

5733

5733

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey <u>Planimetric Air Photographic</u>	
Field No.	Office No. <u>T-5733</u>
LOCALITY	
State <u>Massachusetts</u>	
General locality <u>Cape Cod</u>	
Locality <u>Wellfleet - Truro</u>	
<u>Herring River - Pamet River</u>	
<u>1944</u>	
CHIEF OF PARTY	
<u>Fred. L. Peacock</u>	
LIBRARY & ARCHIVES	
<u>9 lens 4/13/43 & 7/16/38</u>	
DATE <u>single lens 4/21/38</u>	

applied to Chart drawing 580 Sept 21, 1944 H.E.M.

DATA RECORD

T-5733

Quadrangle (II):

Wellfleet, Mass. (15') U.S.G.S.

Project No. (II): HT-227

Sub-Project No. HT-227-C

Field Office:

Air Photographic Party No. 2
Baltimore, Maryland

Chief of Party:

Lieut. L. W. Swanson

Compilation Office:

Air Photographic Party No. 2
Baltimore, Maryland

Chief of Party:

Fred. L. Peacock

Instructions dated (II III):

September 28, 1938 and
August 15, 1939Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office:

1/15/44

Reported to Nautical Chart Section:

2/26/44

Reviewed:

2/6/45

Applied to chart No.

Date:

Redrafting Completed:

4/20/45

Registered:

12/46

Published:

7/8/46

Compilation Scale: 1:10,000

Published Scale: 1:10 000

Scale Factor (III):

None

Geographic Datum (III): North American 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): GRIFFIN, 1933, r.1936, r.1941

Lat.: 41° 55' 59.841" 1846.3m Long.: 70° 04' 10.673" 245.9m ~~Unadjusted~~ Adjusted

State Plane Coordinates (VI):

X = 989,190.85

Y = 343,348.58

Military Grid Zone (VI)

PHOTOGRAPHS (III)
(UNMOUNTED)

Number	Date	Time	Scale	Stage of Tide
13541 to 13544 Incl. Single Lens	4/13/43	11:05a.m.	1:10,000	3.0' above M. L. W.
4-201 to 4-204 Incl.	11/21/38	10:15a.m.	1:10,000	10.8' above M. L. W.
4-205 to 4-206	11/21/38	10:18a.m.	1:10,000	10.9' above M. L. W.
2424	7/16/38	12:29p.m.	1:10,000	6.4' above M. L. W.
2425 & 2426	7/16/38	12:30p.m.	1:10,000	6.4' above M. L. W.
2427	7/16/38	12:31p.m.	1:10,000	6.4' above M. L. W.

Tide from (III): Atlantic Ocean - tide tables, reference station Boston with time and tide corrections to Pamet River, C. G. Station and Wellfleet, Cape Cod,
Mean Range: Pamet River C. G. Station 7.6' Spring Range: Pamet River C. G. Station 8.6'
Wellfleet, Cape Cod - 10.0' Wellfleet, Cape Cod - 11.6'
Camera: (Kind or source) U. S. Coast & Geodetic Survey, nine lens (8 $\frac{1}{4}$ " focal length).
The character of the camera used to take the single lens photographs, which were purchased from the U. S. Geological Survey, is unknown.
Field Inspection by: Lieut. E. B. Lewey date: Summer, 1941

Field Edit by:

date:

Date of Mean High-Water Line Location (III): *See Review of Work.*
July 16, 1938, East Coast of Cape Cod, along Atlantic Ocean
Nov. 21, 1938 and April 13, 1943, Shore line from Wellfleet Harbor to Pamet Harbor
Supplemented by 1941 Field Inspection

Projection and Grids ruled by (III) John C. O'Neill date: March 20, 1943

" " " checked by: John C. O'Neill date: March 20, 1943

Control plotted by: John P. Kubasco date: April 14, 1943

Control checked by: Charles C. Tropp date: April 15, 1943

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

Detailed by: Edwin Whittemore, Jr. (Shore line and interior rough draft) date: July, 1943 to December, 1943

