

5736

5736

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Planimetric	
Type of Survey	Air Photographic
(Shoreline and Interior)	
Field No.	Office No. T-5736
LOCALITY	
State	Massachusetts
General locality	Cape Cod
Locality	Chatham
Photos. taken in 1933 and 1938.	
1944	
CHIEF OF PARTY	
Fred. L. Peacock	
LIBRARY & ARCHIVES	
DATE	

DATA RECORD

T- 5736

Quadrangle (II):
Chatham, Mass. (U.S.G.S. 15 min.)

Project No. (II): HT 227 B ~

Field Office:
Air Photographic Party No. 2

Chief of Party: Fred. L. Peacock

Compilation Office:
Baltimore Photogrammetric Office

Chief of Party: Fred. L. Peacock

Instructions dated (II III):

Copy filed in Descriptive
Report No. T- (VI)

September 18, 1938

August 15, 1939

Completed survey received in office:

8/4/44
1/26/45

Reported to Nautical Chart Section:

Reviewed:

3/7/45

Applied to chart No.

Date:

Redrafting Completed:

4/4/45

Registered:

12/46

Published:

7/9/46

Compilation Scale: 1:10,000

Published Scale: 1:40 000

Scale Factor (III): .99

Geographic Datum (III): N.A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): CHATHAM, 1835, r. 1931, r. 1932, r. 1934, r. 1938, r. 1940

Lat.: 41° 41' 50.076" (1544.9m) Long.: 69° 58' 48.442" (1120.1m) Adjusted
~~Unadjusted~~

State Plane Coordinates (VI):

X = 1,015,075.44

Y = 257,770.32

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
2407 to 2408	7/16/33	12:10 to 12:30	1:10,000	2.0 ft. above M.L.W.
2413 to 2416	7/16/38	" "	" 1:10,000	2.0 ft. above M.L.W.
GS-F-5-68 to GS-F-5-70	11/21/38	11:15 a.m.	"	3.9 ft. above M.L.W.
GS-F-7-61 to GS-F-7-63	12/14/38	10:30 a.m.	"	1.2 ft. above M.L.W.
GS-F-7-92 to GS-F-7-95	12/14/38	10:25 a.m.	"	1.2 ft. above M.L.W.

Predicted tables for Boston, Mass. corrected to
Tide from (III); Pleasant Bay, Cape Cod

Mean Range: 3.5' Spring Range: 4.1'

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

Field Inspection by:	A.L. Wardwell	date:	Dec. 15, 1938
	H.C. Warwick		April, 1940
	E.B. Lewey		August, 1941
Field Edit by:		date:	

Date of Mean High-Water Line Location (III); Date of photographs supplemented
by field inspection data obtained in 1941.

*November 1938 with corrections to 1941
in more changeable areas. See Review of back of
this report.*

Projection and Grids ruled by (III) Washington Office	date:	Feb. 1939
" " " checked by: Washington Office	date:	Feb. 1939
Control plotted by: R. A. Gilmore	date:	2/13/39
Control checked by: W. E. Schmidt	date:	2/13/39
Radial Plot by: Abraham L. Goncharsky	date:	2/12/44
Detailed by: John P. Kubasco	date:	June 2, 1944 to August 3, 1944
Reviewed in compilation office by: Henry P. Eichert	date:	July 28, 1944 to August 3, 1944
Elevations on Field Edit Sheet checked by:	date:	

STATISTICS (III)

Land Area (Sq. Statute Miles): 16

Shoreline (More than 200 meters to opposite shore): 36

Shoreline (Less than 200 meters to opposite shore): 15

Number of Recoverable Topographic Stations established: 5

Number of Temporary Hydrographic Stations located by radial plot: 98

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:

26 CONTROL:

The horizontal control plotted on the Map Drawing consists of fifty-six (56) U. S. Coast & Geodetic Survey triangulation stations, fourteen (14) Massachusetts Geodetic Survey traverse stations, and six (6) Massachusetts Geodetic Survey triangulation stations. The positions of all the stations have been shown on the Map Drawing with the conventional triangulation symbol.

The detail limits for the Map Drawing are longitude $69^{\circ} 55' 00''$ on the east, longitude $70^{\circ} 00' 30''$ on the west, latitude $41^{\circ} 39' 00''$ on the south, and latitude $41^{\circ} 45' 00''$ on the north.

