# U. S. COAST AND GEODETIC SURVEY
# DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Planimetric Air Photographic (Shoreline)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Office No. T-8582</td>
</tr>
</tbody>
</table>

### LOCALITY

- **State**: Maine
- **General locality**: Frenchman Bay
- **Locality**: Frenchman Bay, Skillings River to morony Cove

<table>
<thead>
<tr>
<th>1945</th>
</tr>
</thead>
</table>

### CHIEF OF PARTY

- Fred. L. Peacock

### LIBRARY & ARCHIVES

- **DATE**: April 23, 1948
Foreshore and offlying shoal corrections and additions were added from low-water single lens photographs taken in May 1952, with the "J" camera, and are shown in red on the brown line acetate reproduction of the manuscript. The photographs were ratio printed to scale permitting detail to be added without further radial plotting. Whenever possible recoverable photo-hydro signals previously located were used in applying the new additions, however, it was necessary to apply corrections by holding to identifiable features previously compiled.

The photos on the west shore of Waukeg Neck (Nos. 1066-1069) were of too poor scale for use in shoreline delineation. Great relief displacements were evident due to tilt and/or because the areas are too near the edge of the photo. No LWL changes were made in this area.

There is no LW photo coverage of Eastern Flanders Bay nor of Southern Freelde Island, Calf Island, Long Ledge and Half Tide Ledge. No changes were made in these areas.

The Small Wood Elevated Tank (No. 1871½) appears to have been moved or incorrectly located on manuscript. Old photo 936 and new photos 493 and 494 show this tank about 30 meters NE of the manuscript location. The New location is circled on the brown line manuscript.

The stage of tide was 0.0 feet on the 1000 series of photos, and +0.8 feet on the 400 series. LWL located with this latter group of photos is approximate. No building or road revision was made on this sheet. No new photo-hydro stations were located on this sheet.

Building & road revision completed Jan 1954 except photo coverage was not adequate for Waukeg Neck.

Respectfully submitted:

Samuel D. Parkinson
Lt., U.S.C. & G.S.

Approved by:

E. C. Lande, Chief,
Graphic Compilation Section
Division of Photogrammetry
Data Record

Project No. (II): US-972F

Quadrangle (II):

Field Office:
Air Photographic Party No. 2

Compilation Office:
Baltimore Photogrammetric Office

Chief of Party: Fred. L. Peacock

Instructions dated (II III):
April 1, 1942 (Additional)
July 10, 1943 (Horizontal Control Requirements)
March 16, April 11 & July 17, 1944 (Supplemental)
August 10, 1944 (additional) – August 28, 1944 (Amendment to Additional Instructions)

Completed survey received in office: 10 July, 1944

Reported to Nautical Chart Section:

Reviewed: 1/12/47

Bedrafting Completed: 19 Sept. 1947

Registered: 3 March 1948

Compilation Scale: 1:10,000

Published Scale: 1:10000

Scale Factor (III): 1.0000

Geographic Datum (III): N.A. 1927

Datum Plane (III):

Reference Station (III): CRAB, 1934, r. 1944

Lat.: 44° 27' 49.499" N
Long.: 68° 13' 50.780" W

State Plane Coordinates (VI): East Zone

X =

Y =

Military Grid Zone (VI)

Note: Jotted, Jot line backed, 8 Oct. 1947

Vault copy only
PHOTOGRAPHS (III)
(Unmounted - Single lens ratio prints)

<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>44-C-934 to 44-C-937, incl. 5/16/44</td>
<td>12:30 P.M.</td>
<td>1:10,000</td>
<td>0.8' above M.L.W.</td>
<td></td>
</tr>
<tr>
<td>44-C-943 to 44-C-950, incl. 5/16/44</td>
<td>12:30 P.M.</td>
<td>1:10,000</td>
<td>0.8' above M.L.W.</td>
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</tr>
<tr>
<td>44-C-1053 to 44-C-1065, incl. 5/17/44</td>
<td>12:15 P.M.</td>
<td>1:10,000</td>
<td>at M.L.W.</td>
<td></td>
</tr>
<tr>
<td>44-C-1199 to 44-C-1201, incl. 5/28/44</td>
<td>10:15 A.M.</td>
<td>1:10,000</td>
<td>3.7' above M.L.W.</td>
<td></td>
</tr>
<tr>
<td>44-C-1543 to 44-C-1544</td>
<td>11:30 A.M.</td>
<td>1:10,000</td>
<td>1.2' above M.L.W.</td>
<td></td>
</tr>
<tr>
<td>44-C-1674 to 44-C-1676, incl. 6/4/44</td>
<td>11:45 A.M.</td>
<td>1:10,000</td>
<td>5.4' above M.L.W.</td>
<td></td>
</tr>
</tbody>
</table>

Tide from (III); Predicted Tide Tables, Atlantic Ocean 1944. Reference Station Eastport, Maine, with corrections to Eastern Point Harbor, Maine.

Mean Range: 10.5'
Spring Range: 12.0'

Camera: (Kind or source) U. S. Coast and Geodetic Survey wide angle single lens camera. Type "C". Focal length 8". All negatives are on file in the Washington Office.

Field Inspection by: Lieutenant Dale E. Sturmer  date: Oct. & Nov. 1944

Field Edit by:  date:

Date of Mean High-Water Line Location (III); As of the photographs taken on May 16, May 17, May 26, May 30 and June 4, 1944, supplemented by the field data obtained during October and November, 1944.

