### DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Air Photographic Topographic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>CS-303-C, South</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-8529</td>
</tr>
</tbody>
</table>

#### LOCALITY

- **State**: Maine
- **General locality**: York Harbor to Ogunquit
- **Locality**: York Beach

#### 1943-44

**CHIEF OF PARTY**

Fred L. Peacock

**LIBRARY & ARCHIVES**

**DATE**: May 14-1949
Applied to chart 228 11/9/44 Andero
" Reconstruction begun 12/5 Sept. 1946 N. F. Stegman
DATA RECORD
T-8529

Quadrangle (II): York Beach 7½ minute Quadrangle

Field Office: Sanford, Maine

Compilation Office: Baltimore, Md.

Instructions dated (III): May 1, 1943

Completed survey received in office: 7 Jan. 1944

Reported to Nautical Chart Section:

Reviewed: 3/21/44 Applied to chart No. 228 Date: 11/9/44

Redrafting completed: 6 Apr. 1944

Registered: 8 Oct. 1944 Published: Nov. 1944

Compilation Scale: 1:20,000 Published Scale: 1:25,000

Scale Factor (III): none

Geographic Datum (III): N. A. 1927 Datum Plane (III): Mean Sea Level

Reference Station (III): CLIFF MAGNETIC, 1928

Lat. 43° 13' 14.329" Long. 70° 34' 35.893" 810.1
(1409.4) (541.1)

State Plane Coordinates (VI): Not available

Military Grid Zone (VI): "E" = Harbor defense
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>13768 to 13771 Inc.</td>
<td>4/18/43</td>
<td>1:56p.m.</td>
<td>1:20,000</td>
<td>4.1' above M. L. W.</td>
</tr>
<tr>
<td>13772</td>
<td>4/18/43</td>
<td>1:59p.m.</td>
<td>1:20,000</td>
<td>3.7' above M. L.W.</td>
</tr>
<tr>
<td>13793 to 13797 Inc.</td>
<td>4/18/43</td>
<td>2:24p.m.</td>
<td>1:20,000</td>
<td>3.1' above M. L. W.</td>
</tr>
</tbody>
</table>

Tide from (III) Predicted tables, reference station, Portland, Maine, with correction for Gerrish Island Wharf
Mean Range: 8.7'  Spring Range: 10.0'
Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens camera (focal length 34")

Field Inspection by: L. G. Chambers and K. B. Roche  date: Aug. & Sept., 1943

Field Edit by: L. G. Chambers  date: Jan., 1944

Date of Mean High-Water Line Location (III):
Same as date of photographs

Projection and Grids ruled by (III) B.R.C., F.L.T.
checked by: B.R.C.

Control plotted by: John M. Reinoldi
date: August 21, 1943
date: August 21, 1943
date: August 30, 1943
date: August 30, 1943

Control checked by: Edward H. Snyder
date: Sept. 6 to Sept. 15, 1943

Radial Plot by: J. Edward Deal, Jr. and Joseph Steinberg
date: Sept. 17 to Jan. 3, 1944

date: Dec. 29 to Jan. 3, 1944

Detailed by: Edward H. Snyder
date: Jan., 1944

Reviewed in compilation office by: Harold R. Brooks

Elevations on Field Edit Sheet
checked by: L. G. Chambers
Contouring as indicated
Aug to Sept, 1943
STATISTICS (III)

Land Area (Sq. Statute Miles): 10

Shoreline (More than 200 meters to opposite shore): 18 Statute Miles

Shoreline (Less than 200 meters to opposite shore): 1.6 Statute Miles (center line of streams)

Number of Recoverable Topographic Stations established: 15 (4 of which are bench marks)

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 21.5 mi.

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:
General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S.33C, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs.

Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid hand templet) of all planimetry and contours. These manuscripts were drawn on the scale of 1:20,000 on celluloid sheets on which polyconic projections had been ruled with the Projection Ruling Machine in the Washington Office. Compilation was accomplished in the Baltimore Tampa Photogrammetric Office.

FIELD EDIT

Comparison of a copy of the manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.
Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blueline" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.
1. This quadrangle is located in York County, Maine with most of the area in the town of York and a small portion of the northern part in the town of Wells. The village of Ogunquit is located on the northern boundary of the quadrangle and the village of York Beach is near the southern boundary.