The following horizontal control stations are within the detail limits of the Map Drawing:

Fifty-Three (53) U. S. Coast & Geodetic Survey
Triangulation Stations:

- *CHATHAM, 1835, r.1931, r.1932, r.1934, r.1938, r.1940 ✓
- CHATHAM BARS INN TANK, 1931, r.1934, partial r.1940, L.1941 (dashed triangle) ✓
- CHATHAM COAST GUARD STATION, SIGNAL MAST, 1934, r.1938 ✓
(Selected by 1941 Field Inspection Party as a hydrographic station. Has been shown on Map Drawing with triangulation symbol.)
- COAST GUARD STATION, NO. 42, 1920, r.1931, r.1939, r.1941 ✓
- COAST GUARD STATION, NO. 41, 1920, r.1932, 1934, r.1940, r.1941 ✓
- OLD HARBOR COAST GUARD STATION, SIGNAL MAST, 1934, r.1940, r.1941 ✓
- STAGE HARBOR LIGHTHOUSE, 1880, r.1931, r.1938, r.1939, r.1941 ✓
- CHATHAM, ACME LAUNDRY WATER TANK, 1934, r.1938, r.1940 ✓
- STRONG, 1868, r.1920, r.1940 ✓
- CHATHAM CONGREGATIONAL CHURCH SPIRE, 1868, r.1920, r.1934, r.1938, r.1939, r.1940, r.1941 ✓
- CHATHAM, ROMAN CATHOLIC CHURCH, 1920, r.1940, r.1941 ✓
- CHATHAM STANDPIPE, 1931, r.1932, r.1934, r.1938, r.1940, r.1941 ✓
- PAINE'S HOUSE CHIMNEY, 1920, r.1940, r.1941 ✓
- CHATHAM METHODIST CHURCH, 1920, r.1934, r.1938, r.1940, r.1941 ✓
- MARCONI RADIO MAST, 1920, r.1931, r.1932, r.1934, r.1938, r.1940, r.1941 ✓
- CHATHAM SOUTH LIGHTHOUSE, 1880, r.1931, r.1938, r.1941 ✓
- CHATHAM, OLD WINDMILL, 1920, r.1931, r.1938, r.1939 ✓
- PINE, 1868, r.1889, r.1931, r.1938, r.1939 ✓
- FOX HILL, NAVY RADIO-COMPASS STATION, 1920, partial r.1940, L. 1941 (dashed triangle) ✓
- *SOUTH ORLEANS PROGRESSIVE LYCEUM ASSOCIATION, HALL, ECCENTRIC, 1887 ✓
- *SOUTH ORLEANS PROGRESSIVE LYCEUM ASSOCIATION, HALL, ECCENTRIC BASE, 1887 ✓

26 CONTROL: (cont'd)

- *SOUTH ORLEANS PROGRESSIVE LYCEUM ASSOCIATION, HALL, 1887 ✓
- *BREWSTER CORNER 6, 1887 ✓
- *BREWSTER CORNER 7, 1887 ✓
- *BREWSTER CORNER 8, 1887 ✓
- *BREWSTER CORNER 9, 1887 ✓
- *BREWSTER CORNER 10, 1887 ✓
- *BAY PEG, 1868 ✓
- *ELDRIDGE, 1868, 1909 ✓
- *HOUSE ON BLUFF, CHIMNEY, (A), 1920 ✓
- *GREY HOUSE, CHIMNEY, (B), 1920 ✓
- *HOUSE ON BLUFF, CHIMNEY, (C), 1920 ✓
- *HOUSE ON RIDGE, SOUTH CHIMNEY, (D), 1920 ✓
- *CHATHAM-ORLEANS 2 (CHATHAM CORNER 7), 1887 ✓
- *CHATHAM CORNER 8, 1887 ✓
- *CHATHAM CHURCH SPIRE, 1846 ✓
- *CHATHAM, NORTH LIGHTHOUSE, 1880, r.1931, partial r.1941 ✓
(Only base exists. Not Used. Dashed triangle)
- *CHATHAM, SOUTH BOATHOUSE, WEST GABLE, 1920 ✓
- *SOUTH POINT, 1886 ✓
- *CHATHAM FLAGSTAFF, 1868 ✓
- *CHATHAM, CONGREGATIONAL CHURCH BELFRY, 1846 ✓
- *GRASSY, 1920 ✓
- *THAYER, 1920 ✓
- *NORTH BOATHOUSE, WEST GABLE, 1920 ✓
- *OLD SHACK, CHIMNEY, 1920 ✓
- *CROW, 1909 ✓
- *KENT'S HOUSE, CHIMNEY, 1920 ✓
- *MORRIS ISLAND, 1846 ✓
- *BEACH, 1868 ✓
- *LOVELAND'S FLAGSTAFF, 1886 ✓
- *CROWELLS HILL BASE, 1887 ✓
- *GUNNING CAMP, CHIMNEY, 1920, doubtful r.1940 (See paragraph 27) ✓
- *CURTIS' BUNGALOW, CHIMNEY, 1920, doubtful recovery (see paragraph 27) ✓

Eleven (11) Massachusetts Geodetic Survey (M.G.S.)

