

5609

Diag. Cht. No. 1208-2

1208-2

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric Air Photographic

Field No. _____ Office No. T-5609

DATE OF PHOTOS 7-16-38
LOCALITY

State Massachusetts

General locality Cape Cod

Locality Buzzards Bay

Megansett Harbor - Little Bay

1942-43

CHIEF OF PARTY.

Fred. L. Peacock

LIBRARY & ARCHIVES

DATE September 9, 1948

8-1870-1 (1)

5609

Applied to Cht. 251, Jan. 4, 1944

X.R.

DATA RECORD

T- 5609

Quadrangle (II): Pocasset ($7\frac{1}{2}'$)
Onset ($7\frac{1}{2}'$)

Project No. (II): HT-227
Sub-project: HT-227-B

Field Office:

Motor Vessel Gilbert
Air Photo. Party #2, Baltimore, Md.

Compilation Office:

Air Photo. Party No. 2
Baltimore, Maryland

Instructions dated (II III):

Sept. 28, 1938; August 15, 1939

Chief of Party:

Charles M. Thomas & H. C. Warwick
L. W. Swanson

Chief of Party:

Fred. L. Peacock

Copy filed in Descriptive

Report No. T- (VI)
Div. of Photogrammetry -
Office Files

Completed survey received in office: 31 July, 1943

Reported to Nautical Chart Section:

Reviewed: 28 Mar. 1945

Applied to chart No. 1210

Date: 27 June, 1945
partial

Redrafting Completed: 22 Oct. 1945

Registered: 4 June 1948

Published: Dec. 1946

Compilation Scale: 1:10,000

Published Scale: 1:10000

Scale Factor (III): None

Geographic Datum (III): N.A. 1927

Datum Plane (III): Mean Sea Level
High Water

Reference Station (III): South Pocasset Church, Spire, (marked by U.S.C.&G.S.
monument) 1844, 1896, r 1939

Lat.: 41° 40' 35.816" Long.: 70° 36' 22.928" 530.2
Adjusted Corrected to
Unadjusted N.A. 1927
(857.7) m.

State Plane Coordinates (VI): Mass. East Zone

X = 844,134.45

Y = 247,834.49

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
2346 - 2347	7/16/38	11:00 a.m.	1:10,000	About 3.5 ft. above
2348 - 2349	7/16/38	11:01 a.m.	1:10,000	M.L.W. for all photos
2350	7/16/38	11:02 a.m.	1:10,000	listed.
2352	7/16/38	11:03 a.m.	1:10,000	
2370	7/16/38	11:16 a.m.	1:10,000	
2371	7/16/38	11:17 a.m.	1:10,000	
2372	7/16/38	11:18 a.m.	1:10,000	
2373	7/16/38	11:19 a.m.	1:10,000	
2374	7/16/38	11:20 a.m.	1:10,000	

Tide from (III): From predicted tide tables - *Barlows Landing, Pocasset Harbor, Reference Station: Newport, R.I. Page 219, and 38 respectively.

Mean Range: *4.0 ft.

Spring Range: *5.0 ft.

Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens camera (focal length $8\frac{1}{4}$ "). All negatives are on file in the Washington Office

Field Inspection by: David M. Whipp and F. J. Bryant
Isadore Zeskind
Ernest B. Lewey

date:
Nov. & Dec. 1939
Summer 1940
Summer 1941
date:

Field Edit by:

Date of Mean High-Water Line Location (III): 7/16/38

Projection and Grids ruled by (III) Joseph P. Dunigh
Washington Office
" " " **checked by:** Unknown

date: Unknown

date: Unknown

Control plotted by: Natalie Hallock

date: November 1942

Control checked by: Michael G. Misulia

date: November 1942

Radial Plot by: James E. Sunderland

date: November 1942

Detailed by: Natalie Hallock (Shoreline & interior rough draft)

date: November 1942 to April 1943

Reviewed in compilation office by: Michael G. Misulia

date: June, July 1943

Elevations on Field Edit Sheet checked by:

date:

STATISTICS (III)

Land Area (Sq. Statute Miles); 18

Shoreline (More than 200 meters to opposite shore); 18 statute miles

Shoreline (Less than 200 meters to opposite shore); 5 statute miles

Number of Recoverable Topographic Stations established; 18

Number of Temporary Hydrographic Stations located by radial plot; 58

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;

DESCRIPTIVE REPORT TO ACCOMPANY
SHEET NO. T-5609
Project No. HT-227

Instructions dated Aug. 15, 1939

LAND FORMS

The land has low rounded hills which usually have a soft blue appearance. There are many small villages along the shore. The shore line is rocky with a low bluff, and is broken by occasional short beaches of coarse sand or pebbles.