Projection and Grids ruled by (III)  S.R.  date: 3-19-45
= = = checked by: S.R.  date: 3-19-45

Control plotted by: H. R. Rudolph  date: 4-2-45
Control checked by: A. L. Goncharsky  date: 4-3-45

Radial Plot by: W. E. Schmidt & H. R. Rudolph  date: April 1945

Detailed by: Ruth E. Rudolph  date: 5-26-45 to 6/13/45
(Shoreline & immediate adjacent culture).
Reviewed in compilation office by: Raymond Glaser  date: 6-25-45 to 6/28/45

Elevations on Field Edit Sheet checked by:  date: 1/1/47
STATISTICS (III)

Land Area (Sq. Statute Miles):  5 miles

Shoreline (More than 200 meters to opposite shore): 27.5 statute miles.

Shoreline (Less than 200 meters to opposite shore): 2.0 statute miles

Number of Recoverable Topographic Stations established: 415

Number of Temporary Hydrographic Stations located by radial plot: 109

Leveling (to control contours) - miles: 

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname

and initials (not initials only).

Remarks: * Nine of these were located by the radial plot. Four were
located by ground survey methods. The remaining two are
Bench Marks located by the radial plot.
FIELD REPORT
SURVEY No. T-8582

COAST OF MAINE
VICINITY OF FRENCHMAN BAY
PROJECT No. CS-272-E

1. DESCRIPTION OF THE AREA:

According to instructions dated August 10, 1944, the survey for Map Drawing, Survey No. T-8582, is a shoreline survey.

Survey No. T-8582 covers an area which includes the North part of Frenchman Bay, portions of the area of Crabtree Neck, part of Sullivan Harbor, Waukeag Neck and Flanders Bay. Also included are Ash Neck, Preble Island and a number of smaller islands.

The terrain immediately adjacent to the Mean High-Water Line is, in general, rocky. The foreshore area is commonly ledge rock with some stretches of sand and gravel beaches, frequently boulder strewn. The majority of the sand and gravel beaches are in or near coves.

The interior area is mostly tree covered with a few cleared and cultivated areas. Two small towns, namely: Hancock Point and Sorrento, fall within the area.

2. COMPLETENESS OF FIELD INSPECTION:

The identification of the horizontal control and the field inspection of the Mean High-Water Line, and offshore features are complete except for off-lying shoal and reef areas and charted rocks awash not visible on the photographs. The charting data for these features will become available during the contemplated hydrography.

3. INTERPRETATION OF THE PHOTOGRAPHS:

Sufficient notes have been made on the field photographs to enable the Compilation Office to augment the field interpretation by analogy where necessary.

4. HORIZONTAL CONTROL:

Four additional horizontal ground control stations, namely: BUMP, 1944, CALF ISLAND N.E. CABLE UNPAINTED BOATHOUSE, 1944, DRAM, 1944, and PREELE, 1944, for the area of this Survey, were established in accordance with the instructions for Project No. CS-272-E. These stations were located by approved field methods.
4. **HORIZONTAL CONTROL:** (Continued)

   All U. S. Coast and Geodetic Survey Triangulation Stations for the area of the Survey were recovered in good condition and all but three were identified on the field photographs.

   Form No. 526, Recovery Note, has been submitted for each of the Triangulation Stations within the area of the Survey.

5. **VERTICAL CONTROL:**

   Two Bench Marks were recovered and identified on the field photographs.

6. **DRAINAGE:**

   Only drainage north of latitude 44° 29' 45" has been identified on the field photographs.

7. **MEAN HIGH-WATER LINE:**

   All of the Mean High-Water Line was inspected from a dinghy kept close to the shore or by traversing on foot. Where the Mean High-Water Line could not be directly identified on the field photographs, reference measurements were taken or the distance estimated from some well-defined picture reference image.

   Alongshore rocks and offshore rocks and islets above the plane of Mean High-Water, revealed by photography, have been identified on the field photographs with elevations above the plane of Mean High-Water noted.

8. **MEAN LOW-WATER LINE:**

   The Mean Low-Water Line was inspected at or near Mean Low-Water where practicable. All of the Mean Low-Water Line within the area of this Survey has been delineated except for that portion along the western shore of Crabbet Neck. The delineation of the position of the Mean Low-Water Line is very close to its true position but some sections as indicated on the field photographs are to be considered as approximate. Several stretches of the Mean Low-Water Line have been delineated with full accuracy.

9. **WHARVES AND SHORELINE STRUCTURES:**

   All seawalls, cribblings, piers, boat skidways and piling areas visible on the photographs within the area of the Survey have been identified on the field photographs.
10. **DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE:**

All of the rock ledge areas, rocks, and islets, revealed by photography were identified. The character of the foreshore area has been indicated on the field photographs. The extent to which many prominent rocks and ledge areas in the foreshore area bare at Mean High-Water or uncovered at the time of field inspection, with time and date, have been noted on the field photographs.

11. **LANDMARKS AND AIDS TO NAVIGATION:**

Two previously charted Fixed Aids to Navigation which fall within the limits of the Survey have been identified on the field photographs.

No other previously charted or recommended landmarks or recommended Fixed Aids to Navigation fall within the limits of the Survey. There are several floating aids to navigation within the limits of the Survey.