Ogunquit Beach and York Beach are the only beaches along this section of the Coast line, the shore line for the most part being very rugged and rocky with cliffs rising to a height of 64 feet at Bald Head. The terrain inland rises sharply from the sea and is very irregular and rocky, forming numerous isolated contours.

Drainage is accomplished through numerous small streams that lead directly to the ocean or to Josias River in the north and Cape Neddick River in the south. They are usually swampy throughout their length and originate from swamps high in the hills.

The area is almost entirely covered with a dense growth of mixed deciduous and evergreen trees with heavy brush. A few farms are located inland but most of the cleared area lies along the Coast.

U.S. Highway No. 1 Parallels the ocean about 2 mile inland and is a 3-lane road. Roads classified as Rd. 2 in the area are usually light structure oil or asphalt and roads classified as Rd. 3 are usually narrow gravel roads with a good all year base.

2. The field inspection is believed to be complete. Buildings, road streams and ground cover have been classified according to instructions, with the exception of congested areas where the buildings were blocked in with red and green ink. Private dwellings are in green and commercial establishments in red. Buildings which require names are noted and indexed by numbers which are attached to the Photographs. Classification of bridges and culverts will be done by the field edit party.

3. The interpretation of the Photographs is typical for this type of terrain except that deciduous trees on the hills and deciduous trees and brush in the swamps are nearly the same shade of light grey, the deciduous growth on the hills being lighter.

4. See report for Quadrangle 8528.

5. See report for Quadrangle 8528.

6. Contouring was done with a five man party using standard planetable methods. Pertinent highs and lows were located under the stereoscope, then elevations were taken on these points and the contours sketched in under the stereoscope.

Drainage was first located by the stereoscope and later checked in the field.
7. The mean high-water line was located on Photograph 13770 by K. B. Roche.

8. No mean low water line was located.

9. Wharves and shore line structures were located by K. B. Roche on Photograph 13770.

10. There were no obstructions off shore which would require investigation by the hydrographic party.

11. Land marks for Charts and Aids to navigation are submitted on the attached Form 567.

12. Twelve hydrographic and topographic stations were pricked on the recovery Photographs, the positions of which will be located by radial plot.

13. An aero beacon, located about one mile south of Ogunquit, has been pricked on Photograph 13770. It has been located by triangulation.

14. Roads have been classified according to instructions.

15. Bridges have been indicated on the photographs and will be classified by the field edit party.

16. Buildings and structures have been classified according to instructions.

17. Monuments along the Wells - York town line have been located and pricked. This is the only boundary line to be located in this Quadrangle.

18. Geographic names are the subject of a special report on Project 505-C by A. J. Wright.

Approved and forwarded

F. L. Gallien
Chief of Party

Submitted by,

L. G. Chambers
Prin. Photo. Aid.
### BUILDINGS
- b  - barn
- Bldg - Building
- Bo Ho - Boat House
- Ch  - Church (give name)
- Ct Ho - Court House (give name)
- P.O. - Post Office (give name)
- Sch - School (give name)
- Hos - Hospital (give name)
- RR Sta - Railroad Station
- Sta - Country store or gas station
- P Sta - Power Station

### BOUNDARIES
- BDY - Boundary
- F 8 - Fire Break
- H 8 - Hedge
- Park  - Park
- Cem - Cemetery
- Co  - County

### LANDMARKS
- FT - Fire Tower (give name)
- TT - Transmission Tower
- RT - Radio Tower or mast
- Air Sn - Airway Beacon
- Sn  - Non-lighted aid to navigation
- Lt  - Lighted aid to navigation
- Tk  - Low tank
- Tk elev - Tank elevated on structure
- Stk - Stack

### STORE LINES
- HWL - Mean high water; fast land
- LWL - Low water line
- LL  - Marsh shore line
- M  - Marsh
- MG  - Marsh grass in water
- Dk  - Dock
- Pier - Pier
- Sw  - Sea Wall
- Bldd - Bulkhead
- Jetty - Jetty
- Drp - Drop
- File - File
- S  - Sand
- Mud - Mud
- Rk  - Rock or Rocky
- Sty - Story
- Cncl - Concrete
- Wo  - Wood
- Sff - Silt
- Dune - Dune