LANDMARKS

All landmarks shown on the charts of the area were verified by inspection. A new tank has been built in North Pocasset which will make a very desirable landmark. The data for locating this tank has been shown on form No. 524, and the original notes are on page 35 of field note book No. 1 of 1. Recommended changes and additions to landmarks are shown on form No. 576.

CONTROL

The control points for these photographs consist of recovered triangulation stations of the U. S. Coast & Geodetic Survey, and recovered traverse stations of the Mass. Geodetic Survey. The positions of these traverse stations on the Mass. grid system is given in the Mass. Geodetic Bulletin. The Mass. grid system is a Lambert's projection using $71^{\circ} 30'$ for a prime meridian at $X = 600,000$ and $Y = 0$ at $41^{\circ} 00'$. It is the understanding of this party that these bulletins and the details of this projection are already in ~~your~~ possession ^{of Bette. Comp. office} in connection with the air photograph survey of Boston and vicinity.

The data for picking the control points on the photographs, for both this sheet and sheet T-5743 will be found in the field note book, No. 1 of 1.

HIGH WATER LINE

The east shore of Buzzards Bay was inspected by visiting the shore at every opportunity, and walking a sufficient distance in each direction to join up the high water line.

ROCKS

Rocks awash which could be picked directly on the photograph were marked with the standard symbol (*), and rocks above high water had the additional note added "Pk. above H.W.". Rocks lying off shore which were difficult to locate were marked with the standard symbol and the additional note added "Hydro check location of this rock."

LEGEND

The legend for interpreting the different colors of ink used on these photographs is shown on photograph No. 2341.

HYDROGRAPHIC SIGNALS

Points selected for hydrographic signals are pricked and circled in blue. A short description of the signal is on the same photograph.

U. S. ENGR. STAS.

All U. S. E. D. Stas. on this sheet were recovered except Wings Cove, which was not recovered because a description was not obtained until after completion of field work.

CHANGES CAUSED BY STORMS

There was no apparent change in the high water line on this sheet due to storms since the photographs were taken.

MARSHES

The marshes of this area are normally covered by marsh grass, approximately 3 ft. tall, growing in black mud or peat. In the tidal marshes outlined high tide does not generally rise above the top of the grass.

CRANBERRY BOGS

The cranberry bogs form a special kind of cultivated area, they appear on the photograph as a regularly shaped pond, a marsh colored area with a regular pattern of drainage ditches, or a bare area with a regular pattern of drainage ditches, depending upon what cycle of cultivation the particular cranberry bog is going through at the time the photograph is taken. Cranberry bogs are relatively permanent, and it is recommended that they be shown on the map drawing. All cranberry bogs have been marked on the photographs.

GEOGRAPHIC NAMES

The summary of data on Geographic names for both sheet No. T-5609 and T-5743, is shown on an advance print of the Massachusetts Falmouth sheet, 15 minute quadrangle, of the U. S. Geological Survey. Near each Geographic name is listed the number corresponding to the man, or the letter corresponding to the published source, which verified the name. All names recommended for charting are underlined in yellow, and names not recommended for charting are circled in blue. A list of name sources follows.

- | | | yrs. of local knowledge |
|----|---|-------------------------|
| 1. | Wm. English, Chairman of Board of Selectmen.
Falmouth, Mass. | |
| 2. | W. A. Toby,
Falmouth, Mass. | |
| 3. | William Neill
Falmouth, Mass. | |
| 4. | E. R. Hatch, Fireman, West Falmouth Fire Station
North Falmouth, Mass. | 55 yr. |