Traverse Stations:

- *111 G; r.1941 ✓
- *111 L, r.1941 ✓
- *111 Q, r.1940 ✓
- *111 R; r.1940, r.1941 ✓
- *111 S, r.1941 ✓
- *111 T; r.1941 ✓
- *111 U; r.1940, r.1941 ✓
- *111 V, r.1941 ✓
- *116 AM, 1938 ✓
- *116 AN, 1938 ✓
- *116 AP, 1938 ✓

26 CONTROL: (cont'd)

Six (6) Massachusetts Geodetic Survey Triangulation Stations:

~~**HARDING WEST~~, 1938, r.1941 ✓
~~*HARDING EAST~~, 1938, r.1941 ✓
~~*MORRIS~~, 1938 ✓
~~*REGGIE~~, 1938 ✓
~~*WILDER~~, 1938 ✓
~~*CROWELL~~, 1938 ✓

The following triangulation stations are outside the detail limits of the Map Drawing:

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

SOUTH ORLEANS, C. E. RODGERS WATER TANK, 1934, r.1940, r.1941
SAMPSON, 1868, r.1940
*CHATHAM CORNER 5, 1887

Three (3) Massachusetts Geodetic Survey (M.G.S.) Traverse Stations:

111 E, r.1941
*116AL, 1938
*116AK, 1938

*No field identification - could not be used to control the radial plot.

27 RADIAL PLOT:

The radial plot for Map Drawing, Survey No. T-5736 was previously laid in 1939 by Lieutenants L. W. Swanson, R. A. Gilmore and W. C. Russell, as part of a combined radial plot for the areas of Map Drawings, Surveys Nos. T-5736 to T-5739 inclusive.

Since the time the original plot was laid, additional photographs (single lens) were obtained, and two additional field inspections were made, one in 1940 and the other in 1941. With the aid of this additional data, an individual radial plot for the area of Map Drawing, Survey No. T-5736 was relaid.

The positions of the horizontal control stations previously plotted on the Map Drawing in 1939 were checked. The positions of all other available horizontal control stations in the area of the Survey were plotted and checked.

With reference to the lost per. one page of the
the statement about quarrying Camp chimney
is no inconclusive that with the
portions have been removed from the
the per. and has been discarded, and
a report made to quarry that the station is
probably lost.

viewed by per. 13/11/64
-per. 13/11/64 - per. 13/11/64

27 RADIAL PLOT: (cont'd)

The horizontal control as pricked on the office photographs in 1939 by the Compilation Office was checked, and all additional horizontal control identified and recovered in the years 1940 and 1941 wherever possible, were pricked on the office photographs. Secondary control points, as selected by this Compilation Office, were pricked on all of the office photographs.

No celluloid templates were used to lay the radial plot, the photographs being oriented directly under the Map Drawing Projection. Radials were then drawn through the pricked secondary control points, and the positions of such points were thereby determined by radial intersections, and indicated on the glossy side of the Map Drawing with small double blue ink circles, while the positions of the photograph centers (principal points) which were determined by resection were indicated by a small and two large blue ink circles. The positions of secondary points and a few detail points which were previously determined by radial plots laid for adjoining surveys, and which were common to the area of Map Drawing, Survey No. T-5736, were satisfactorily resected.

The number of horizontal control stations and the number of photographs in the area of the Map Drawing, Survey No. T-5736 were adequate in number, distribution and identification, unless otherwise mentioned in subsequent paragraphs of this report. Twenty-seven horizontal control stations identified on the field inspection photographs by the Field Inspection Parties of 1938, 1940, and 1941 were satisfactorily "held to" in the plot. Forty-five of the seventy-six plotted horizontal control stations could not be used to control the radial plot because they were not field identified. These have been indicated by an asterisk symbol on the lists in Paragraph 26. Horizontal control stations recovered, but not pricked or otherwise identified by the Field Inspection Parties, and which were not visible on the photographs have been noted "not used" on the Map Drawing. Two stations no longer in existence at the dates visited by the Field Inspection Party, but which were visible on the 1938 photographs or a foundation on which they had been located was visible on the photographs, were used to control the plot and have been shown on the Map Drawing with a dashed triangulation symbol. One other horizontal control station reported by the Field Inspection Party to have been destroyed has also been shown by the dashed triangulation symbol.