### STREAMS AND PONDS
- D  - Largest ditches only
- IX  - Small ditch (delete)
- IS  - Intermittent stream
- PD  - Probable drainage
- Gr  - Creek
- Ca  - Canal
- Gy  - Culvert
- Leve  - Levee
- Dam  - Dam
- F  - Pond
- IP  - Intermittent pond

### VEGETATION
- Gr  - Grass
- Sw  - Swamp
- Cy Sw - Cypress Swamp
### Road Classification for Maps of All States

<table>
<thead>
<tr>
<th>Class</th>
<th>Label</th>
<th>Structure</th>
<th>Loading</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dependable hard-surfaced heavy-duty road</td>
<td>Concrete, asphalt, bituminous structures</td>
<td>Will bear heaviest loads with little maintenance</td>
</tr>
<tr>
<td>2</td>
<td>Secondary hard-surfaced all-weather road</td>
<td>Surface treated, all gravel, water-bound macadam, structures</td>
<td>Will bear fairly heavy military loads in all weather if generally lighter than 8-15 out sturdy</td>
</tr>
<tr>
<td>3</td>
<td>Access-surface gravel or stone surfaced road, standard gravel, gravel road, gravel road, etc.</td>
<td>Gravel or stone surface material, selected sand-clay, etc., trained and graded</td>
<td>Will bear light military loads in good weather</td>
</tr>
<tr>
<td>4</td>
<td>Unpaved road</td>
<td>Gravel and trained earth, with very light structure</td>
<td>Generally unsuitable for military loads</td>
</tr>
<tr>
<td>4U</td>
<td>Truck road</td>
<td>Woods roads, farm roads, etc., over which a standard axle vehicle can be driven</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Trail</td>
<td>(Horse trails, foot trails, etc.)</td>
<td></td>
</tr>
</tbody>
</table>

Rods with more than two (2) lanes are indicated by dots along road, e.g. 3 LANE. Change in lanes slow by a double dot of change. Main roads have two lanes unless otherwise.

Private roads are designated by the letter P after the road classification.
## Bridge and Tunnel Classification

<table>
<thead>
<tr>
<th>First Symbol</th>
<th>One Lane</th>
<th>Unlimited</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>6 tons</td>
<td>25 tons</td>
</tr>
<tr>
<td>B</td>
<td>25 tons</td>
<td>18 tons</td>
</tr>
<tr>
<td>C</td>
<td>18 tons</td>
<td>13 tons</td>
</tr>
<tr>
<td>D</td>
<td>10 tons</td>
<td>7 tons</td>
</tr>
<tr>
<td>E</td>
<td>6 tons</td>
<td>4 tons</td>
</tr>
<tr>
<td>P</td>
<td>Light vehicles only</td>
<td></td>
</tr>
</tbody>
</table>

### Second Symbol

| Vertical Clearance | A = over 16 feet  
|                   | B = over 18 feet  
|                   | C = over 19 feet  
|                   | D = over 11 feet, etc. |

### Third Symbol

| Horizontal Clearance | A = over 18 feet  
|                     | B = over 17 feet  
|                     | C = over 16 feet  
|                     | D = over 16 feet, etc. |

### Fourth Symbol - Year of Classification
<table>
<thead>
<tr>
<th>TYPE</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>Deciduous</td>
</tr>
<tr>
<td>E</td>
<td>Evergreen</td>
</tr>
<tr>
<td>C</td>
<td>Cypress</td>
</tr>
</tbody>
</table>

**CONCEALMENT**

- **Z**: Trees 10 feet or more in height, and thick enough when in foliage to conceal troops and vehicles.
- **Y**: Brush and undergrowth thick enough to impede foot troops and conceal troops lying down.
- **X**: Scattered trees not thick enough to conceal troops.
- **W**: Scattered brush not thick enough to conceal troops.