Reviewed in compilation office by: Michael G. Misulia date: December, 1943 to January 1944

Elevations on Field Edit Sheet
checked by:

date:

STATISTICS (III)

Land Area (Sq. Statute Miles): 20

Shoreline (More than 200 meters to opposite shore): 13.5 Statute Miles

Shoreline (Less than 200 meters to opposite shore): 6.0 Statute Miles
Inter. Detail (Ponds)-----11.5 Statute Miles

Number of Recoverable Topographic Stations established: 13

Number of Temporary Hydrographic Stations located by radial plot: 32

Leveling (to control contours) - miles: None

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

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

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

Remarks:

26 CONTROL:

The horizontal control, as shown on the Map Drawing, consists of nineteen (19) U. S. Coast & Geodetic Survey Triangulation Stations, and twenty-three (23) Massachusetts Geodetic Survey Traverse Stations. Seven (7) of the Triangulation Stations are Landmarks and one (1) has been field identified by measurements from identifiable detail to its "Reference Mark" (R.M.). The 3.0mm. black acid ink equilateral triangles, as shown on the Map Drawing, indicate the plotted positions of the horizontal control stations, and the red acid ink triangle, the transferred position as plotted on an adjoining map drawing. The "Reference Mark" has been shown with a 1.0mm. black acid ink square.

Within the detail limits of the Map Drawing are the following thirty-five (35) horizontal control stations:

Sixteen (16) U. S. Coast & Geodetic Survey Triangulation Stations

CAHOONS HOLLOW COAST GUARD STATION FLAGPOLE, 1932, r.1941 (landmark)
CHEQUESSETT INN EAST WATER TANK, 1933, r.1941 (landmark)
CHEQUESSETT INN WEST WATER TANK, 1933, r.1941 (landmark)
GRIFFIN, 1933, r.1936, r.1941
HAMBLIN MOUND, 1847
NORTH WELLFLEET METHODIST CHURCH BELFRY, 1847, r.1941 (landmark)
NORTH WELLFLEET CONGREGATIONAL CHURCH SPIRE, 1847, r.1932, r.1934, r.1941 (landmark)
PAMET, 1933, r.1937, r.1941
RICH, 1887, 1909
TRURO CONGREGATIONAL CHURCH SPIRE, 1933, r.1941 (Landmark)
TRURO CORNER 8, 1887
TRURO CORNER 8, BASE 1, 1887
TRURO CORNER 8, BASE 2, 1887
TRURO CORNER 8, BASE 3, 1887
TRURO TOWN HALL, 1887, 1933, r.1941 (landmark)
TRURO-WELLFLEET 6 (W.M.)(TRURO CORNER 1), 1887, r.1933, r.1941

Nineteen (19) Massachusetts Geodetic Survey Traverse Stations, all of which were recovered in 1941 as follows:

Truro, 1937
108 A
108 C
108 E
144 M
144 N
144 T
144 U
144 W

26 CONTROL: (cont'd)

145 AA
145 AD
145 AG
145 AJ
145 AM
145 N
145 T
145 U
145 W
145 Z

Outside of the detail limits of the Map Drawing, are the following seven (7) horizontal control stations:

Three (3) U. S. Coast & Geodetic Survey Triangulation Stations:

CORNHILL NO. 2, 1933, r.1941 (R.M. No. 2, 1941)
SAND, 1932, r.1933, r.1936, r.1941
WELLFLEET FIRE TOWER, 1932, r.1933, r.1934, r.1941

Four (4) Massachusetts Geodetic Survey Traverse Stations, all of which were recovered in 1941:

144 L
145 K
145 M
145 U

27 RADIAL PLOT:

An individual plot was laid by the usual radial method for the area represented on Map Drawing, Survey No. T-5733. No celluloid templates were used except for photographs Nos. 13541 to 13544 inclusive, which in the opinion of this Compilation Office were differentially distorted. Such distortion was compensated for in accordance with instructions furnished by the Washington Office.