The identification of U. S. Coast & Geodetic Survey triangulation station "Gunning Camp, Chimney, 1920" was noted as doubtful by the Field Inspection Party of 1940. The station was not pricked on any of the field inspection photographs by the Field Inspection Parties. An attempt was made by this Compilation Office to prick the photographic position of the station from the furnished field inspection data, which consisted of a sketch accompanied by notes shown on the field inspection photograph. The point pricked on the office photographs as the station could not be "held to" in the radial plot. The position of the point thought to be the station was determined by radial intersection, and is 1.8mm. north of the position of the station as plotted from geographic coordinates. Form No. 524 has been submitted.

There are many mentions in this report on the photographic station being doubtful by the aerial party. Plot has been removed from the sheet and the name not photographed.

27 RADIAL PLOT: (cont'd)

The identification of the U. S. Coast & Geodetic Survey triangulation station "CURTIS' BUNGALOW, CHIMNEY, 1920" was noted as doubtful by the Field Inspection Party, and was not pricked on any of the field inspection photographs. Since the image of the chimney was not visible on any of the office photographs, it could not be pricked, and therefore was not used to control the radial plot. The name of the station appearing on the Map Drawing is accompanied by the note "not used".

A point has been pricked by the Field Inspection Party of 1941 on photograph No. 7-62, and noted as the triangulation station "WOODEN WATER TANK, on 30' TOWER". The image of this tank was not visible on any of the office photographs, and therefore could not be pricked by this Compilation Office. There was no geodetic position, description, recovery card or pricking notes on hand for this station.

It is believed that the positions of the secondary control points, and the photograph centers (principal points) as determined by this plot are within the limits of satisfactory accuracy.

REMARKS

Blurred photography made it extremely difficult to prick the horizontal control stations.

Paragraphs Nos. 26 and 27
Respectfully submitted by:
February 12, 1944

Abraham L. Goncharsky
Abraham L. Goncharsky
Sr. Engineering Draftsman

Supervised by:

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

28 DETAILING (Continued)

All buildings and streets in Chatham, Massachusetts have been shown.

All roads, unless otherwise labeled, are to be considered as not wider than 0.6 mm.

29 SUPPLEMENTAL DATA:

Three maps covering portions of this survey, and which had been produced by other organizations, were available to the Compilation Office. They were used to some extent to supplement the photographs and field inspection data in detailing the area of this Map Drawing. They are

Town of Orleans Map
Map of the Town of Chatham, Massachusetts
Map Showing Locations of Electric Transmission and Power Lines

30 MEAN HIGH-WATER LINE:

The mean high-water line (firm ground) has been shown on the Map Drawing, where possible, with a full heavy-weight black acid ink line. The outer limits of marsh areas bordering the mean high-water line have been shown with a full light-weight black acid ink line and the included area detailed with the conventional marsh symbol.

The field inspection data available for reference in detailing the position of the mean high-water line, was complete except in several areas where the shore line was subject to changes. Due to changing shore line it was found necessary to resort to extensive office interpretation of the photographs, to supplement the field inspection data.

The location of the mean high-water line in several localities within this area is apparently susceptible to frequent and extensive storm-made changes. The running of plane-table topography for the accurate location of the mean high-water line in these localities was recommended by the earlier Field Inspection Sub-Party. The Sub-Party of 1941 apparently found it feasible to delineate the location of a part of the mean high-water line in these places on single lens photographs. As a result of such changing conditions, it is considered possible that the location of the mean high-water line as shown on the Map Drawings, does not in all cases absolutely represent conditions prevailing at this date.

31. LOW-WATER AND SHOAL LINES:

See Review of book as regards date of the mean high water line.

No part of the mean low-water line could be detailed with confidence from either field inspection data or from office examination of the photographs. The approximate limits, as visible on the photographs, of shoal areas, both offshore and adjoining the mean high-water line, have been shown on the Map Drawing with a dashed, light-weight black acid ink line.

28 DETAILING:

The field inspection data furnished the Compilation Office for the area of this Map Drawing was accomplished by three separate field inspection units, at intervals, during a period of almost three years. All of this field inspection data was accomplished after a severe storm in September 1938. Much of this field inspection data is shown on nine lens photographs which were taken previous to this storm.

A small amount of field inspection data is shown on 1:24,000 single lens photographs which were taken after the 1938 storm but previous to a storm of less intensity occurring in April 1940.

In order that the compiler might make full use of the above data the field inspection units endeavored to furnish on the photographs sufficient measurements to detail the mean high-water line and numerous notes were made for use in delineating the areas directly adjacent to the shore line. However, in some places it was impossible, according to the field inspection units, to determine in the field a permanent mean high-water line, or the outer limits of low wet land at mean high-water. Many areas are recommended for future planetable surveys and no attempt has been made by this compiler to delineate a mean high-water line in these areas. At many places, symbols only, are shown and no line representing the mean high-water line or the outer limits of low wet land at mean high-water are shown. Satisfactory field inspection data for detailing the interior areas of this Map Drawing was furnished the Compilation Office.

