., USC&GS
Officer in Charge

Albert K. Heywood
Surveying and Carto.Aid
PHOTOGRAFMETRIC OFFICE REVIEW
T. 5976


CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy  6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)  7. Photogrammetric stations  8. Bench marks

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines  32. Public legal lines

MISCELLANEOUS
40. ____________________________  41. Remarks (see attached sheet)

Reviewer  Supervisor

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT
42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler  Supervisor

43. Remarks:
PHOTOGRAMMETRIC OFFICE REVIEW

1. Projection and grids
2. Title
3. Manuscript numbers
4. Manuscript size

CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)
7. Photo-hydro stations
8. Bench marks
9. Plotting of sextant fix
10. Photogrammetric plot report
11. Detail points

ALONGSHORE AREAS
(Nautical Chart Data)
12. Shoreline
13. Low-water line
14. Rocks, shoals, etc.
15. Bridges
16. Aids to navigation
17. Landmarks
18. Other alongshore physical features
19. Other alongshore cultural features

PHYSICAL FEATURES
20. Water features
21. Natural ground cover
22. Planimeter contours
23. Stereoscopic instrument contours
24. Contours in general
25. Spot elevations
26. Other physical features

CULTURAL FEATURES
27. Roads
28. Buildings
29. Railroads
30. Other cultural features

BOUNDARIES
31. Boundary lines
32. Public land lines

MISCELLANEOUS
33. Geographic names
34. Junctions
35. Legibility of the manuscript
36. Discrepancy overhaul
37. Descriptive Report
38. Field inspection photographs
39. Forms

40. Reviewer

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT
42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler

Supervisor

43. Remarks:
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on (or added to) the charts indicated.

The positions given have been checked after listing by Henry P. Eichert

Hubert A. Paton  
Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>POSITION</th>
<th>METHOD</th>
<th>DATE OF LOCATION</th>
<th>DATE OF SURVEY</th>
<th>CHARTS AFFECTED</th>
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<tbody>
<tr>
<td></td>
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<td>Abagadasset Point Range</td>
<td>V 757156'</td>
<td>44 00</td>
<td>218</td>
<td>69 49</td>
<td>156</td>
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<td>Multiplex</td>
<td>5976</td>
<td>1949 288, 314</td>
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<td>Rear Daybeacon</td>
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<td>Multiplex</td>
<td>74</td>
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<td>1532</td>
<td>69 47</td>
<td>691</td>
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* - No check on seeing this beacon as it was not plotted on either 7576 or 5975 chart. (Smooth chart)

Prepared on 5/10/50 (smooth chart)
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by Henry P. Eichart

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<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
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<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
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<td>525</td>
<td>69 49</td>
<td>956</td>
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<td>Abagadasset Point</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>N.A. Multiplex 1949</td>
<td>288, 311</td>
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<td>CUPOLA</td>
<td>Cupola in center of barn N &amp; S</td>
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<td>44 02</td>
<td>1674</td>
<td>69 49</td>
<td>196</td>
<td>n° 1949</td>
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<td>GABLE</td>
<td>Ridgepole</td>
<td></td>
<td>44 03</td>
<td>1790</td>
<td>69 46</td>
<td>1052</td>
<td>n° 1949</td>
<td>x</td>
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<td>Red brick chimney center of</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N.A. Multiplex 1949</td>
<td>288, 311</td>
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This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
I recommend that the following objects which have **not** been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by **Albert K. Haywood**

---

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<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>MARSH CHART</th>
<th>CHARTS AFFECTED</th>
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<td><strong>TOWER</strong></td>
<td>Central Maine Railroad</td>
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<td>736</td>
<td>69°45'</td>
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<td>Semaphor No. 483</td>
<td>Skeleton Steel Power Transmission Tower (West Tower)</td>
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<td>1220</td>
<td>69°44'</td>
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<td>9777</td>
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<td>x</td>
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<td><strong>TOWER</strong></td>
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<td>1201</td>
<td>69°44'</td>
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<td>1950</td>
<td>x</td>
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<td></td>
<td><strong>SPIRE</strong></td>
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<td>363</td>
<td>9777</td>
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</tbody>
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This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if reetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
**GEOGRAPHIC NAME LIST FOR T-5976**

- Abagadasset Pt.
- Abagadasset River
- Ames Ledge
- Baker Brook
  - Beef I
  - Beef Rk
- Carney Pt.
- Cockeye Channel
- Cork Cove
- Dram Rk
- Eastern River
- Green Pt.
- Hatch Pt.
- Jefferson School
- Lillys Cove
- Maxwell I
- M.C.R.R.
  - Me 24
  - Me 127
  - Me 128
- Middle Ground
- Fork Point
- River Road School
- Shipyard Pt.
- South Dresden
- Stiffishin Pt.
- Swan Island
- Swan Island Flats
- Swan Island Point
- Theobald Pt.
- Twing Pt.
- Wade Cove
- Webbs Point