The photographs which were adequate in number, and the Map Drawing Projection were prepared in the usual manner.

The horizontal control in the area of this Survey consists of U. S. Coast & Geodetic Survey Triangulation Stations and Massachusetts Geodetic Survey Traverse Stations. The positions of the former stations have been plotted from geographic stations, while the latter stations have been plotted from Massachusetts grid coordinates. The Massachusetts state grid is a lambert conformal projection with Y equal to 0 at Latitude 41° 00' 00" and X equal to 600,000' at Longitude 71° 30' 00".

27 RADIAL PLOT: (cont'd)

In the area of this Survey, the horizontal control was considered adequate in number, distribution and identification, unless otherwise mentioned in the succeeding paragraphs. All of the horizontal control recovered and identified by the Field Inspection Party in 1941 was satisfactorily "held to" in the plot, except the U. S. Coast & Geodetic Survey Triangulation Station "PAMET, 1933, r.1937, r.1941". The position of this station as plotted from geographic coordinates is 11.0mm. southeast of the position as radially plotted in accordance with the Field Inspection Party's identification.

While the plot was being laid, the photographs were examined for tilt and it is the opinion of this Compilation Office that none of the photographs are tilted in excess of three degrees. Therefore, the photograph centers (principal points) were used as the chief ray centers for all radials.

The positions of all the common secondary points previously established by plots of adjoining surveys were satisfactorily resected. The positions of all the secondary points determined by radial intersection from this plot, are believed to be within the limits of satisfactory accuracy. They have been shown on the glossy side of the Map Drawing with either double purple or double green ink circles, depending on whether their positions were considered relatively strong or weak respectively. The large purple ink circles indicate the positions of the photograph centers (principal points) which were determined by resection. The positions of these centers are also believed to be within the limits of satisfactory accuracy.

REMARKS

The remarks set forth at the end of Paragraph No. 27 in the Descriptive Report for map drawing, survey no. T-5734 also pertain to Map Drawing, Survey No. T-5733.

Paragraph No. 27 respectfully
submitted by:

Walter E. Schmidt

Walter E. Schmidt
Asst. Photogrammetric Engineer

after examining the description of the station the error is evidently in the field identification though it is not understood why the identification was not for it.

28 DETAILING:

The planimetry shown on the Map Drawing, has been detailed in accordance with the field inspection data, and instructions set forth in 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-C.

All detail has been shown in accordance with the standard symbols recommended by the Washington Office, and notes fully describing any deviation therefrom, have been shown on the Map Drawing.

The radially plotted positions of tertiary points considered relatively strong have been shown on the glossy side of the Map Drawing with single purple ink circles, while relatively weak positions have been shown with single green ink circles.

The main bodies of water shown, are portions of the Atlantic Ocean and Cape Cod Bay, whose extents are bounded by the detail limits of the Map Drawing, i.e. from Longitude $69^{\circ} 56' 00''$ to Longitude $70^{\circ} 06' 00''$, and from Latitude $41^{\circ} 55' 45''$ to Latitude $42^{\circ} 00' 00''$.

Portions of Herring River, Pamet River, Wellfleet Harbor, Pamet Harbor, and Duck Creek are also shown. The western part of the portion of Cape Cod shown on the Map Drawing, has numerous large ponds.

Both Herring and Pamet Rivers, are for the most part bordered by marsh on both sides. In general, the shore line along both sides of that part of Cape Cod shown on the Map Drawing, consists of sandy beaches along which are sand bluffs, ranging in height from 15' to 125'. The more prominent bluffs are along the eastern shore.