**PHYSICAL FEATURES**

- **H0**: Higher ground – usually appears in light tone on photograph; either wooded or cultivated area; may be scrub trees or brush. (usually not symbolized on photographs.)
- **L0**: Low areas – generally appears dark on photographs; becomes swampy during rainy season; often covered with dense growth of brush.
- **SW**: Swamp – ground covered with water or boggy most of the time; lower in elevation than L0; wooded and/or brush.
- **M**: Salt marshes

**NOTE:** The above areas are not outlined, but sufficient notes are made on each photograph so that the variation in tones can be correctly interpreted in the office.
CONTROL:

There are six U. S. Coast & Geodetic Survey triangulation stations which lie within the limits of this Map Manuscript, and which were used to control the orientation of the photographs for the establishment of photograph centers and secondary control points within this area. These stations are as follows:

- CLIFF HOUSE CUPOLA, 1903, r. 1941
- OGUNQUIT STANDPIPE, 1941
- CAPE NEDDICK 151, 1941
- CAPE NEDDICK L. H., 1903, r. 1941
- AERO BEACON, ME., 1941 (Doubtful identification on photographs)
- CLIFF MAGNETIC, 1928

A Field Inspection Point was established by the Field Inspection Party at a well-defined point near CAPE NEDDICK 151, 1941. This assured accurate pricking of this horizontal control station on the office photographs. This Field Inspection Point is shown with a small circle in orange ink on the reverse side of the Map Manuscript.

One other triangulation station, shown on the Map Manuscript, namely, BALD HEAD CLIFF 152, 1941, was reported not needed and was not identified by the Field Inspection Party.

RADIAL PLOT:

The radial plot for this Map Manuscript is described in Section 3 of the Descriptive Report of the Radial Plots for Project CS-303, which has been submitted to the Washington Office.

DETAILING:

The field inspection data for the area of this Map Manuscript as furnished by the Field Inspection Party was in most cases satisfactory. The majority of data appearing on the field inspection photographs was transferred to the nine lens office photographs and then delineated on the Map Manuscript. Drainage and contours were transferred to the Map Manuscript directly from the field inspection photographs.

Due to the scale of the photographs being near the compilation scale and good overlap in flights, very little difficulty was encountered when transferring the detail from the office photographs to the Map Manuscript.

SUPPLEMENTAL DATA:

The following prior topographic surveys, covering portions of this quadrangle, have been previously made by the U. S. Coast & Geodetic Survey:
29 SUPPLEMENTAL DATA: (cont'd)

<table>
<thead>
<tr>
<th>Survey No.</th>
<th>Dated</th>
<th>Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-450</td>
<td>1853</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-450a</td>
<td>1911</td>
<td>1:20,000</td>
</tr>
<tr>
<td>T-459</td>
<td>1854</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-459a</td>
<td>1912-13</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-1121</td>
<td>1869</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-1121a</td>
<td>1913</td>
<td>1:10,000</td>
</tr>
</tbody>
</table>

These surveys were not available to the Compilation Office.

30 MEAN HIGH-WATER LINE:

The stage of tide of all the photographs used in the process of detailing this Map Manuscript was computed and found to be just above Mean Low-Water. See two notes, shown on the discrepancy overlay, accompanying this Map Manuscript, regarding interpretation of the high-water line, by the Field Inspection Party.

31 LOW-WATER AND SHOAL LINES:

No low-water or shoal lines were indicated by the Field Inspection Party, but those visible on the office photographs were detailed on the Map Manuscript.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Numerous rocks lie off the Atlantic Coast line and in the vicinity of Cape Nedrick Harbor. These were detailed on the Map Manuscript according to data furnished by the Field Inspection Party. Those radially plotted have been shown with the rock symbol, enclosed in a dotted circle.

No other detail, offshore from the high-water line, was identified by the Field Inspection Party, or appeared on the nine lens photographs.

33 WHARVES AND SHORE LINE STRUCTURES:

All wharves and shore line structures indicated by field inspection were detailed and labeled on the Map Manuscript. No others were apparent from examination of the office photographs.

34 LANDMARKS AND AIDS TO NAVIGATION:

See Field Inspection Report, Paragraph No. 11.
Eleven Recoverable Topographic Stations (form 524)

ZOO  1943
ANC  
YEL  
YCU  
GER  
SPIRE (Union Congregational Church Spire) 1943
SPIRE (Star-of-the-Sea Catholic Church Spire) 1943
BEE  1943
BAT  
DOG  
AYE  

Four Bench Marks (form 524)

Tidal Bench Mark No. 1  1911
  " " " "  3
U.S.G.S.  33
U.S.G.S.  49
HYDROGRAPHIC CONTROL:

Form No. 521 is submitted with this report for each of eleven recoverable topographic stations which fall within the limits of this Map Manuscript. The Field Inspection Party has submitted, with its report, Form No. 567, upon which are listed four landmarks which are also triangulation stations that fall within this area. All of the above stations are believed suitable for use as partial control for future hydrographic surveys as long as they remain in position.