Yrs. of local knowledge

- | | | |
|-----|--|--------|
| 5. | George A. Howard, Light Keeper at Wings Neck.
Pocasset, Mass. | 18 yr. |
| 6. | James E. Lowey,
Woods Hole, Mass. | 43 yr. |
| 7. | Harold Bellenger,
W. Falmouth, Mass. | 21 yr. |
| 8. | Harric F. Landers,
Cataumet, Mass. | 20 yr. |
| 9. | Lewis E. Swift,
Cataumet, Mass. | 40 yr. |
| 10. | Robert P. Gibbs.
Cataumet, Mass. | 22 yr. |
| 11. | Elmer Bracket,
Pocasset, Mass. | 20 yr. |
| 12. | Thomas B. Landers,
Patuisett Island,
Pocasset, Mass. | 20 yr. |
| 13. | The combined opinion of the Falmouth Police Dept. | |
| 14. | Charles R. Grinell, Harbor Master,
Woods Hole, Mass. | |
| 15. | A. L. Reed,
Cataumet, Mass. | |
| 16. | Charles A. White, Town Engineer
Falmouth, Mass. | |
- This man has made a special study of geographic names in the town of Falmouth, and considerable weight was given to his opinions.
- a. Town map of Falmouth 1927.
 - b. U. S. Geol. Survey advance prints.
 - c. U. S. C. & G. S. charts.
 - d. Town map of Falmouth 1933.

STREET NAMES

The street and road names of the accepted roads of the town of Falmouth are shown on the town Map of Falmouth which is enclosed with the field data of sheet No. T-5743. The street and road names of the accepted roads of the town of Bourne are shown on the Town Map of Bourne which will be forwarded with the field data in connection with sheet No. T-5610.

OMISSIONS

The dike on the west side of the west entrance to Cape Cod Canal was not inspected at this time. It is contemplated that the inspection of this dike will be included in the inspection of sheet No. T-5610.

MASS. MILITARY RESERVATION ROADS

The roads in Camp Edwards are being rapidly expanded and improved. A blue print is included in the field data, which shows the status of the roads in this area at the date of this inspection. It is believed that the authority in charge of the improvement of Camp Edwards contemplates making an air photograph survey of the area in the spring of 1940. It is recommended that prints of these photographs be obtained to determine the extent of road improvement accomplished by that time. Correspondence concerning these photographs should be addressed to the Commanding Officer, Camp Edwards, Falmouth, Mass.

NEW ROAD

A new road is being built by the Mass. Dept. of Public Works from North Falmouth to Hatchville. A plan of this road has been obtained from The Dept. of Public Works and is enclosed with the field data. Two points have been picked on photograph No. 2375 through which the road passes so that the road may be oriented properly. It is contemplated that the road may be placed on the map by plotting the tangents and curves shown on the road plan so as to cause the road to pass through the points selected on the photograph. The road had not been completed at the time of the inspection, but the rough grading was finished, and work had commenced on the surfacing. It is recommended that the road be shown on the map drawing as a first class road. The old road will remain in place.

SUPPLEMENTAL INFORMATION ON BRIDGES

The local U. S. E. D. office has been contacted concerning supplemental information on bridges over navigable waters. This information has not yet been made available to this party but will be forwarded as soon as it is obtained.

David M. Whiff

Boston, Mass.

Jan. 26, 1940

*Respectfully Forwarded:
H. E. Warrick
Chief of Pky.*

26 CONTROL:

The control plotted on this map drawing consists of twenty-one (21) U. S. Coast and Geodetic Survey triangulation stations, one of which was identified by a Reference Mark; two (2) U. S. Engineers triangulation stations, one of which was identified by a field inspection point; and three (3) Massachusetts Geodetic Survey traverse stations.

The positions of the following control stations have been plotted from submitted geographic coordinates except as noted and the control stations are within the detail limits of map drawing, Survey No. T-5609:

Fourteen (14) U. S. Coast and Geodetic Survey triangulation stations

- 56 BA. MGS
 - 56 BB.
 - 56 BC.
 - 56 BD.
 - 56 BE.
 - 56 BF.
 - 56 BG.
 - 56 BH.
 - M28XE.
 - M28XF.
 - M28XG.
 - M28XJ.
 - M28XK.
 - M28XL.
 - NG5.
 - NG8.
 - NG9.
 - NG10.
 - NG11.
 - NG12.
 - NG13.
 - NG14.
 - NG15.
 - NG16.
 - NG17.
 - NG18.
 - NG19.
- DEER HORN, 1888, 1932, r 1939
 - WENAMET NECK, 1844, 1917, 1932, 1934, r 1939
 - NORTH POCASSET CHURCH, SPIRE, 1844, 1896, r 1939
(This station is now marked with a cross cut in the top of a stone post)
 - BEAUMONT WATER TANK, 1888, r 1939
 - SCRAG, 1910, 1912, r 1939
(identified by R. M.#5; the geographic coordinates were computed by this compilation office from submitted direction angles and distance.)
 - SOUTH POCASSET CHURCH, SPIRE, 1844, 1896, r 1939
(this station is now marked with a cross cut in the top of a stone post.)
 - SCRAGGY POINT, WINDMILL, 1912, r 1939
 - WINGS NECK LIGHTHOUSE, 1904, r 1939
 - WEATHER BUREAU SIGNAL, STEEL STORM WARNING TOWER, 1917, r 1939
 - CANAL CHANNEL BEACON #8, 1917, r 1939
 - POCASSET BARN CUPOLA, 1917, r 1939
 - CANAL CHANNEL BEACON #15, 1917, r 1939 = *Phinneys Har. Chan. Lt. 15, 1939*
 - FRONT RANGE BEACON, TOBY ISLAND, 1932, r 1939
 - TANK ON WOODEN STRUCTURE, 1932, r 1939 *Phinneys Har. Chan. FA*

One (1) U. S. Engineers triangulation station

- SOUTH TOBY, U.S.E.D., r 1939

THIRTY (30)

Two (2) Massachusetts Geodetic Survey traverse stations

- M28 X H, r 1939
- FALMOUTH, BOURNE, SANDWICH TOWN CORNER, M.G.S., r 1941

The positions of the following control stations have been plotted from submitted geographic coordinates except as noted, and the control stations fall just outside the detail limits of map drawing, Survey No. T-5609:

Seven (7) U. S. Coast and Geodetic Survey triangulation stations:

26 CONTROL: (Cont'd)

PINE HILL, 1835, r 1939
NORTH FALMOUTH CONGREGATIONAL CHURCH, 1844, r 1939
YELLOW HOUSE, S. CHIMNEY PIPE, 1917, r 1939
WHITE TANK, TOBYS RANGE, 1932, r 1939
(Same as WHITE TANK ON TOP OF HILL, 1917)
NYES NECK, WATER TOWER, 1910, r 1939
CANAL CHANNEL BEACON #16, 1917, r 1939
BLACK TANK, TOBY ISLAND, 1932, r 1939

One (1) U. S. Engineers triangulation station

*STOCKTON, U.S.E., 1897, r 1940
(identified by F.I.S. "CEDAR". The geographic coordinates were computed by this compilation office from submitted direction angles and distance..)

One (1) Massachusetts Geodetic Survey traverse station

M 28 XD, r 1939

All of the triangulation and traverse stations have been shown on the map drawing with the usual triangulation symbol in black acid ink, *except the U.S. Engineers triangulation station "STOCKTON," the position of which was transferred from map drawing, Survey No. T-5610 on which it had previously been plotted from submitted geographic coordinates. It has been shown on map drawing, Survey No. T-5609 with the usual triangulation symbol in red acid ink. The position of F.I.S. "Cedar" was also transferred from map drawing, Survey No. T-5610. The field inspection station "Cedar" has been shown with a purple ink square on the glossy side of the map drawing. The Reference Mark #5 has been shown with a black acid ink square.

27 RADIAL PLOT:

An individual plot was laid for the area represented on map drawing, Survey No. T-5609 by the usual radial method. No celluloid templates were used.

The positions of common photograph centers, secondary and tertiary points previously established on map drawings, Surveys Nos. T-5610 and T-5743 were transferred to map drawing, Survey No. T-5609 by a method acceptable to this compilation office.

Differential distortion was found to exist in photograph No. 2347. The position of its center on the map drawing should be considered average. The photograph had to be oriented by chambers to obtain desirable results.

The angles of tilt were computed for photographs No. 2349 and 2352. The positions of their iso-centers were determined and used as the chief ray center for all radials.

27 RADIAL PLOT: (Cont'd.)

The number of photographs and control stations were adequate.
The control identification was also adequate.

The positions of the photograph centers, iso-centers and secondary points established by this plot are believed to be within the desirable accuracy.

(N.B.) A statistical report is included herein which is self-explanatory and it is believed that no other discussion is necessary.

28 DETAILING:

The shoreline and interior culture have been detailed in accordance with the Director's letters dated September 28, 1938, and August 15, 1939, pertaining to project No. HT-227. The area discussed in this report is part of sub-project No. HT-227-B.