The nine lens photographs did not sufficiently cover the area of the Map Drawing for detailing. Single lens photographs enlarged from a scale of 1:24,000 to a scale of 1:10,000 were furnished the Compilation Office to supplement the nine lens photographs and for use in detailing the area not covered by the nine lens photographs.

It was necessary to use the vertical projector to transfer the field inspection data shown on the 1:24,000 single lens field photographs to their respective enlargement on a 1:10,000 scale. Considerable use was also made of the stereoscope in transferring this field inspection data to the office photographs.

All of the limits of marsh areas were delineated by use of the stereoscope. It was necessary to use the stereoscope in many cases to delineate buildings, none of which were field identified.

Many roads were not classified by the field inspection units. These roads were classified on the Map Drawing after careful office study of the photographs and by comparison with other roads which had been classified by the field inspection units. In many cases tree and brush areas have been detailed by examination of the office photographs and classified by comparison with other classified areas of similar appearance.

32 DETAILS OFFSHORE FROM HIGH-WATER LINE:

The field inspection unit has shown the presence of rocks, a barge, two wrecks and piling by means of general notes on the field inspection photographs. In most cases the rocks were radially plotted. Some were detailed from the office photographs. The extent to which the offshore rocks bare at mean high-water has been shown by notes lettered on the Map Drawing according to the field inspection data. The extent to which the rock awash bare at mean low-water, indicated by field inspection data, has been shown on the Map Drawing with appropriate notes. All rocks which bare $1\frac{1}{2}$ feet or less above mean high-water have been shown as rocks awash.

Areas in which the remains of two wrecks, wharves, and piling, which were not visible on the photographs, but were indicated by field inspection data, have been outlined with a dashed black acid ink line and lettered with accompanying descriptive notes. The field inspection unit has recommended that the Hydrographic Party obtain positions for these offshore details.

33 WHARVES AND SHORELINE STRUCTURES

All piers, retaining walls, bulkheads and all other shore line structures have been detailed in accordance with the field inspection data and shown with the conventional symbols, accompanied by descriptive notes./

34 LANDMARKS AND AIDS TO NAVIGATION:

The field inspection unit has recommended for charting as landmarks, the following objects which are also triangulation stations, namely:

OLD HARBOR C. G. SIGNAL MAST, 1934
CHATHAM C.G. SIGNAL MAST, 1934

Form 567 is being submitted for these two landmarks.

There are also two fixed aids to navigation within the limits of this Map Drawing. They are:

CHATHAM, Gp. Fl.W. 30 sec. 4 flashes (also triangulation station)
STAGE HARBOR, Fl. W. 3 sec.

Form No. 567 is being submitted for STAGE HARBOR, Fl. W. 3 sec.

35 HYDROGRAPHIC CONTROL:

The Compilation Office was furnished the identification of 103 hydrographic stations. Five of these were selected by the Compilation Office as recoverable topographic stations and the remaining ninety-eight

35 HYDROGRAPHIC CONTROL: (Continued)

are to be considered temporary hydrographic stations. All were identified, either on the 1:10,000 or on the 1:24,000 field photographs by numbers and their descriptions were listed in sketch books, Form 274, by corresponding numbers. The positions of these stations have been determined by radial intersections and shown on the Map Drawing with 2.5mm black acid ink circles. *Most of the hydrographic control stations have been omitted from the printed copy of T-5736 but are on the manuscript.*

The numbers only, of the temporary hydrographic stations and the recoverable topographic stations, have been shown on the Map Drawing. A typed list of the descriptions of the temporary hydrographic stations and the recoverable topographic stations, is attached to this descriptive report.

Two additional copies of the list are being submitted for possible use of Hydrographic Parties.

Form 524 is being submitted for the following five recoverable topographic stations.

CHIMNEY, GUNNING CAMP (Redetermined position of
triangulation station identified
by office examination)

BRICK STACK
FLAFSTAFF
WINDMILL, 50 ft. high
STAGE HARBOR, Fl. W. 3 sec.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

There are no aeronautical aids recommended in the area of this Map Drawing. One airport was identified by the field inspection unit and is detailed on the Map Drawing.

37 JUNCTIONS

The junction to the west with Map Drawing, Survey No. T-5738, was in good agreement except at a small portion at the north end. Due to additional horizontal control it was found necessary to relocate the centers of some of the photographs, which were common to Surveys No. T-5738 and T-5736, during the running of the radial plot for Survey T-5736. This caused the relocation of some minor detail points common to both surveys and affected the position of two roads and the south shore of Muddy Creek. These have been detailed in their correct position and are shown in the west border of Map Drawing T-5736 in red acid ink.