12. **HYDROGRAPHIC CONTROL:**

- **12** Recoverable Topographic Stations.
- **109** Temporary Hydrographic Stations.

Descriptions have been furnished.

14. **ROAD CLASSIFICATION:**

In accordance with the Army War College Circular, dated January 12, 1942, "Classification of Roads".

15. **GEOGRAPHIC NAMES:**

No investigation.
26. **CONTROL:**

The horizontal control shown on the Map Drawing for Survey No. T-8582 consists of eighteen stations. They are as follows:

### Ten within the detail limits

<table>
<thead>
<tr>
<th>Name of Station</th>
<th>Type of Station</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HANCOCK PT. STEEL TOWER OLD WINDMILL, 1934, r.1944</strong></td>
<td>Triangulation (Intersection)</td>
</tr>
<tr>
<td>* CRAB, 1934, r. 1944</td>
<td>Triangulation</td>
</tr>
<tr>
<td>CRABTREE LEDGE LIGHTHOUSE, 1934, r. 1944</td>
<td>Triangulation</td>
</tr>
<tr>
<td>RED BEACON, 1879 (Recovery in 1944 doubtful)</td>
<td>Triangulation (Intersection)</td>
</tr>
<tr>
<td><strong>CALF, 1960, r. 1944</strong></td>
<td>Triangulation</td>
</tr>
<tr>
<td>**McFARLAND'S S.N. HOUSE CHIMNEY, 1865, r. 1944</td>
<td>Topographic</td>
</tr>
<tr>
<td>* DRAM, 1944</td>
<td>Topographic</td>
</tr>
<tr>
<td>* PREBLE, 1944</td>
<td>Topographic</td>
</tr>
<tr>
<td>* BUMP, 1944</td>
<td>Topographic</td>
</tr>
<tr>
<td>CALF ISLAND, N.E. GABLE UNPAINTED BOATHOUSE, 1944</td>
<td>Topographic</td>
</tr>
</tbody>
</table>

### Eight just outside the detail limits

<table>
<thead>
<tr>
<th>Name of Station</th>
<th>Type of Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>* NAR, 1944</td>
<td>Topographic</td>
</tr>
<tr>
<td>* NOR, 1944</td>
<td>Topographic</td>
</tr>
<tr>
<td>* STAVE, 1944</td>
<td>Topographic</td>
</tr>
<tr>
<td>HIll, 1879 (No recovery in 1944)</td>
<td>Triangulation</td>
</tr>
<tr>
<td>**CRABTREE NECK BAPTIST CHURCH CHIMNEY, 1865</td>
<td>Triangulation (Intersection)</td>
</tr>
<tr>
<td>(No recovery in 1944)</td>
<td></td>
</tr>
<tr>
<td>HANCOCK, 1879 (No recovery in 1944)</td>
<td>Triangulation</td>
</tr>
<tr>
<td>**TUCKER 2, 1879, r. 1944</td>
<td>triangulation</td>
</tr>
<tr>
<td>TUCKER, 1860, r. 1944</td>
<td>triangulation</td>
</tr>
</tbody>
</table>

- Station identified by a well defined picture point connected to station by a short traverse. The positions of these substitute points have been shown on the Map Drawing with very small black acid ink circles, accompanied by the letters "F.I.P."

- **Station recovered but not identified on the field photographs.**

- ***Station identified by the Compilation Office.***

All of the above eighteen horizontal control stations, twelve were
26. **CONTROL:** (Continued)

identified and available for controlling the radial plot.

27. **RADIAL PLOT:**

The radial plot for the area of the Survey is part of a combined plot made with celluloid templates. Satisfactory results were obtained.

The facts concerning the radial plot for the area of this Survey have been fully brought out in the radial plot for the areas of Surveys Nos. T-8573 to T-8590, inclusive, T-8594, and T-8595, submitted June 5, 1945.

28. **DETAILING:**

The field data, horizontal ground control and radially plotted control points available for the compilation were adequate.

In three areas only two radials could be drawn due to insufficient photography. In general, the photography was also adequate.

Except for Ash Neck, Sorrento, and the numerous small islands, which have been detailed in their entirety, only the area adjacent to the shore has been detailed.

29. **MEAN HIGH-WATER LINE:**

Detailed in accordance with the field data and shown with a continuous heavy-weight black acid ink line.

30. **MEAN LOW-WATER LINE:**

In most cases the approximate position of the Mean Low-Water Line was detailed in accordance with the field data and has been shown with a dotted black acid ink line. Where the position was determined definitely, it has been shown with an alternate dash and dot black acid ink line. The Mean Low-Water Line has not been detailed on the western side of Crabtree Neck because no field data were furnished and Compilation Office interpretation on the photographs was not possible. On the southeastern tip of Crabtree Neck the field inspection data identified the Mean Low-Water Line as being definite on field photograph No. 1083; as being approximate on field photograph No. 1199. The Mean Low-Water Line has been detailed as definite on the Map Drawing.

31-A. **FORESHORE AREAS:**

The foreshore areas shown consist of rock ledge, boulders, detached rocks, mud, and sand and gravel beaches. Detailed in accordance with the field data.
31-B. **SHOAL LINES:**

The approximate limits of shoal areas were detailed in accordance with the Compilation Office interpretation of the photographs and are for the advance information of the Hydrographic Parties only. Shown with a long dashed black acid ink line, accompanied by the note "Shoal".