LANDING FIELDS AND AERONAUTICAL AIDS:

One aeronautical beacon which is also triangulation station, AERO BEACON, ME., 1941, falls within the limits of this Map Manuscript.

DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this Map Manuscript. On it are noted such details as are deemed likely to be of assistance during the Field Edit. In addition, a set of general notes has been included to aid in the interpretation of symbols and abbreviations that are shown on the Map Manuscript.

BENCH MARKS:

Form No. 521 is submitted with this report, giving the position and description for each of the four bench marks which lie within this quadrangle.

GEOGRAPHIC NAMES:

A list of undisputed, disputed and recommended geographic names is attached to this descriptive report. These geographic names have been compiled from the geographic name inspection data made by A. J. Wraight, which was furnished the Compilation Office by the Washington Office.

HORIZONTAL ACCURACY:

The horizontal accuracy of this Map Manuscript is believed to be within the limits set forth, for well-defined and less well-defined points of detail, under Paragraph No. 25 of the instructions for War Mapping Project CS-303, dated May 1, 1943.
41 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry as presented on this Map Manuscript is believed to be complete, but is subject to Field Edit for corrections, additions, and deletions.

42 JUNCTIONS:

Satisfactory junctions have been made with the following map manuscripts:

To the north, with map manuscript for survey No. T-8524.
To the west, with map manuscript for survey No. T-8528.
To the south is the Atlantic Ocean.
To the east is the Atlantic Ocean.

43 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Comparison was made with the U. S. Geological Survey 15 minute quadrangle of Kock (Maine, New Hampshire), scale 1:62,500. Minute comparison was impossible, due to the differences in scale, but visual comparison of main roads and waterways showed good agreement.

No other existing topographic quadrangles of this area were available to the Compilation Office.

44 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with the U. S. Coast & Geodetic Survey Chart No. 22B, scale 1:20,000 issued September 1936, and reissued June 10, 1941. Shore line and interior details in the area covered by this Chart seem to be in generally good agreement except on the eastern end of Cape Neddick where the high-water line shown on the Chart seems to be too far inland.

Two other U. S. Coast & Geodetic Survey Charts, No. 1205, scale 1:80,000 issued December 1930, and reissued April 30, 1943; and No. 1106 issued June 1933, reissued June 30, 1941, were noted, but due to the differences in scale, no accurate comparison could be made.
Respectfully submitted:
January 3, 1943

Edward H. Snyder
Sr. Photogrammetric Aid

Map Manuscript, Discrepancy
Overlay and Descriptive Re-
port reviewed by:

Harold R. Brooks
Sr. Engineering Aid

Compilation of Map Manuscript
Supervised by:

Joseph Steinberg
Asst. Photogrammetric Engineer

and

J. Edward Deal, Jr.
Asst. Photogrammetric Engineer

Approved & Forwarded:
January 7, 1944

Fred. L. Peacock
Commander, C & G Survey
Officer-in-Charge
Baltimore Field Office
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks, be charted on (deleted from) the charts indicated.

The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>NAME AND DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>D. M. METERS</td>
<td>D. P. METERS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cliff House Cupola, 1903</td>
<td>43° 13</td>
<td>433</td>
<td>70° 34</td>
<td>911</td>
<td>N.A.</td>
<td>1927</td>
</tr>
<tr>
<td>Mt. Ascutney Firetower, 1941</td>
<td>43° 13</td>
<td>774</td>
<td>70° 41</td>
<td>801</td>
<td>N.A.</td>
<td>1927</td>
</tr>
<tr>
<td>Aero Beacon, 1941</td>
<td>43° 13</td>
<td>584</td>
<td>70° 36</td>
<td>905</td>
<td>N.A.</td>
<td>1927</td>
</tr>
<tr>
<td>York Village Wh. Ch. Sp., 1906</td>
<td>43° 08</td>
<td>1251</td>
<td>70° 39</td>
<td>218</td>
<td>N.A.</td>
<td>1927</td>
</tr>
<tr>
<td>Star-of-the-Sea Ch. Spire</td>
<td>43 10</td>
<td>(1188.1)</td>
<td>70 36</td>
<td>(451.8)</td>
<td>N.A.</td>
<td>1927</td>
</tr>
<tr>
<td></td>
<td>663.2</td>
<td>(493.5)</td>
<td></td>
<td></td>
<td>Radial Plot</td>
<td>1943</td>
</tr>
<tr>
<td>Union Cong. Ch. Spire</td>
<td>43 10</td>
<td>(1174.7)</td>
<td>70 36</td>
<td>(384.3)</td>
<td>N.A.</td>
<td>1927</td>
</tr>
<tr>
<td></td>
<td>676.9</td>
<td>(397.1)</td>
<td></td>
<td></td>
<td>Radial Plot</td>
<td>1943</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.
FIELD EDIT REPORT
To accompany
QUADRANGLE T-3529
Project 305-C