*Names approved*  
1-3-51  
A.J.W.
48(b) GEOGRAPHIC NAME LIST FOR T-5977

- Campmeeting Point
- Cedar Grove
- Clay Cove
- Courthouse Pt.
- Dresden Mills
- Eastern River
- Forest Hill Cam.
- Goodwin Pt.
- Hathorn Hill
- Iceboro
- Little River
- Little Swan Island
- M.C.R.R.
- Me.24
- Me 197
- Me 128
- Me. 127
- Reed Rock
- Richmond
- Richmond Camp Ground
- Richmond Dresden Bridge
- St. Johns Church
- Southard Point
- Stearns Pt.
- Swan Island
- Swan Island Game Preserve (Not shown on 5th map)
- The Bluff
- The Narrows → Lovejoy Narrows on ch 288
- West Dresden

Names approved
1-3-50
A.J.W.
49. **NOTES FOR THE HYDROGRAPHER**

The following is a list by quadrangles of recoverable topographic stations:

**T-5976**

Abaga 1950
Abagadasset Point Range Front Daybeacon
" " " Rear "
Ames Ledge Daybeacon
Beef, 1950
Beef Rock Daybeacon
Chimney, 1949
Cupola (Barn Cupola 1949)
Dram, 1950
Finis, 1950
Gable, 1949
Term, 1950

**T-5977**
A-1937
L-06 1937
Tower (Signal Tower 1949)
Tower (East Tower 1949)
Tower (West Tower 1949)
NOTES FOR THE REVIEWER

Photo point No. 1 and photo point No. 2, in the vicinity of Maxwell Island, shown in red on manuscript T-5976, are points furnished by the field party to use in plotting Abagadasset Point Range (See photograph 0-738 l:10,000). It was assumed this point on range was to be used as a check in the positions of Abagadasset Point Range Front and Rear Daybeacons. These three points, however, do not fall in a straight line. Comparison was made between the positions of these daybeacons on Chart 288 and their positions in the manuscript and found to be in good agreement. See the Review Report for the explanation of this condition.
REVIEW REPORT
Shoreline Maps T-5976 and T-5977
10 January 1951

62. Comparison with Registered Topographic Surveys

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<tr>
<td>T-1158</td>
<td>1:10,000</td>
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These maps supersede T-1115 and T-1158 for nautical charting purposes.

63. Comparison with Maps of other Agencies

Gardiner, Maine, U.S.G.S. quadrangle 1:62,500, 1941
Wiscasset, Maine, U.S.G.S. quadrangle 1:62,500, 1941

64. Comparison with Contemporary Hydrographic Surveys

None

65. Comparison with Nautical Charts

Chart 288, 1:15,000, ed. 1943, corr. 11/22/48
Chart 289, 1:15,000, ed. 1945, corr. 9/26/49

The northern portion of the Training Wall, shown as awash at MHW on T-5976 is shown as above the MHW datum on chart 289.

Several differences in geographic names occur between the map and the charts. Refer to the Geographic Names Report filed in the Geographic Names Section, Division of Charts, also the attached list of approved geographic names.

The towers supporting high tension lines over the Eastern River shown on T-5977 are not shown on the chart.

A cable crossing just north of the Richmond-Dresden Bridge on T-5977 is not shown on chart 288. (Marked on Aid Chart)

The jetties south of Clay Cove shown as awash at MHW on T-5977 are shown as above the MHW datum on chart 288.

The shape of Little Swan Island differs on T-5977 from that shown on chart 288.

Refer to item 47 of the compilation report for differences between the map and chart 288 at Green Pt.

Small differences in shorelines and the number of near shore obstructions are apparent between the map and the charts but these differences are not critical to navigation.

66. Adequacy of Results and Future Surveys

These maps are adequate as a base for hydrographic surveys and the construction of nautical charts.
Control

Eight triangulation stations were plotted on the manuscripts. These are stations that were searched for and not recovered but were not indicated as being lost or destroyed. They are as follows:

T-5976
Blair, 1868
Swan Island 1, 1868

T-5977
Sharp Top, 1870
Pine, 1870
Pray, 1870
McFadden, 1870
Swan Island 3, 1868
Wilson, 1868

Landmarks and Aids

Recoverable topographic station Ames Ledge Day-beacon has been determined to be in the same position formerly occupied by the Ames Ledge Lighthouse as based on local reports. See Item 5 of the compilation report concerning geographic position submitted.

The Abagadaaset Point on Range does not fall in line with the Abagadaaset Point Range Front and Rear Day-beacons. The application of the data on Photo Pts. 1 and 2 and the angle and distance to the Point on Range as furnished on the Control Station Identification form positions the Point on Range about 0.3 m inshore from the shoreline and east of the trees bordering the shoreline. The sketch on the field pricking card indicates the Point on Range as being in the open field west of the trees bordering the shoreline. It is evident that the plotted position and the sketch description do not agree for the Point on Range and some error probably in the measurement of the distance to the Point on Range from Photo Pt. 1 has been made in the field. The Point on Range has been deleted from the manuscript.

Reviewed by:
K. N. Maki

Approved:
S. L. Griffith
Chief, Review Section B
Div. of Photogrammetry

Earl O. Herndon
Chief, Div. of Coastal Surveys

W. H. Edmondson
Chief, Nautical Chart Branch
Division of Charts

Chief, Div. of Photogrammetry
# Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
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<td>J.P.W. et al</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.