31-C. **REEF LINES:**

The approximate limits of reef areas were detailed in accordance with the Compilation Office interpretation of the photographs and is for the advance information of the Hydrographic Parties only. Shown with a short dashed black acid ink line, accompanied by the note "Reef".

32. **DETAILS OFFSHORE FROM THE MEAN HIGH-WATER LINE:**

The offshore details include shoals, reefs, and islets. Except for the shoal and reef areas, all of these details are in accordance with the field data.

33. **WHARVES AND SHORELINE STRUCTURES:**

Piers, cribbings, seawalls, and boat skidways have been shown in accordance with the field data.

34. **LANDMARKS AND AIDS TO NAVIGATION:**

No landmarks were recommended for the area of this Survey.

There are two previously charted Fixed Aids to Navigation. The position of RED BEACON was determined by triangulation in 1879 and the position of CRABTREE LEDGE LIGHTHOUSE was determined by triangulation in 1934.

35. **HYDROGRAPHIC CONTROL:**

4 Recoverable Topographic Stations - located by ground survey methods.
11 Recoverable Topographic Stations - located by radial plot.
109 Temporary Hydrographic Stations - located by radial plot.

A list of their descriptions is attached to this report.

Form No. 524 is being submitted for the 15 Recoverable Topographic Stations.

* Two of these are Bench Marks.
37. **BRIDGES:**

One small wooden bridge has been shown at the northern end of Jellison Cove. One bridge on cribbing has also been shown connecting Soward Island and Waukeag Neck.

38. **GEOGRAPHIC NAMES:**

Taken from Nautical Chart No. 306 and United States Geological Survey Bar Harbor, Maine, 15° Quadrangle Map.

A list of the names is attached to this report.

39. **JUNCTIONS:**

Junction with Map Drawings, Survey Nos. T-8583 to the south and T-8581 to the north have been made and are in agreement.

Junction with Map Drawings, Survey Nos. T-8577 to the west and T-8589 to the east will be made at a later date when those Surveys have been complete.

The junctions with Surveys Nos. T-8578 to the west and T-8590 to the east are undetailed interior areas.

40. **POSITION ACCURACY OF IMPORTANT PLANIMETRIC DETAILS:**

Believed to be within 0.5 mm.

41. **RECOMMENDATIONS FOR FUTURE SURVEYS:**

Map Drawing, Survey No. T-8582, is complete with respect to all known details necessary for charting, except for those noted as incomplete under "Notes for Hydrographic Parties". The incomplete details will become available upon completion of contemplated hydrographic surveys. Notes have been prepared calling attention of the Hydrographer to these details.

44. **COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:**


Details common to the Map Drawing and the Quadrangles are, in general, in good agreement. However, several boat skidways, a large pier, wooden fence
44. **COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES**: (Continued)

for lobster pound, an abandoned railroad bed, and several geographic names shown on the map Drawing do not appear on the Quadrangle. A road that appears on the Quadrangle has not been shown on the Map Drawing because it could not be identified on the photographs.

45. **COMPARISON WITH NAUTICAL CHARTS**:

Chart No. 305, scale 1:40,000, published at Washington, D. C., March 1942, corrected to April 7, 1945 (common area).

Details common the the Map Drawing and the Chart are in general, in good agreement. However, all buildings, most roads, several boat skidways, an abandoned railroad bed, a pond, a dam, a fence for lobster pound, and one geographic name shown on the Map Drawing do not appear on the Chart. Dram Island Ledge, several rocks in Sullivan harbor, and all floating aids to navigation which appear on the Chart have not been shown on the Map Drawing because they could not be identified on the photographs.
The Map Drawing for Survey No. T-8532 was compiled under the supervision of J. Edward Deal, Jr., Photogrammetric Engineer, and Harry R. Rudolph, Photogrammetric Aid.