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

The areas known as STONY POINT DYKE and TOBYS ISLAND have not been detailed on map drawing, Survey No. T-5609, because the planimetry included within each of the areas was previously detailed on map drawing, Survey No. T-5610. The approximate limits of these two areas have been outlined in red ink on map drawing, Survey No. T-5609.

See Review
Report

The position of Current River as detailed on the map drawing could not be identified on the office photographs, and was therefore detailed in accordance with the submitted field inspection data. Its position is approximate.

A few roads could not be detailed in their entirety because of dense vegetation. Notes have been shown on the overlay sheet calling attention to such roads.

All roads have been labeled "D.F.L." (1st class) or "D.D.L." (2nd class) in accordance with the submitted field inspection data, except trails which have been shown with the standard symbol used on smooth draft map drawings.

The New Hatchville Road and the Camp Edwards Railroad Spur were traced from the U. S. Geological Survey Pocasset, 7 $\frac{1}{2}$ ' Quadrangle, scale 1:31,680, edition of 1941, by use of the projector because it could not be identified on the office photographs. Its position should be considered approximate.

The transmission and telephone lines in the vicinity of Camp Edwards were traced from the Reservation Map of Camp Edwards, scale 1:10,000, Dwg. Nos. 911-803, by use of the projector. Their positions should be considered approximate.

28 DETAILING: (Cont'd.)

All public buildings have been shown in accordance with the submitted field inspection data. All private dwellings and other buildings have also been shown.

Notes have been shown on the overlay sheet calling attention to all questionable areas.

30 MEAN HIGH-WATER LINE:

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

31 LOW-WATER AND SHOAL LINES:

Approximate limits of shoal areas have been shown with a dashed light-weight black acid ink line.

32 DETAILS OFFSHORE FROM HIGH-WATER LINE:

Rocks, old piling areas, etc. have been shown in accordance with the field inspection data.

All rocks have been detailed directly from the field inspection photographs except those which could be directly identified on the office photographs from which they were detailed. Whenever possible the positions of the most prominent rocks which were awash between M.L.W. and approximately 1.5' above M.H.W., and which had no appreciable areas, were radial plotted and shown with the usual rock awash symbol in conjunction with a small dotted black acid ink circle.

33 WHARVES AND SHORELINE STRUCTURES:

Piers, cribbing, bridges, etc. have been shown in accordance with the field inspection data. Numerous piers and houses have been washed away due to storms. Notes have been shown on the overlay sheet calling attention to the areas in which these piers and houses would have normally been detailed on the map drawing.

34 LANDMARKS AND AIDS TO NAVIGATION:

The following one (1) landmark and six (6) aids to navigation have been shown on the map drawing with $2\frac{1}{2}$ mm. black acid ink circles, and their geographic positions which were radial plotted were scaled and have been submitted on Form No. 567: *also fm. 524*

34 LANDMARK AND AIDS TO NAVIGATION: (Cont'd.)

*Chart Letter
540 (1943)*

Tank, water, Pocasset
*Beacon, Hog Island channel #3
*Beacon, Hog Island channel #4
*Beacon, Hog Island channel #5
*Beacon, Hog Island channel #6
*Beacon, Hog Island channel #7
*Beacon, Hog Island channel #9 North of detail limit.

*The positions on chart
letter #540 and the 524
cards have been verified.
9/14/48*

*The geographic positions of these beacons were previously submitted on Form No. 567 as radial plotted and scaled from map drawing, Survey No. T-5610. When the positions of these beacons were previously determined from the radial plot of map drawing, Survey No. T-5610, it was necessary to cement an additional piece of celluloid to the south side of the submitted celluloid projection sheet for map drawing, Survey No. T-5610, to extend the meridian lines and to plot the latitude lines in the extended area. Such extended areas are not generally advisable unless necessary. However, it is believed that relative stronger positions have been obtained from the radial plot of the area represented on map drawing, Survey No. T-5609, because additional control was available and because the positions of the beacons were within the detail limits of map drawing, Survey No. T-5609. Therefore, their positions have been resubmitted.

*New positions
on T-5609*

One (1) landmark was recommended to be deleted by the field inspection party. It was a tank at approximately Latitude $41^{\circ} 39.5'$ and Longitude $70^{\circ} 37.2'$.