The Mean High-Water Line in the vicinities of Pamet Harbor, and Pamet River Coast Guard has changed considerably since the date of the 1938 photographs, upon which the delineation of the Mean High-Water Line was made by the 1941 Field Inspection Party. The Mean High-Water Line, as visible on the 1938 photographs, has been detailed in accordance with the field inspection data, ^(this is an approximate shoreline, not the line photographed in 1938) and shown with a full heavy-weight red acid ink line. The Mean High-Water Line, as visible on the 1943 photographs, has been detailed on the Map Drawing, and shown with a full heavy-weight black acid ink line. Besides using different colors to differentiate between the above-mentioned Mean High-Water Lines, notes have been added on the Map Drawing. The position of the Mean High-Water Line, as determined and detailed from the 1943 photographs, should be considered approximate, since these photographs were taken at the time of low-water. The Mean High-Water Line could not be detailed from the 1943 photographs from Latitude $41^{\circ} 58' 45''$ to Latitude $41^{\circ} 55' 45''$, because of insufficient coverage. *See note in review concerning shoreline shown.* *See names of town.*

All roads have been lettered "d.f.l." (first class), or "d.d.l.", (second class), or "trail", in accordance with the field inspection data. Roads shown with a centerline only, are to be considered six meters in width.

28 DETAILING: (cont'd)

Public buildings have been shown in accordance with the field inspection data. It is believed that all private dwellings, and other buildings have also been shown, with the exception of small garages, sheds, and small out-buildings, etc.

Insufficient side lap, dense vegetation, deep shadows, and blurred photography made it extremely difficult to detail the planimetry and to establish the positions of tertiary points, and hydrographic stations. The Mean High-Water Line along the eastern part of Cape Cod was detailed by using the triangulation stations in the near vicinity as minor detail points.

The positions of ponds shown on the Map Drawing, were difficult to establish because of the presence of sun spots and insufficient side lap of the photographs. These ponds, however, were detailed by methods acceptable to this Office.

In general, the position of ^{all} detail lying within approximately 400 meters to either side of the flight lines is to be considered weak, because of insufficient side lap of the photographs.

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

Since no overlay sheet was necessary, all names and descriptions, pertaining to planimetric detail, horizontal and hydrographic control, geographic names, etc. were shown on the Map Drawing.

A telephone line 20.6 meters west of the U. S. Coast & Geodetic Survey Triangulation Station "PAMET, 1933, r.1937, r.1941", as noted by the Field Inspection Party in Sketch book, Form 274, Volume 2, Page 22, was not visible on the photographs. It was not detailed on the Map Drawing as shown in the Sketch book, because its extent and direction was not noted.

A list of abbreviations has been shown on the Map Drawing to prevent misinterpretation of the abbreviations used.

30 MEAN HIGH-WATER LINE:

The Mean High-Water Line has been shown on the Map Drawing with a full heavy-weight black acid ink line, except as mentioned in Paragraph 28. The outer limits of marsh areas bordering the Mean High-Water Line have been shown with a full light-weight black acid ink line. This light-weight line does not necessarily define the Mean High-Water Line, but serves to indicate the outer limits of low wet land visible on the photographs.

The positions of thirty-two (32) Temporary Hydrographic Stations, and thirteen (13) Recoverable Topographic Stations, have been radially plotted and shown on the Map Drawing with 2 $\frac{1}{2}$ mm. black acid ink circles. Two of the Recoverable Topographic Stations are also Tidal Bench Marks. The standard Tidal Bench Mark symbol has been shown within the 2 $\frac{1}{2}$ mm. circle for these stations. The names of the Recoverable Topographic Stations were selected by this Compilation Office from descriptions furnished by the Field Inspection Party. Form No. 524 has been submitted for each of the following thirteen (13) Recoverable Topographic Stations:

35 HYDROGRAPHIC CONTROL: (cont'd)

Chimney, South Side
Chimney, Center Odd-Shaped House
Chimney, North Side
Water Tank, White (35')
Lone Spruce
Chimney, Brick
Front Range
Small Shack, Center
Center of Red Roof
Gable, North
Chimney, N'y of two
T. B. M. No. 1, 1933
T. B. M. No. 2, 1926

37 JUNCTIONS:

Map Drawing, Survey No. T-5732 is to the north. Since the compilation of this Map Drawing has not been completed, as of the date of this report, junction will be made at a later date.