Respectfully Submitted:
July 4, 1945

Ruth E. Rudolph
Ruth E. Rudolph,
Photogrammetric Aid

J. Edward Deal Jr.
J. Edward Deal, Jr.,
Photogrammetric Engineer

and

Harry R. Rudolph
Harry R. Rudolph,
Photogrammetric Aid

Approved and Forwarded:
July 10, 1945

Fred L. Peacock
Fred L. Peacock
Chief of Party, C. & G. Survey
Officer-in-Charge,
Baltimore Photogrammetric Office
<table>
<thead>
<tr>
<th>Station</th>
<th>U.S.G.S. Quadrangle</th>
<th>Recovery Date</th>
<th>Pricking Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>(c) BLACK BEACON, 1879</td>
<td>Bar Harbor</td>
<td>Lost</td>
<td></td>
</tr>
<tr>
<td>(a) BUMP, 1944</td>
<td>Bar Harbor</td>
<td>9-29-44</td>
<td>Positive</td>
</tr>
<tr>
<td>(c) CAMEL, 1860</td>
<td>Bar Harbor</td>
<td>9-26-44</td>
<td>*Not pricked</td>
</tr>
<tr>
<td>CALF ISLAND, N.E. GABLE BOATHOUSE, 1944</td>
<td>Bar Harbor</td>
<td>9-26-44</td>
<td>Positive</td>
</tr>
<tr>
<td>(a) CRAB, 1934</td>
<td></td>
<td>9-8-44</td>
<td>Positive</td>
</tr>
<tr>
<td>CRABTREE LEDGE LIGHTHOUSE, 1934</td>
<td></td>
<td>9-8-44</td>
<td>Positive</td>
</tr>
<tr>
<td>(a) DRAM, 1944</td>
<td></td>
<td>9-27-44</td>
<td>Positive</td>
</tr>
<tr>
<td>(c) HANCOCK Pt., STEEL TOWER, OLD WINDMILL, 1934</td>
<td></td>
<td>9-8-44</td>
<td>**Not pricked</td>
</tr>
<tr>
<td>McFARLANDS, S.N. HOUSE CHIMNEY, 1865</td>
<td></td>
<td></td>
<td>Positive</td>
</tr>
<tr>
<td>(a) PREBLE, 1944</td>
<td></td>
<td>9-26-44</td>
<td>Positive</td>
</tr>
<tr>
<td>RED BEACON, 1879</td>
<td></td>
<td>9-8-44</td>
<td>Positive</td>
</tr>
<tr>
<td>(c) SULLIVANS HOUSE CHIMNEY No. 2, 1860</td>
<td>Tunk Lake</td>
<td>Lost</td>
<td></td>
</tr>
<tr>
<td>(b)(c) HANCOCK, 1879</td>
<td></td>
<td>Not found</td>
<td></td>
</tr>
<tr>
<td>(b)(d) HILL, 1879</td>
<td></td>
<td>Not found</td>
<td></td>
</tr>
<tr>
<td>(a)(b) MARS, 1944</td>
<td></td>
<td>10-17-44</td>
<td>Positive</td>
</tr>
<tr>
<td>(b) TUCKER, 1860</td>
<td></td>
<td>9-14-44</td>
<td>Positive</td>
</tr>
<tr>
<td>(b)(c) TUCKER 2, 1879</td>
<td></td>
<td>9-14-44</td>
<td>***Not pricked</td>
</tr>
<tr>
<td>(a)(b) STOVE, 1944</td>
<td>Bar Harbor</td>
<td>9-26-44</td>
<td>Positive</td>
</tr>
<tr>
<td>(b) CRABTREE NECK BAPTIST CHURCH CHIMNEY, 1865</td>
<td>Mount Desert</td>
<td>Identified by Compilation Office.</td>
<td></td>
</tr>
<tr>
<td>(a)(b) MOR, 1944</td>
<td>Tunk Lake</td>
<td>9-25-44</td>
<td>Positive</td>
</tr>
</tbody>
</table>

* See pricking card.
** Station close by pricked. Difficult to run to F.I.P.
*** Sufficient control in area.

Notes by Field Compilation Office.

(a) Identified by well defined picture point connected to station by short traverse. The position of the substitute point has been shown on the Map Drawing with a very small black acid ink circle, accompanied by the letters "F.I.P".

(b) Station lies just outside the detail limits of the Map Drawing. All others are contained within the detail limits.

(c) Not used to control the radial plot.
NOTES FOR REVIEWER

MAP DRAWING, SURVEY No. T-6582
COAST OF MAINE
PROJECT No. CS-272-E

All details have been shown with the usual symbols.

The small blue circles are the positions of well defined picture points determined by the radial plot which are considered very strong. The green ink circles are the positions of well defined picture points determined by only two wide angle radials or three or more very slim angle radials and are considered weak.

The medium-size double blue circles are the positions of well defined picture points, located during the running of the radial plot.

The large blue ink circles are the very strong positions of the photograph centers determined by the radial plot.

The 2½ millimeter black acid ink circles are the positions of the Recoverable Topographic Stations and the Temporary Hydrographic Stations. Such circles, accompanied by a name and date (1944) are the positions of Recoverable Topographic Stations determined by ground survey methods. Those circles, accompanied by a name, date (1944), and number are the positions of Recoverable Topographic Stations determined by the radial plot. All other such circles are the positions of Temporary Hydrographic Stations determined by the radial plot.

The very small black acid ink circles are the positions of well defined picture points identified and located by ground survey methods by the Field Unit to substitute for triangulation stations in controlling the radial plot. These circles are accompanied by the letters "T.I.P."

The photographs contain no appreciable tilt or differential distortion.

The scales of the photographs and the Map Drawing were in fair agreement.

Several features of unknown character appear on the photographs in the northern part of Flanders Bay between latitude 44° 29.8' and 44° 30.1' and between longitude 69° 09.3' and 69° 09.9'. These may possibly be abandoned fish traps and have been shown with a dash black acid ink line.

The following disagreements between the Map Drawing and the U. S. Geological Survey Map, and the U. S. Coast and Geodetic Survey Nautical Chart were found:

A large wooden pier at McNeil Point; a wooden fence for lobster pound on the south shore of Waukeag Neck; an abandoned railroad bed north of Mt. Desert Ferry; boat skidways on the eastern shore of Crabtree Neck, and on the western shore of Waukeag Neck; several roads and trails on the eastern shore of Crabtree Neck; the geographic names, Crabtree Ledge, Bean Ledge, Drum Island Ledge, Long Ledge, Halftide Ledge, Mt. Desert Ferry, Skilling's River; and a few areas of rock ledge offshore have been shown on the Map Drawing but do not appear on the Quadrangle.