The junction to the South with Map Drawing, Survey No. T-5737, was in excellent agreement.

The junction to the North with Map Drawing, Survey No. T-5735, was in excellent agreement.

To the East is the Atlantic Ocean

38 GEOGRAPHIC NAMES:

The results of a geographic name investigation have been furnished the Compilation Office on the U.S. Geological Survey, Chatham, Massachusetts, 15 minute quadrangle. A list of undisputed, disputed ^{L-H} and recommended names is attached to this report.

39 HORIZONTAL ACCURACY:

The probable error in the relative positions of detail points, the mean high-water line, and well-defined objects is believed to be within the limits of satisfactory accuracy.

40 CABLE CROSSING AREAS:

The cable crossing area, northeasterly from Neckerson Neck to Strong Id., is shown on this Map Drawing with a dashed red acid ink line. The cable area was detailed from Chart No. 1208 by means of the vertical projector. The cable area running northeasterly from Chatham is also shown with a dashed red acid ink line and was transferred from Chart No. 1209 by means of the vertical projector.

41 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetric features shown on the Map Drawing are those which appear on the latest available photographs, Dec., 1938, supplemented by the field inspection data, the most recent of which were compiled in 1941. This is a changeable area and the need for revision surveys from time to time can be expected. Fairly frequent shore line revision should be made.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Due to scale difference, only a visual comparison could conveniently be made with the U. S. Geological Survey, Massachusetts, Chatham Sheet, 15 minute quadrangle, Scale 1:62,500, dated 1926.

The quadrangle shows a large inlet at Nauset Beach east of Black Pond. This is not shown on the Map Drawing and is not visible on the photographs. The entire length of shore line of Nauset Beach as shown on the Map Drawing is in disagreement with the quadrangle.

~~Little Sipson Island is not shown on the quadrangle.~~
Compared with later U.S.G.S. Quad 1943. The two surveys are in good agreement.
Many new roads and streets have been constructed since the quadrangle was issued.

Other common topographic features are in generally fair agreement.

45. COMPARISON WITH NAUTICAL CHARTS:

Due to scale difference, only a visual comparison could be conven-

45 COMPARISON WITH NAUTICAL CHARTS: (Continued)

iently made with the following nautical charts:

No. 50 -- Scale: 1:210,220, Dated: April 13, 1944
No. 1107 - Scale: 1:391,000, Dated: May 25, 1944
No. 1208 - Scale: 1:80,000, Dated: June 6, 1941

Several small islands, shown on Chart No. 1208, off the south end of Nauset Beach cannot be seen on the photographs and are now shown on the Map Drawing.

An inlet is shown on the Map Drawing, south of Chatham which does not appear on Chart No. 1208.

Several small islands at the southeast end of Harding Beach shown on Chart No. 1208 are not visible on the photographs and are not shown on the Map Drawing.

Common topographic features of all three charts and the Map Drawing seem to be in fair agreement.

Respectfully submitted
August 3, 1944

John P. Kubasco
John P. Kubasco
Photogrammetric Aid

Compilation and Descriptive
Report, reviewed by:

Henry P. Eichert
Henry P. Eichert
Jr. Photogrammetric Engineer

Compilation and Descriptive
Report, Supervised by

Joseph Steinberg
Joseph Steinberg
Asst. Photogrammetric Engineer

and

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

Approved and Forwarded
August 4, 1944

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

GEOGRAPHIC NAMES

Undisputed

- Bassing Harbor ✓
- Black Pond ✓
- Chatham ✓
- Chatham Light ✓
- Chatham Roads ✓
- Crows Pond ✓
- Deep Pond ✓
- Emery Pond ✓
- Frost Fish Creek ✓
- Hog Island ✓
- Lovers Lake ✓
- Little Mill Pond ✓
- Little Sipson Id. ✓
- Mill Pond ✓
- Mitchell River ✓
- Muddy Creek ✓
- Nauset Beach (U.S.G.B.) ✓
- North Chatham ✓
- Oyster Pond ✓
- Pleasant Bay ✓
- Quanset Pond ✓
- Sarahs Pond ✓
- Stage Harbor ✓
- Stage Island ✓

- Lynn Pond ✓
- Shoal Pond ✓
- Fox Hill ✓
- Twinings Pond ✓
- Tern Island ✓
- West Chatham ✓
- Blue Pond ✓
- Black Pond ✓
- Beerses Pond ✓
- Stetson Cove ✓
- Long Point ✓
- Taylor Point ✓
- The Neck ✓
- Little Pleasant Bay ✓
- Chatham Airport ✓

- Stillwater Pond ✓
- Strong Island ✓
- The Narrows ✓
- Toms Neck ✓
- Uncle Isreals Pond ✓
- Uncle Seths Pond ✓
- White Pond (S. of Emery Pond) ✓

- Sampson I ✓
- Goose Pond ✓
- Ryders Pond ✓
- Cape Cod (for title) ✓
- Massachusetts (for title) ✓
- State Highway No. 28 ✓

Names preceded by .
are approved. See
marked copies U.S.G.S.
"Chatham" and "Harwich"
7 1/2' quads (1943).