Junction of immediate planimetric detail was made with Map Drawing, Survey No. T-5734, to the south, and except for the power line mentioned in Paragraph No. 41, was found to be in agreement.

The eastern and western extremities of the portion of Cape Cod are wholly within the detail limits of the Map Drawing. Since these extremities are bordered by the Atlantic Ocean and Cape Cod Bay, there will be no contemporary survey to the east or west, and therefore no junction need be considered.

38 GEOGRAPHIC NAMES:

An investigation of the geographic names covering the area of the Map Drawing, was made in 1941, by Lieut. E. B. Lewey. The names appearing on the Map Drawing are in accordance with the data from this investigation. The disputed and undisputed geographic names have been ~~L~~ alphabetically compiled in two lists, and are submitted herein.

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

It is believed, that the planimetry shown on the Map Drawing is complete in all details of importance, except for the Mean High-Water Line in the vicinities of Pamet Harbor and Pamet River Coast Guard. Refer to Paragraph No. 28 for a discussion of the Mean High-Water Line of these areas. The error in the relative positions of tertiary points and details of importance, is believed to be within 1.0mm., except in the areas mentioned in Paragraph No. 28, in which cases, the error is believed not to exceed 1.5mm.

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

From examination of the photographs, taken in 1938 and 1943, it is very obvious that the shore line of Cape Cod is continuously changing, and although the undersigned believes that the position of the Mean High-Water Line, as detailed on the Map Drawing, can only be considered approximate, it should be accepted until the area has been rephotographed and field inspected. ✓

40 BRIDGES:

No field inspection data were furnished for the bridges over Herring River and Duck Creek. Information concerning the railroad bridge over Pamet River, as noted by the Field Inspection Party, has been shown on the Map Drawing. It is not known to what datum the vertical clearance of this bridge is referenced. However, it is probably referred to Mean High-Water.

41 POWER LINES:

The Cape and Vineyard Electric Company's 22KV power line has been shown on the Map Drawing with the standard symbol, accompanied by descriptive notes. The center of the clearing for this power line, as visible on the photographs, was taken as the position of the line. This position was in fair agreement as shown on a map issued by the Brockton Edison Company, Middleborough, Massachusetts. The power line was not shown on Map Drawing, Survey No. T-5734, because it was not indicated on any of the field photographs by the 1941 Field Inspection Party. A sketch, showing the approximate position of the power line is submitted herein in order that the line may be shown on Map Drawing, Survey No. T-5734 if it is believed necessary to do so. This Compilation Office realizes that the sketch is rather incomplete. However, it shows all data, which is on hand. The sub-station which lies at the northern limits of the power line could not be seen on any of the office photographs. Its approximate position, as indicated by the Field Inspection Party, has been shown.

It was not possible to detail the power line to its northern terminal because of insufficient field inspection data, and because no further indication of its position was visible on the photographs, other than as detailed on the Map Drawing.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Wellfleet, Massachusetts Quadrangle (15'), U. S. Geological Survey, edition of September 1893, reprinted 1932, scale 1:62,500.

Because of the large difference in scale between the Map Drawing and the quadrangle, small planimetric detail could not readily be compared. However, the following differences were apparent:

*Numerous roads and houses as detailed on the Map Drawing, do not appear on the quadrangle.

*The peninsula on the north side of the entrance to Pamet River, as detailed on the Map Drawing, appears as an island on the Quadrangle. The south side of the entrance to Pamet River is shown as a peninsula on the Quadrangle. It is now filled in as shown on the Map Drawing.

On the quadrangle, immediately below Bound Brook Island, and above Griffin Island, is a stream bordered by marsh, which empties into Cape Cod Bay. No such stream or marsh area appeared on the photographs, and therefore they were not shown on the Map Drawing.

In general, differences were apparent between the streams as shown on the Map Drawing and those appearing on the Quadrangle.

A bridge crossing Herring River, as shown on the Map Drawing, does not appear on the quadrangle.