A double dashed line road on the north shore of Jellison Cove and the geographic names Ash Neck and Ash Point are in disagreement with the Quadrangle.


A road leading southwest from East Sullivan and a Bench Mark appearing on the Quadrangle have not been shown on the Map Drawing because no data were available.

Maine Central Railroad shown on the Quadrangle is shown only as an abandoned railroad bed on the Map Drawing.

Chart No. 306, scale 1:40,000, published at Washington, D. C., March 1942, corrected to April 7, 1943 (common area).

All buildings; all roads in the vicinities of Hancock Point, Sorrento, and on the eastern shore of Crabtree Neck; most of the roads on Waukeag Neck and along the eastern shore of Klanders Bay; the road and bridge connecting Seward Island with Waukeag Neck; a tide water pond on the west shore of Waukeag Cove; a wooden fence for lobster pound on the south shore of Waukeag Neck; a rock awash on the eastern side of Ash Island in the foreshore area; a stone dam just north of Back Cove; boat skidways on the eastern shore of Crabtree Neck and on the western shore of Waukeag Neck; an abandoned railroad bed north of Mt. Desert Ferry, and the geographic name Morenay Cove have been shown on the Map Drawing but have not been charted.

All floating aids to navigation; several rocks in Sullivan Harbor and Drum Island Ledge (Geographic name shown on the
Map Drawing at approximate location appear on the chart but have not been shown on the Map Drawing because no data were available.

Respectfully Submitted:
July 4, 1945

Ruth E. Rudolph,
Photogrammetric Aid

Approved and Forwarded:
July 10, 1945

Fred. L. Peacock
Chief of Party, C. & G. Survey
Officer-in-Charge,
Baltimore Photogrammetric Office
Paragraph numbers used in this report refer to paragraph numbers in the descriptive report.

28. Detailing.--A dashed line outside the ledge and low water lines indicating shoal was placed on the map manuscript by office interpretation of the photographs. When compared with existing nautical charts, this line was inconsistent with the soundings. It was, therefore, deleted from the map manuscript. In the vicinity of Soward and Sheldrake Islands shoal areas had been noted by the field inspector. These were retained intact.

44. Comparison with Existing Topographic Quadrangles.--This survey supersedes the following older U.S.G.S surveys in all common detail.

<table>
<thead>
<tr>
<th>Quadrangle</th>
<th>Scale</th>
<th>Years</th>
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<tr>
<td>T-861</td>
<td>1:10,000</td>
<td>1862</td>
</tr>
<tr>
<td>T-1487</td>
<td>1:10,000</td>
<td>1877, 1878, 1879</td>
</tr>
<tr>
<td>T-1491</td>
<td>1:10,000</td>
<td>1879</td>
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</table>

Comparison has been made between this manuscript (T-8582) and the following quadrangles.


The U.S.G.S. quadrangles show a railroad running southeast from Waukeag Depot. This is now an abandoned railroad bed.

The U.S.E. quadrangle indicates the same feature as a second class road.

45. Comparison with Nautical Charts.--Comparison was made between T-8582 and chart 306. This comparison is adequately covered under "Notes for Reviewer", in the Descriptive Report.

This map manuscript has been applied in part to chart 306 prior to this review.

Reviewed by: 

Howard W. Thune
Photogrammetrist
1-13-47

Reviewed under direction of:

S. V. Griffith
Chief, Review Section
APPROVED BY:

B. J. Jones 4/45
Technical Assistant to the Chief, Nautical Chart Br.
Chief, Div. of Photogrammetry Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

C. K. Green
Chief, Div. of Coastal Surveys
GEOGRAPHIC NAMES
(Undisputed)

Taken from Nautical Chart No. 306

- Ash Island
- Back Cove
- Bean Island
- Bean Ledge
- Bean Point
- Calf Island
- Crabtree Ledge
- Crabtree Neck
- Crabtree Point
- Dram Island
- Dram Island Ledge
- East Sullivan
- Eastern Point Harbor
- Flanders Bay
- Flanders Stream
- Frenchman Bay
- Grant Cove
- Halftide Ledge
- Hall Point
- Hancock Point
- Ingalls Island
- Jellison Cove
- Junk of Pork
- Little Calf Island
- Long Ledge
- McNeil Point
- Mill Stream
- Mt. Desert Ferry (Locality)
- Preble Island
- Sheldrake Island
- Skillings River
- Sorrento
- Sorrento Harbor
- Soward Island
- Sullivan Harbor
- Waukeag Neck

Taken from United States geological Survey,
Bar Harbor, Maine, Quadrangle

- Morangy Cove

GEOGRAPHIC NAMES
(Disputed)

Nautical Chart No. 306
- Ash Neck
- Ash Point
- State No. 185
- U.S. No. 1

Bar Harbor, Maine, Quadrangle Map
- Schieffelin Neck
- Schieffelin Point

Names preceded by * are approved.