Form No. 567 (to be deleted) submitted to this compilation office by H. C. Warwick, Chief of Field Inspection Party of 1939, has been submitted to the Washington Office.

35 HYDROGRAPHIC CONTROL:

The positions of fifty-eight (58) temporary hydrographic stations and eighteen (18) recoverable topographic stations have been radial plotted on the map drawing and are shown with $1\frac{1}{2}$ mm. and $2\frac{1}{2}$ mm. black acid ink circles respectively. The descriptions of both types of stations have been noted on the map drawing or overlay sheet.

The positions and descriptions of the following eighteen (18) recoverable topographic stations have been submitted on Form No. 524:

- Peak Roof in center of house
- End of Breakwater
- Center of Roof
- Windmill on tank
- West Gable on one story house
- Pocasset Water Tank also from 527
- Offshore gable on two story house
- Chimney near intersection of roof ridges
- Water tank
- Gable in center of House

6264 1927 (USE)

35 HYDROGRAPHIC CONTROL: (Cont'd.)

- >Chimney in center of House
 - >Spire, church
 - >Beacon, Hog Island channel #3
 - >Beacon, Hog Island channel #4
 - >Beacon, Hog Island channel #5
 - >Beacon, Hog Island channel #6
 - >Beacon, Hog Island channel #7
 - >Beacon, Hog Island channel #9.
- off limits*

See paragraphs on Landmarks and Aids to Navigation concerning the six (6) Beacons listed above.

37 JUNCTIONS:

Map drawing, Survey No. T-5610 - North side -

The junction is in agreement except for the following:

When the planimetry on map drawing, Survey No. T-5610, was being detailed the power transmission line of Camp Edwards was not shown because the information pertaining to it was not available for use by this compilation office at that time.

Map drawing, Survey No. T-5743 - South side -

The junction is in agreement

There are no contemporary surveys to the east or west.

38 CABLE CROSSING AREAS:

~~The limits of the cable crossing area shown on this map drawing by parallel dashed red acid ink lines were transferred from Chart No. 251, scale 1:20,000, by use of the projector and the position is approximate.~~

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

The area east of Massachusetts State Route No. 28 has been changed considerably because of recent developments in the area of Camp Edwards which is located just east of the area of Survey No. T-5609.

The planimetry shown on map drawing, Survey No. T-5609, cannot be accepted as entirely up to date, because it was compiled from photographs taken in 1938. The field inspection was done in 1939, 1940, and 1941. The planimetry shown on map drawing, Survey No. T-5609 should be checked by future field parties.

It is believed the probable error in the positions of radial points as identified and radial plotted from the photographs, and well defined objects as detailed from the photographs along the shoreline, is not greater than 0.5 mm.

39 RECOMMENDATIONS FOR FUTURE SURVEYS: (Cont'd.)

It is believed the probable error in the positions of radial points as identified and radial plotted from the submitted photographs, and well defined objects of the interior as detailed from these photographs does not exceed 1.0 mm.

40 BRIDGES OVER NAVIGABLE WATERS:

All necessary data pertaining to bridges have been shown by notes on the map drawing in accordance with the submitted field inspection data.

41 GEOGRAPHIC NAMES:

Geographic names shown on the map drawing are from data submitted by the field inspection party. A list of undisputed and disputed geographic names is included in this descriptive report. L.A.

44 COMPARISON WITH EXISTING QUADRANGLES:

Pocasset Quadrangle ($7\frac{1}{2}'$) U. S. G. S.: scale 1:31,680; edition 1941
Onset Quadrangle ($7\frac{1}{2}'$) U. S. G. S.: scale 1:31,680; edition 1941

Due to difference in scale between the map drawing and the above mentioned quadrangles planimetric detail could not be readily compared. However, planimetry common to both is in fair agreement.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 249, Scale 1:40,000, published July 1937
Chart No. 251, Scale 1:20,000, published September 1938

A small island shown on the above mentioned charts lying immediately North of Hospital Cove, has no bridge connecting it with the mainland. ~~A bridge was detailed on the map drawing in accordance with the field inspection data.~~

Chart No. 50, Scale Unknown, Published September 1934
Reissued August 1938
Chart No. 1208, Scale 1:80,000, Published November 1936
Reissued July 1938
Chart No. 1209, Scale 1:80,000, Published May 1943
Chart No. 1210, Scale 1:80,000, Published March 1937
Reissued April 1938

Due to difference in scale between this map drawing and the above mentioned charts, planimetric detail could not be readily compared. In general, however, planimetry common to both is in fair agreement.