*The Cape and Vineyard Electric Company's 22 KV power line as detailed on the Map Drawing does not appear on the Quadrangle.

*A few small ponds as shown on the Map Drawing do not appear on the quadrangle. One pond, however, appearing on the Quadrangle, at approximately Latitude $41^{\circ} 58' 40''$ and Longitude $70^{\circ} 01' 15''$, was not visible on the photographs and therefore was not shown on the Map Drawing.

Mill Pond, appearing on the Quadrangle, has been detailed as a marsh area on the Map Drawing.

The Quadrangle shows a marsh area west of Commercial Wharf. This marsh area is now partly filled in and a playground has been built.

Pamet River Life Saving Station, as appears on the Quadrangle, is believed to have been replaced by a new Coast Guard Station, which lies immediately to the north. This new station is outside the detail limits of the Map Drawing.

*These differences also apply to the Charts to be discussed in the following paragraph.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 580, scale 1:20,000, published April 1934, reissued October 1938, corrected to June 6, 1941.

Chart No. 581, scale 1:40,000, published March 1936, reissued August 1939, corrected to June 6, 1941.


Chart No. 1208, scale 1:80,000, published November 1936, reissued July 1938, corrected to May 17, 1940.

Because of the differences in scale between the Map Drawing and the above mentioned Charts, small planimetric details could not readily be compared. However, the following differences were apparent:


Marsh areas, as detailed on the Map Drawing in the vicinities of Griffin Island and Herring River, and east of the town of Truro along Pamet River, are not shown on the Charts.

For other differences between the Charts and the Map Drawing, see items marked with asterisks in Paragraph No. 44.

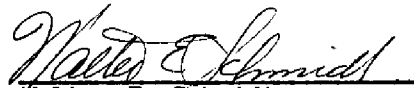
Respectfully submitted:
January 11, 1944


Edwin Whittemore, Jr.
Air Photo. Observer

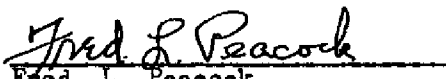
Compilation Reviewed by:


Michael G. Misulia
Jr. Topographic Engineer

Supervised by:


Walter E. Schmidt
Asst. Photogrammetric Eng.

Approved & Forwarded:
January 14, 1944


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

LIST OF GEOGRAPHIC NAMES

Undisputed

- | | |
|---|-----------------------------------|
| • Black Pond ✓ | • Higgins Pond ✓ |
| • Bound Brook Island ✓ | • Horse Leech Pond ✓ |
| • Cape Cod ✓ | • Long Pond ✓ |
| • *Commercial Wharf (name ok if used) ✓ | • Mill Creek ✓ |
| • Duck Creek ✓ | • Mill Pond (not on vests quad) ✓ |
| • Duck Pond ✓ | • Pamet Harbor ✓ |
| • Dyer Pond ✓ | • Pamet River ✓ |
| • Great Pond (E. of Wellfleet) ✓ | • Round Pond ✓ |
| • Great Pond (different than one above) ✓ | • Slough Pond ✓ |
| • Griffin Island (ENE of S. Truro) ✓ | • South Truro ✓ |
| • Gull Pond ✓ | • Truro ✓ |
| • Herring Pond ✓ | • Wellfleet ✓ |
| • Herring River ✓ | • Williams Pond ✓ |

*This wharf is noted as "ruins-out", by the 1941 Field Inspection Party on a copy of the Wellfleet Quadrangle. However, no mention of it being in ruins was made on the 1941 field inspection photographs. The wharf is visible on the 1943 photographs.