L. Heck
9/18/37

GEOGRAPHIC NAMES
### NAUTICAL CHARTS BRANCH

**SURVEY NO. T-8582**

Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<tr>
<td>12/07/45</td>
<td>306</td>
<td>B.K. Benson</td>
<td>Before After Verification and Review Partially applied</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.
COAST OF MAINE
PROJECT No. GS-272

DESCRIPTIONS OF THE RECOVERABLE TOPOGRAPHIC
STATIONS AND TEMPORARY HYDROGRAPHIC STATIONS FOR
THE AREA OF MAP DRAWING, SURVEY No. T-3582

NUMBER OF RECOVERABLE TOPOGRAPHIC STATIONS........ 15
NUMBER OF TEMPORARY HYDROGRAPHIC STATIONS........... 102
TOTAL NUMBER OF STATIONS..................... 124

Listed By: [Signature]
Ruth E. Rudolph
Photogrammetric Aid

Checked By: [Signature]
Raymond Glaser
Engineering Draftsman
1869  Chimney on east side of house.
1870  Evergreen.
1871  South gable of house.
1871\* "SMALL WOOD ELEVATED WATER TANK"  -- Station is the small wooden elevated water tank on Ash Neck, 90 meters north of a gravel road extending from Ash Point to Hall Point and 360 meters southeast of Ash Point. Recoverable Topographic Station. (ABOUT 30 M. FURTHER N.E. THAN MANUSCRIPT LOCATION.)
1872  Northwest gable of boathouse.
1873  Evergreen.
1874  Evergreen.
1875  Evergreen.
1876  Chimney on small shack.
1877  Chimney on warehouse.
1860  Evergreen.
1861  Evergreen.
1862  Evergreen.
1863  Evergreen.
1864  Evergreen.
1865  Evergreen.
1866  Evergreen.
1867  Evergreen.
1868  Evergreen.
1869  Evergreen.
1871  Evergreen.
1872  Tall evergreen.
1972\* Northeast corner of sunken barge.
1973  Evergreen.
1974  Evergreen.
1975 Evergreen.
1976 Evergreen.
1977 Evergreen.
1978 Evergreen.
1979 "BRICK CHIMNEY, LOG CABIN" - Station is the brick chimney at southeast gable of 1 1/2 story log cabin with shingled roof. Six windows in groups of three on each side of double doors in front, two small dormer windows. On the eastern shore of Flanders Bay, south of East Sullivan. Recoverable Topographic Station.
1980 Large evergreen.
1981 Evergreen.
1982 Evergreen.
1983 "SOUTHEAST GABLE, SHINGLED HOUSE" - Station is the southeast gable of a two-story shingled house with white trim. House has two tall brick chimneys with red flues projecting above chimney tops, also two smaller brick chimneys. About 380 meters south of Route 1, 20 meters north of the Mean High-Water Line, on the northeast shore of Flanders Bay. Recoverable Topographic Station.
1984 Evergreen.
1985 Evergreen.
1986 Evergreen.
1987 Large Evergreen.
1988 Evergreen.
1989 Evergreen.
1990 Most southerly of group of evergreens.
1991 "BRICK CHIMNEY, YELLOW HOUSE" - Station is the brick chimney on two-story yellow weatherboard house with white trim and tar paper shingles. On eastern shore of Waukeag Neck, on east side of Route 185, about 20 meters from center line of road. Recoverable Topographic Station.
1992 Evergreen.
1993 Evergreen.
1994 Evergreen.
1995  Large evergreen.
1996  Evergreen.
1997  South gable of tin boathouse.
1998  Evergreen.
1999  Evergreen.
2000  Evergreen.
2001  Evergreen.
2002  Stone chimney on shack.
2003  Evergreen.
2004  West Gable of long boathouse.
2005  Evergreen.
2006  Evergreen.
2007  Evergreen.
2008  Southwest corner of offshore end of pier.
2009  Evergreen.
2010  Brick chimney on green house.
2011  Northeast corner of offshore end of pier.
2012  Evergreen.
2013  Evergreen.
2014  East gable of long green boathouse.
2015  West gable of white boathouse.
2016  Northwest corner of offshore end of pier.
2017  Evergreen.
2018  "SOUTHEAST CHIMNEY, WHITE HOUSE" - Station is the southeasterly of two brick chimneys on one-story white weatherboard house with green trim. Five windows on the southeast side with latticed alcove around door, white picket fence. On the western shore of Waukesag Neck, just north of Back Cove, 80 meters north of a stone dam. Recoverable Topographic Station.
2020  Evergreen.
2021  Evergreen.
2145  Evergreen.
2146  Evergreen.
2147  Evergreen.
2148  Evergreen.
2149  Evergreen.
2150  Southwest corner of offshore end of pier.
2151  Evergreen.
2152  Chimney at northeast end of house.
2153  Evergreen.
2154  Evergreen.
2155  Evergreen.
2156  Evergreen.
2157  Evergreen.
2158  Southwest gable of boathouse.
2159  Twin evergreen.
2160  Flag pole, one meter southwest of outdoor fireplace.
2161  Center of offshore end of pier.
2162  Evergreen.
2163  Evergreen.
2164  Evergreen.
2165  Evergreen.
2179  Tall evergreen.
2180  Center of wooden water tank.
2181  Evergreen.
2182  East gable of warehouse.
2183  Chimney on house with green trimmings, tallest on house.
2184  Evergreen.
2185. Southwest gable of white barn.
2186. Evergreen.
2187. Evergreen.
2188. Evergreen.
2189. "YELLOW CHIMNEY, YELLOW COTTAGE" - Station is the highest of two yellow chimneys with a flat stone cover on a yellow shingled two-story summer cottage. On the eastern shore of Crabtree Neck, 20 meters west of Mean High-Water Line, just south of Jellison Cove. Elevation 40 feet. Recoverable Topographic Station.
2190. Chimney on south side of house.
2191. Evergreen.
2192. Evergreen.
2193. Evergreen.
2194. Tall evergreen.
2195. Northeast corner of offshore end of pier.
2196. Chimney at north gable of house.
2197. East gable of boathouse.
2198. Evergreen.
2487. "BRICK CHIMNEY, WHITE HOUSE" - Station is large brick chimney at center of 1½ story white shingled house with green shingled roof, concrete foundation, four large windows on the southeast side, six windows in southeast side of basement. On the eastern shore of Crabtree Neck, 150 meters east of an old abandoned railroad bed. Recoverable Topographic Station.
2478. Inner of two large boulders.
2479. Center of 10' round patch of creeping evergreen vine. (Vine shows similar to a tree on photograph.) Highest part of vine is about 4' above ground.
2480. Cupola on west gable of the Sorrento Community Church, painted white, very conspicuous.
2481. "SOUTHWEST GABLE, YELLOW HOUSE" - Station is the southwest gable of 1½ story yellow clapboard house with green trim. House is in two sections and the southwest is the higher. Has three chimneys, double dormer on the northwest side. On the eastern shore of Waukeag Neck, 45 meters east of centerline of Route #185. Recoverable Topographic Station.
"TOWER, STUCCO HOUSE" - Station is the peak of tower on inside of "L" of large 2½ story cream stucco house. House has two brick chimneys. On Good Island. Recoverable Topographic Station.