Respectfully submitted 7/31/43

Walter E. Schmidt
Walter E. Schmidt

and
Michael G. Mysulia
Michael G. Mysulia

Compilation reviewed and
revised, and descriptive
report reviewed by:

Michael G. Mysulia
Michael G. Mysulia
Jr. Topographic Engineer

Supervised by:

Walter E. Schmidt
Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved and Forwarded
8/3/43

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

List of Geographic Names

Undisputed

- Abiels Ledge (not shown)
- Barnstable Co. Sanitorium
- Beaton Bog
- Bourne (district name)
- Bennets Neck
- Buzzards Bay (U.S.G.B.)
- Current River
- Cataumet
- Cataumet Rock (not shown)
- Cataumet Station
- Cuffs Pond
- Eustis Rock (not shown)
- Flax Pond (E. of Pocasset)
- Freeman Pond
- Halftide Rock
- Hospital Cove
- Hen Cove
- Herringway (descriptive? from found)
- Lawrence Island
- Lily Pond
- Long Point
- Long Pond
- Little Bay
- Megansett
- Mill Pond
- North Pocasset
- ~~Pataisset~~ Pataisset

• Pine Hill

— North Falmouth (district name)

• State Highway 28 = General McArthur Boulevard

- Pocasset River
- Pocasset Harbor (U.S.G.B.)
- Rand Harbor
- Red Brook Pond ? Harbor
- Scraggy Neck
- Seal Rocks
- Shop Pond
- South Pocasset
- Southwest Ledge (not shown)
- Stony Point Dyke (not shown)
- Trout Pond
- Flax Pond (S. edge of sheet)
- The Basin
- Tahanto Village
- Tobys Island (not shown)
- Upper Pond
- Wings Cove
- Wings Neck Lighthouse (U.S.G.B.)

Names preceded by • are approved. 12/28/45 L.H.

omit those names preceded

by —

List of Geographic Names

Disputed

<u>Amarita Island</u> ✓	Amirita	Amarita Isle	
Bassetts Island	Bassets Island	<u>Bassett Island</u>	<u>Grays Island</u>
• <u>Barlows Landing</u> ✓	Barrows Landing		
<u>Barlow River</u> (see Pocasset R.)	Barlows River		
<u>Cedar Pond</u> ✓	Cedar Lake		
<u>Handys Point</u> ✓	Handy Point		
<u>Lily Pond Bog</u> ✓	Lily Pond		
<u>Megansett Harbor</u> (U.S.G.B.) ✓	Cataumet Harbor		
<u>Osborn Pond</u> ✓	Long Pond		
<u>Pocasset</u>	Pocasset Station		
<u>Pocasset Heights</u> ✓	Pocasset	Wenaumet	
<u>Red Brook Harbor</u> ✓	Cataumet Harbor		
<u>Squeteague Pond</u>	Squeteague Harbor ✓	Squeteague Bay	
<u>Wing's Neck</u> (U.S.G.B.) ✓	<u>Wenaumet Neck</u>		
(<u>Osborn Pond</u>)			
(<u>Edmunds Pond</u>) ✓	Handys Pond		

Names underlined in red approved
by L. Heck on 12/28/45

Road Names
Disputed

Howard Road ✓
Lovell Road ✓
Meganset Avenue
Pocasset Foresteale Road ✓
Lee Road ✓

Dilby Road
Lowell Road
Garnet Avenue
Snake Pond Road
Ward-Swift Road

Lee Road

Lovell Road

Names undisturbed in rec approved
by L. Heck on 12/18/45

MAP DRAWING NO. T-5609

ORIGINAL DETAIL LIMITS OF MAP DRAWING

Lat. $41^{\circ} 38' 42''$ to $41^{\circ} 42' 36''$
Long. $70^{\circ} 34' 00''$ to $70^{\circ} 42' 00''$

Scale 1:10,000

26 Control Stations indicated on map drawing with usual triangulation symbol.

1 R.M. indicated on map drawing with a black acid ink square.

1 F.I.S. indicated on glossy side of map drawing with a purple ink square.

Approximate area: 32 square statute miles; total within detail limits - 18 square statute miles covered by planimetric detail.