- | | |
|----------------------|------------------------|
| • Cape Cod Bay ✓ | • N. Pamet Road ✓ |
| • Atlantic Ocean ✓ | • S. Pamet Road ✓ |
| • Wellfleet Harbor ✓ | • Prince Valley Road ✓ |
| • Mayo Beach ✓ | • Gull Pond Road ✓ |
| • Northeast Pond ✓ | |
| • Southeast Pond ✓ | |
| • Cannon Hill ✓ | |
| • Shittail Point ✓ | |
| • Truro Sta. ✓ | |
| • Perch Pond ✓ | |
| • Kinnacum Pond ✓ | |
| • Spectacle Pond ✓ | |
| • Harbor Bar ✓ | |
| • U.S. No. 6 ✓ | |
| • Merrick Island ✓ | |
| • Turtle Pond ✓ | |

Names preceded by .
are approved. See
marked copy of
USGS "Wellfleet" 7 1/2' quad
1/22/46 L.H.

LIST OF GEOGRAPHIC NAMES

Disputed

Cahoons Hollow C. G. ✓

Cahoons Hollow C. G. 37
Cahoons Hollow Life Saving Station

Newcomb Pond ✓

Snows Pond

N.Y., N.H., and H. R.R. ✓

Old Colony Railroad
Cape Cod Division

*Pamet River C. G. (not on this sheet)