"BUMP, 1944" - Station is located on the southern side of Ash Neck in upper Frenchman Bay, about midway between Ash Point and Hall Point, about 100 meters east of a small dock and on the east side of the small rounding point on the south side of the neck. Mark is a standard disc stamped "BUMP, 1944" set in ledge rock and about three meters back of the Mean High-Water Line. Recoverable Topographic Station.

"CALS ISLAND, N.E. GABLE, UNPAINTED BOATHOUSE, 1944" - Station is the northeast gable of a low, rectangular-shaped boathouse on the northeast side of Cal's Island, about 550 meters from southeast tip of Island, about 40 meters northwest of an old, three pier dock, and 12 meters back of Mean High-Water Line. Boathouse is 9.9 meters by 8.7 meters and has two large double doors in northeast end. Recoverable Topographic Station.

"DRAK, 1944" - Station is located on the southeast tip of Dram Island, which is just south of Sorrento in upper Frenchman Bay. Station is about 15 meters west of the extreme southeast tip, 10 meters south of tree and grass line and 4 meters north of Mean High-Water Line. Mark is set in ledge rock that is surrounded on west and northwest of Mean High-Water Line. It is about one meter east of the highest point and is a standard disc stamped "Dra, 1944". Recoverable Topographic Station

"FREBLE, 1944" - Station is located on the southeast tip of Freble Island, which is just south of Waukeag Neck. It is about 20 meters north of Mean High-Water Line on very tip of Island, 8 meters west of Mean High-Water Line and three meters inside grass and tree line. Mark is a standard topographic disc stamped "FREBLE, 1944" set in ledge rock outcrop. Recoverable Topographic Station.

"WO 41 - U.S.G.S." - Station is on the eastern shore of Flanders Bay about 1/2 mile south of East Sullivan, 20 meters northwest of centerline of U. S. Route #1 and 89 meters from its junction with road leading to a small pier. Elevation 59.09 feet. Recoverable Topographic Station.

"K - 95", - Station is on the eastern shore of Flanders Bay at East Sullivan, 40 meters west of junction of U. S. Route #1, with a road leading southwest to a gravel pit on the shore. Elevation 42.19 feet. Recoverable Topographic Station.
NOTES
FOR
HYDROGRAPHIC PARTIES

MAP DRAWING, SURVEY No. T-8582
COAST OF MAINE
PROJECT No. US-272-E

The 2½ millimeter black acid ink circles are the positions of the selected Hydrographic Control Stations. Two copies of the Descriptive List have been furnished for your use.

The outline of shoal and sunken reef areas shown are approximate, and are for advance information only. They are shown with long dashed and short dashed ink lines, respectively.

The dotted ink line is an approximate position of the Mean Low-Water Line. The alternate dot and dash line is the definite position of the Mean Low-Water Line.

The very small ink circles, accompanied by the letters "F.I.P." are the positions of well defined picture points, located by ground survey methods as substitutes for triangulation stations used to control the radial plot. A brief description of the F.I.P.'s may be found on the pricking cards, Form No. M-982-1, submitted to the Washington Office.

The following charted features were not definitely revealed by photography and should be investigated during contemplated hydrography:

Dram Island Ledge just west of Dram Island. (Geographic name is shown on the Map Drawing).
Several rocks in Sullivan Harbor.
All floating aids to navigation within the area of the survey.

NOTE: For location see section of Chart No. 306 attached to report. These features have been indicated on the section of the Chart by a red ink line around the areas in which they fall.

Respectfully Submitted:
July 4, 1945

[Signature]
Ruth E. Rudolph,
Photogrammetric Aid

Approved and Forwarded:
July 10, 1945

[Fred. L. Peacock]
Chief of Party, C & G. Survey
Officer-in-Charge,
Baltimore Photogrammetric Office