L. H.

12/26/45

GEOGRAPHIC NAMES

Recommended

* Chatham Port ✓
* Chatham Coast Guard Sta ✓
* Harding Beach (U.S.G.B.) ✓
Harding Beach Light
Ministers Point

* Morris Island ✓
Nickersons Neck
* Old Harbor C.G. Sta

Oyster Pond River
* Round Cove
* Ryder Cove

Schoolhouse Pond (as on U.S.G.S. Quad.)
Sipsons Island Sipson I (U.S.G.B.)

Disputed

Chathamport
Chatham Coast Guard No. 42
Harding's Beach
* Stage Harbor Light

* Allen Point
Allens Point
Amos Point

* Nickerson Neck
Old Harbor C.G. No. 41
U.S. L.S. Station
C.G. No. 41

* Oyster Creek

Round Pond
Rider's Cove
Riders Cove

White Pond
Simpsons Island

Names underlined in red approved

by L. Heck on 12/26/45

DESCRIPTIONS OF
TEMPORARY HYDROGRAPHIC STATIONS
AND RECOVERABLE TOPOGRAPHIC STATIONS
LOCATED BY RADIAL PLOT FOR MAP DRAWING

SURVEY NO. T-5736

PROJECT NO. HT - 227C

RECOVERABLE TOPOGRAPHIC STATIONS ESTABLISHED IN 1938 and 1941----	5
TEMPORARY HYDROGRAPHIC STATIONS ESTABLISHED IN 1938 and 1941----	<u>98</u>
TOTAL STATIONS*-----	103

LISTED BY: JOHN P. KUBASCO
COPY CHECKED BY: HENRY P. EICHERT

HYDROGRAPHIC STATIONS

- ✓3A Gable of boat house on beach above green door.
- ✓5A East gable of boat house on beach.
- ✓6A Windmill atop triangular steel frame about 50 ft. high in open grassy field visible from sea from W.S.W. to S.E. (Recoverable Topographic Station)
- ✓7A Gable of boat house with large green door and window between door and gable.
- ✓1B E. gable small shingled shack just to N. of stream entering N.W. corner of bay.
- ✓2B S. gable of small shack at edge of sand.
- ✓3B S. gable small green house.
- ✓4B Brick chimney S. side house over white bulkhead.
- ✓5B Ornament on E. gable of house on hill and in pines. First house S. of small wharf.
- ✓6B White brick chimney on W. gable. Prominent white on highest point and among pine trees.
- ✓7B Largest pine at S. edge cleared space.
- ✓8B E. gable small green shack in front of tennis court.
- ✓9B Cupola in center small house to S.W. of along 2-story white building with 3 chimneys.
- ✓10B White brick chimney, black top, showing above pines on point.
- ✓11B Brick chimney on shingled house on point. Small new house (white) beneath and to N.
- ✓12B Chimney in center of big shingled house back of flagstaff.
- ✓13B Center of outer end walkway to float.
- ✓14B W'ly of 2 chimneys on small house.
- ✓15B Cupola on small low house.
- ✓16B Chimney center of house on point.
- ✓17B Flagstaff. (Recoverable Topographic Station)
- ✓18B W. gable white house.
- ✓19B Largest chimney (center of 3) on "Eastward Ho" clubhouse.
- ✓20B Chimney in center large house in clearing.
- ✓21B Water tank.

- 22B ✓ Small black stack.
- 23B ✓ Signal tower.
- 24B ✓ Spire on abandoned railroad station.
- 21C Gable of house on beach.
- ✓22C Small boathouse on beach.
- ✓23C Gable of white bath house on beach.
- 24C Red chimney on south gable of white boathouse.
- ✓25C Gable of a small old shack on beach.
- ✓26C Gable of grey boathouse on beach.
- ✓27C Gable of large red boathouse.
- ✓28C Gable of old shack on beach.
- 29C Gable of small gray boathouse on beach with green trimmings and yellow door.
- 30C East gable of boathouse on beach with green trimming.
- ✓31C East gable of grey boathouse with green trimmings on beach.
- ✓32C Gable of old dilapidated shack on beach.
- ✓33C East gable of boathouse on beach.
- ✓34C A 6x10 feet rectangular platform supported by 5 pilings about 8 ft. high. It stands just inside the H.W.L.
- ✓35C Gable of old boathouse on beach.
- ✓36C Gable of dilapidated shack on beach having a planked runway to the water.
- ✓37C Gable of grey house on beach.
- 38C Gable of yellow boathouse with green doors on beach.
- ✓39C White flagpole.
- 40C Gable of old boathouse.
- 41C Gable of old boathouse.
- 42C Gable of boathouse with green door on beach.
- 43C ✓ End of pier.