Pamet River C. G. No. 37
Pamet River Life Saving Station

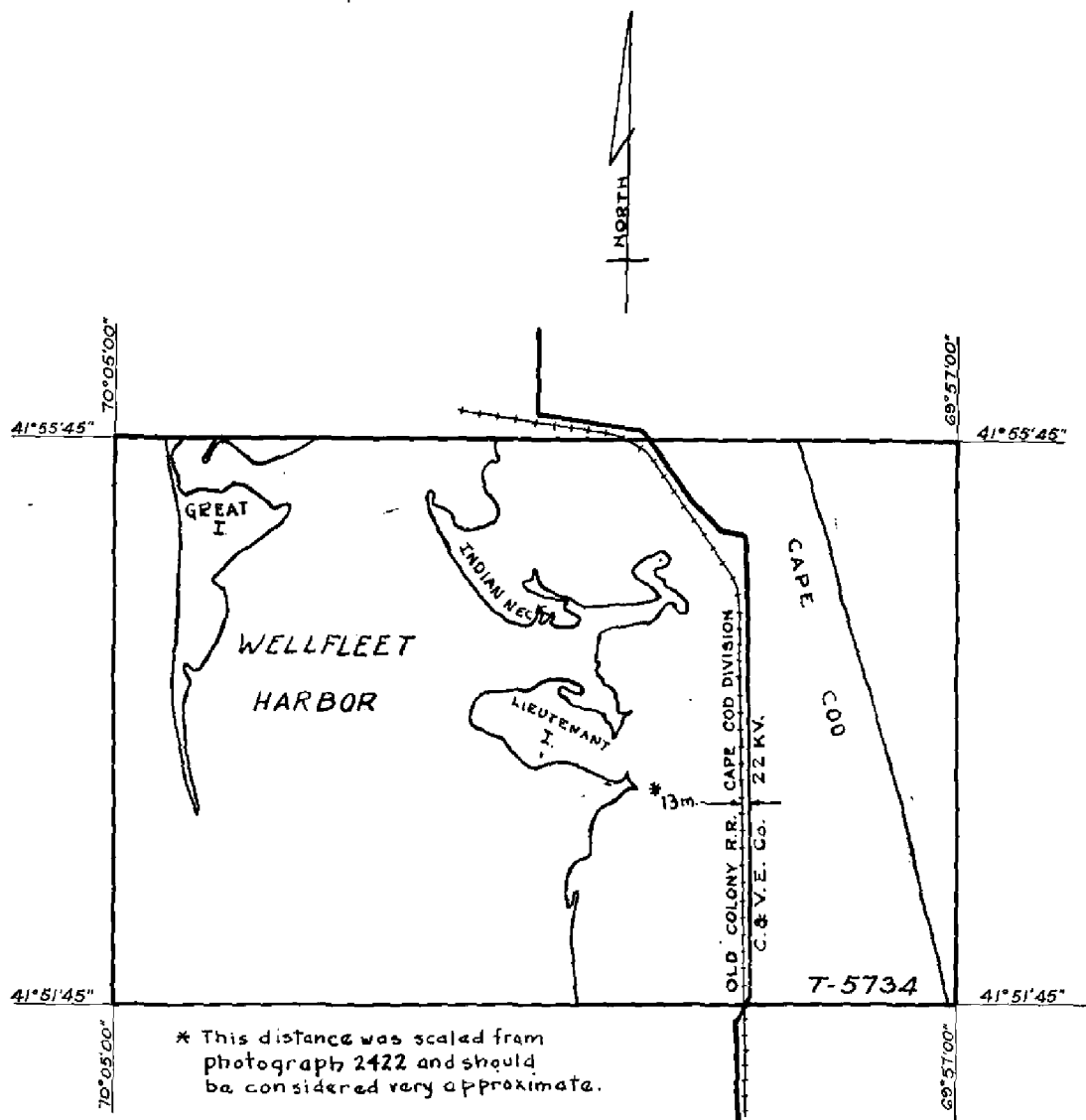
Snows Pond ✓

Ryder Pond

Duck Harbor (no longer a harbor): *probably a marsh where ducks gather - not meant as harbor in ordinary sense of the word*

*Refer to Paragraph No. 44 for a discussion of this station.

Names underlined in red approved
by L. Heck on 1/22/46



SKETCH SHOWING 22 KV. POWER LINE
ALONG OLD COLONY RAILROAD-
CAPE COD DIVISION

NO SCALE

Division of Photogrammetry

Review of Planimetric Map T-5733

Radial Plot.-

The radial plot is fully discussed in the descriptive report. The plot was checked by orienting office photographs under the map manuscript, and cut points. These points are within the allowable error.

Field Inspection and Detailing.-

The interior details were examined carefully. There were no great changes, only a few minor corrections. These corrections are in red acetate ink on the map manuscript. Marsh and swamp areas are outlined in dashed red acetate ink on the manuscript. Roads have been examined with a stereoscope - few roads reclassified.

Mean-High Water Line.-

The mean-high water line as shown on the printed and registered copies of T-5733 is approximately as of the summer of 1941, with the exception of the shoreline on Cape Cod Bay north of latitude $41^{\circ}59.04'$ which is as of April 1943.

The 1941 shoreline was detailed from photographs taken in November 1938 (after the hurricane) and field inspected in the summer of 1941.

The 1943 shoreline was detailed from photographs taken in April 1943 without field inspection.

Comparison with Previous Surveys.-

Survey T-5733 supersedes the surveys: No. 6034, 1933, 1:20,000; No. 259, 1848, 1:10,000; and No. 260, 1848, 1:10,000 for areas in common.

The greatest changes are in the shorelines and marsh areas. The shoreline has receded approximately 50 meters.

Comparison with U. S. Geological Survey Quadrangles.-

T-5733 was compared with U.S.G.S. quadrangle Wellfleet, Mass., 1944, 1:31,680. The two surveys are in good agreement.

Comparison with Nautical Charts.-

T-5733 was applied to Chart 580 in September 1944 prior to this review.



No changes have been made on the manuscript which are significant to the chart.

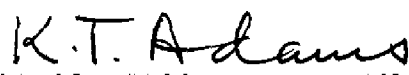
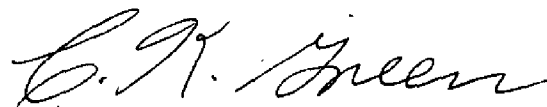
The manuscript shows two mean-high water lines of different dates in some places. The mean-high water line drafted and shown on the registered copy is indicated in the preceding paragraph. It is not known which of the lines the chart compiler used in transferring the line directly from the manuscript to the chart.

Reviewed under the direction of Ralph Moore Berry,
February 6, 1945.

Review report prepared by B. G. Jones, December 1946,
from reviewer's notes.

APPROVED BY:

	
Tech. Assistant to the	Chief, Nautical Chart Branch
Chief, Div. of Photogrammetry	Division of Charts

	
Chief, Div. of Photogrammetry	Chief, Div. of Coastal Surveys