46. The field edit of this quadrangle was accomplished mainly by
a visual inspection of the various topographical features as
they were compiled. Rocks offshore were inspected and bridges
classified according to instructions. Notes on the discrepancy
overlay were checked and the additional information requested
was furnished. Notes were applied to the cloth backed copy of
the compilation according to the following color scheme:

Additions .................. Black Ink
Deletions .................. Green Ink
Contours ................... Brown Ink
Drainage .................. Blue Ink

Notes on the celluloid discrepancy overlay ......... Red Ink.

47. The compilation is believed to be complete and accurate as
corrected by field edit.

48. Accuracy tests, both vertical and horizontal, are the subjects
of special reports on Project 305-C.

Submitted by:

L.G. Chambers

L.G. Chambers
Prin. Photo. Aid

Approved and Forwarded:

F.L. Gallen
Chief of Party
LIST OF GEOGRAPHIC NAMES

Undisputed

Bald Head
Bald Head Cliff
Banks Rock
Birch Knoll
Bridges Ice Pond
Briley Brook
Bush Swamp
Cape Neddick
Cape Neddick (town)
Cape Neddick Harbor
Cape Neddick River
Clay Hill
Coast Road
Concordville
Cow Beach Point
Dover Bluff
East Point
Gull Hill
High Pasture
Josias River
Logging Road
Long Beach (town)
Oceanside
Ogunquit
Ogunquit Road
Passaconway Lake
Perkins Cove
Phillips Pond
Pine Hill
Pine Hill Road
Pond Rocks
Post Road
Prebble Brook
Prebble Point
Roaring Rock Point
Simpsons Hill
Staples Pond
Summit Pond
Walnut Hill
Warney's Ice Pond
Weare Point
Wells (Township)
York (Township)
York Beach

Recommended

Disputed

Back Road
Big Bridge
Clay Hill Road
York Cliffs

Long Sands Road
Wilson Bridge
Agamenticus Road
Passaconway
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*Names underlined in red approved by L. Heck on 4/4/44*
DIVISION OF CHARTS
SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8529

YORK BEACH QUADRANGLE ME.

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

Horizontal (Traverse Line No. 14): Of the 14 points in this line only one point is displaced as much as 0.50mm.
Vertical: No vertical test was made for T-8529. Two tests each were made in the map area to the north and to the west, and these showed the maps to be within the required accuracy.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area:

T-440  1/10000  1853
T-440a 1/20000  1911
T-459  1/10000  1854
T-469a 1/10000  1912

There are slight changes in shoreline, and numerous changes in the interior.

Comparison with Nautical Charts Nos. 228  1/20000
            1205  1/80000

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

see subject number 44 of the descriptive report.
The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

Reviewed

under direction of D. H. Benson

Inspected by B. G. Jones

Examined and approved:

Chief, Surveys Branch

Chief, Topography Section

Chief, Div. of Charts

Chief, Div. of Coastal Surveys
Between January, 1942 and July, 1944, this Bureau completed 325 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault.

Cloth-mounted copy of the published quadrangle.

Black and white cloth-mounted copy of the published quadrangle at 1:20,000 scale. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For woodland, refer to the published quadrangle for the finally adopted outlines.

Descriptive Report.

Filed in the Photogrammetric Division.

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Review-Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.
Copies of specifications and all instructions to field parties and field offices.

*Filed in Reproduction Branch.*

Glass negatives of the color separation drawings.

*Filed in the Library.*

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Callen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract.

Film negatives and film positives of the color separation drawings.

All color separation drawings.

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.