- 820C Outer gable, small cottage, red roof.
- 821C W. gable large house.
- 822C White chimney on easterly of 3 houses.
- 823C S. gable boathouse.
- 824C Red chimney, E. gable house.
- 825C S.E. corner of small building.
- 826C Outer gable, easterly of 2 buildings.
- 827C Outer gable shack, white trimming.
- 828C Blazed pine.
- 829C S.W. corner of boathouse.
- 830C Small lone pine, unmarked.
- 831C N.W. gable of main part of house.
- ✓832C Outer gable, tall house.
- 833C Outer gable, boathouse.
- 834C Outer gable, larger of 2 houses.
- 835C W. gable large white house.
- 836C N. gable barn.
- ✓837C S. gable white cottage.
- ✓838C N.W. corner small building.
- 839C Outer end of small dock. (No longer in existence)
- 840C N.W. corner wooden bulkhead.
- 841C Cupola, Chatham School.
- 854C Cupola on barn.
- 855C S.W. corner of westerly of group of small buildings.
- ✓856C Brick stack. (Recoverable Topographic Station)
- 857C S.E. corner building at dock.
- ✓858C S. gable building (long boathouse).
- 859C E. gable boathouse.
- ✓860C E. gable of house.
- 861C Tank on windmill tower.

- 862C E. gable boathouse.
- 863C S. gable low yellow house.
- 864C W. gable boathouse.
- 865C W. gable white house.
- 866C N.W. corner of cottage.
- 867C N.W. corner of low building.
- 868C Center of small building.
- 869C W. gable boathouse.
- 870C S.W. corner of dock.
- 871C Outer pine, blazed.
- 872C Outer gable of house.
- 873C Center of front of C.G. boathouse.
- 874C Blazed pine.
- 875C Blazed pine.
- 876C S. gable southerly house on beach.
- 877C S. gable house.
- 878C E. gable, front of large hotel.
- 879C Gray tower on house.
- 880C Chimney N. gable of Hawthorne Inn.
- 881C E. gable of southerly house.
- 882C E. gable of boathouse.
- x 883C ✓ Stage Harbor Fl.W. 3 sec. (Recoverable Topographic Station)
- x 884C ✓ Chimney, Gunning Camp (Recoverable Topographic Station)

Comparison with Nautical Charts.-

The lack of any note on the fly leaf of the descriptive report indicates that T-5736 had not been applied to any nautical charts prior to the date of this review. Changes have been made on the manuscript during review.

Reviewed by W. St. John under the direction of R. M. Berry, March 1945.

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

APPROVED BY:

<u>B.G. Jones 12/46</u>	<u>H.E. Johnston</u>
Technical Asst. to the	Chief, Nautical Chart Branch
Chief, Div. of Photogrammetry	Division of Charts

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

Division of Photogrammetry

Review of Planimetric Map T-5736

Radial Plot.-

Adequate.

Field Inspection and Detailing.-

Numerous buildings and a few roads have been added to the manuscript during the review.

Mean High Water Line.-

Details of the field inspection, the dates of the photographs, and the compilation of mean high water line are stated on page 9 of the descriptive report. However, the discussion on page 9 is inconclusive as regards the date of the mean high water line. Actually, no exact date applies to the entire sheet. The mean high water line was compiled from the single-lens photographs taken in November and December 1938, and this date applies to the interior* and, therefore, more stable shoreline. However, along the outer coast the mean high water line has not been compiled entirely from the 1938 photographs, but has been made to agree with field inspection notes, which show it approximately as of the date of field inspection, 1940 and 1941.

Comparison with Previous Topographic Surveys.-

T-5736 supersedes the following older surveys over the common area:

T-402	1:10,000	1851
T-441	1:10,000	1853
T-1077	1:10,000	1868
T-1085	1:10,000	1868 & 1872
T-1705	1:10,000	1886
T-2393	1:20,000	1899
T-2604	1:20,000	1902
T-4623	1:20,000	1931

* shoreline of the protected bays.

SURVEY NO. T 5736

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.