25 Secondary Control points located by radial ~~the~~ intersection.

5 Principal points of photographs located by resection.

6 Principal points transferred from adjoining map drawings (one on a dog ear)

Tilt computed for Photographs 2349 - $6^{\circ} 01' 36''$
2352 - $2^{\circ} 61'$

* Indicates control stations that were easily identified by field inspection notes.

Flight lines were used advantageously in the plot - The maximum deviation was approximately 0.3 mm.

Number of photographs was adequate.

The error of closure was negligible.

Radial ~~line~~ intersections of secondary and principal points were good.

[illegible]

Review Report
Planimetric Map Manuscript T-5609

26. Control:- During the review of this map manuscript twenty-eight (28) additional Massachusetts Geodetic Survey traverse stations were plotted. They have been noted on Page 4 of this descriptive report.

28. Detailing:- Portions of Tobys Island and Stony Point Dike, which fall within the limits of this Survey had previously been printed on Survey T-5610. These areas were transferred by the reviewer to map manuscript T-5609 exactly as they had been detailed on T-5610. Tobys Island is in excellent agreement with the photographs, but Stony Point Dike differs considerably. The shoreline of the Dike was taken from the July 1939 Semi-Annual Survey of the U. S. Engineers, and is so designated on the manuscript.

A small portion of Current River could not be identified on the photographs. This section was detailed in accordance with the submitted field inspection data.

The following features, not visible on the photographs, were detailed by use of the vertical projector:

The new Hatchville Road and Camp Edwards Railroad Spur taken from U.S. Geological Survey 7 $\frac{1}{2}$ ' quadrangle for Pocasset, Mass., scale 1:31,680 edition 1941.

The transmission and telephone lines in the vicinity of Camp Edwards were taken from the Reservation Map of Camp Edwards, scale 1:10,000 Dwg. Nos. 911-803.

30. Mean High Water Line:- This line is as of the date of the nine-lens photographs, July, 1938, except for the shoreline of Stony Point Dike, which is of July, 1939.

34. Landmarks and Aids to Navigation:- New positions have been obtained for five beacons, which were previously radically plotted on and scaled from T-5610. Since the original positions were scaled from a dog-ear attached to T-5610 which necessitated the extension of the meridians and the plotting of parallels, all of which introduces a margin of error, and the new positions were scaled from T-5609 on which they fall within the detail limits, it is believed that the new positions are relatively stronger. Additional control was also available in the area of the beacons on T-5609.

37. Junctions:- Junctions with T-5609 are in agreement, except for the transmission line running north into T-5610. When T-5610 was detailed there was no information available pertaining to this line.

42. Comparison with Contemporary Hydrographic Surveys:-

There are no hydrographic surveys contemporary with T-5609. However T-5609 was compared with:

H-3980	1/5000	1917
H-3981	1/5000	1917

43. Comparison with Previous Topographic Surveys:-

T- 191	1/10000	1845
2227	"	1895-96
2228	"	1895
5610	"	1938

The first paragraph under "Detailing" in this report refers to T-5610.

44. Comparison with Quadrangles:-

Pocasset, Mass.	7 $\frac{1}{2}$ '	U.S.G.S.	1/31680	1943
Onset "	7 $\frac{1}{2}$ '	U.S.G.S.	1/31680	1941, rep. 1942

45. Comparison with Nautical Charts:-

50		Mar.	1944	1208	1/80000	May 1942
70		Mar.	1942	1209	1/80000	May 1943
249	1/40000	July	1937	1210	1/80000	Feb. 1943
251	1/20000	Mar.	1942			

Change in location of Hog Island Channel Beacons should be noted. (Beacons Nos. 3, 4, 5, 6, 7,)

46. Comparison with additional sources of information:

Reservation Map of Camp Edwards	911-803, 1/10000	5/1941
Town of Bourne		1/12000 3/1939

Reviewed by:

Under the direction of

R. M. Berry

H. R. Brooks
H. R. Brooks, 27 Mar. 1945

R. M. Berry

APPROVED:

<u>M. Jones 8/48</u>	<u>H. Edmonston</u>
Technical Asst. to the Chief, Div. of Photogrammetry	Chief, Nautical Charts Branch Division of Charts

<u>K. T. Adams</u>	&	<u>C. K. Green</u>
Chief, Div. of Photogrammetry		Chief, Div. of Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. *T-5609*

Record of Application to Charts

[illegible]

M-2168-1

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.