

5743

Diag'd. on Diag. Ch. No. 1209-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric Air Photographic

Field No. HT-227 Office No. T-5743

LOCALITY

State Massachusetts (Mainland Zone)

General locality Cape Cod

Locality Falmouth to North Falmouth

194 4/1

CHIEF OF PARTY

F.L. Peacock

LIBRARY & ARCHIVES

DATE

B-1870-1 (1)

5743

## DATA RECORD

T- 5743

Quadrangle (II): ~~Onset (7 $\frac{1}{2}$ )~~ ~~Pocasset (7 $\frac{1}{2}$ )~~, Woods Hole (7 $\frac{1}{2}$ ) ~~Falmouth (7 $\frac{1}{2}$ )~~  
~~U.S. Geological Survey~~ Project No. (II): H T- 227  
 Sub-Project H T- 227 B  
 Field Office: Chief of Party:  
 Motor Vessel Gilbert Charles M. Thomas & H. C. Warwick  
~~Air Photo. Party No. 2, Baltimore, Md.~~ ~~L. W. Swanson~~  
 Compilation Office: Chief of Party:  
 Air Photo. Party No. 2 Fred. L. Peacock  
 Baltimore, Md.  
 Instructions dated (II III): Copy filed in *Division of* ~~Descriptive~~  
 Sept. 28, 1938 & ~~Report No. T- (VI)~~  
 Aug. 15, 1939 *Photogrammetry Office Files*

Completed survey received in office: ✓

Reported to Nautical Chart Section: ✓

Reviewed: *April, 1945* Applied to chart No. 251 Date: 9/16/47 (Exam).Redrafting Completed: *1946*Registered: *April 1949*  
*5/47*Published: *1947*

Compilation Scale: 1:10,000

Published Scale: *1:10 000*

Scale Factor (III): None

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

Reference Station (III): SWIFTS HILL, 1844, r.1932, r.1933, r.1935, r.1939

Lat.: 41° 34' 01.875" 57.8 m Long.: 70° 38' 30.828" 714.3 m Adjusted  
~~unadjusted~~

State Plane Coordinates (VI): (Mainland Zone)

X = 834, 831.51 FT.

Y = 207, 862.46 FT.

Military Grid Zone (VI)

PHOTOGRAPHS (III)  
(unmounted)

Number	Date	Time	Scale	Stage of Tide	M.L.W.
2341	July 16, 1938		1:10,000	About (*) 3.5' & (**) 1.7' above	
2342	"		"	" " " " " "	" "
2343	"		"	" " " " " "	" "
2344	"	11:00 A.M.	"	About (*) 3.5' above	M.L.W.
2345	"	to	"	" " " " " "	" "
2346	"	12:05 P.M.	"	" " " " " "	" "
2374	"		"	" " " " " "	" "
2375	"		"	" " " " " "	" "
2381	"		"	About (**) 1.7' above	M.L.W.
2382	"		"	" " " " " "	" "
2383	"		"	About (*) 3.5' & (**) 1.7' above	M.L.W.
2384	"		"	" " " " " "	" "

Tide from (III): Predicted tide tables for Newport, R. I., with corrections to (\*) West Falmouth Harbor, Mass; and Boston, Mass., with corrections to Falmouth, Mass.  
Mean Range: \* 4.0 feet Spring Range: \* 5.0 feet  
\*\* 1.3 feet \*\* 1.6 feet

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

Field Inspection by: A. L. Wardwell date: Nov. & Dec. 1938  
+ David M. Whipp (H.C. Warwick, chief of P.) Nov. & Dec. 1939  
Ernest B. Lewey July & Aug. 1941  
Field Edit by: date:

Date of Mean High-Water Line Location (III):  
As of the date of the 1939 field inspection data.

Projection and Grids ruled by (III) Washington Office date: March 1, 1939

" " " checked by: Washington Office date: March 1, 1939

Control plotted by: L. W. Swanson, W. C. Russell date: March 8, 9, 13,  
J. Steinberg A.L. Wardwell April 6, 1942 1939  
Control checked by: W. C. Russell, I. M. Zeskind date: March 10, 13, 1939  
J. E. Deal April, 6, 1942

Radial Plot by: W. C. Russell date: March 1939  
Radial Plot Revised by: J. Steinberg April 1942

Detailed by: C. Button - Shoreline and interior date:  
(rough draft) 1943

Reviewed and revised in compilation office by: date:  
James E. Sunderland 1944

Elevations on Field Edit Sheet

checked by: date:

+ Seasons Field Inspection Report of 1939 has been submitted

### STATISTICS (III)

Land Area (Sq. Statute Miles): 32

Shoreline (More than 200 meters to opposite shore): 23 Statute Miles

Shoreline (Less than 200 meters to opposite shore): 10 Statute Miles

Measured along centerline

Shoreline of interior ponds - 24 Statute Miles

Number of Recoverable Topographic Stations established: \*19

Number of Temporary Hydrographic Stations located by radial plot: 70

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:

\*6 of these are also tidal bench marks and one is also a fixed aid to navigation

# Field Inspection Report

~~DESCRIPTIVE REPORT TO ACCOMPANY~~

SHEET NO. T-5743

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 land marks shown on the charts of the area were verified by inspection.

## 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 <sup>at Balto. Comp. Office</sup> 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-5609 will be found in the field note book, No. 1 of 1.

## HIGH WATER LINE

The north shore of Nantucket Sound was inspected by actually walking along the shore. 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 "Rk. 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.

\* We have no record of a field inspection  
in June 1939. This apparently refers to the  
field inspection of Nov-Dec 1938; or to  
field inspection done early in the 1939  
field season by members of Warwick's  
party. Bgg 5/47

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.

The U. S. E. D. Sta. Kimball is the only U. S. E. D. Sta. on this sheet. It was not recovered because a description was not obtained until after field work had been completed.

CHANGES CAUSED BY STORMS

The inspection along the north shore of Nantucket Sound failed to show any material change in the high water line due to storms since the date of the photographs.

Along the east shore of Buzzards Bay, on photograph No. 2341, in Lat.  $41^{\circ} 33.7'$  and Long.  $70^{\circ} 39.2'$  a large quantity of peat has washed into a pond from seaward, forming islands in the pond. There is no change in the shore line of the pond, or the high water line in the vicinity. It is recommended that the map drawing be made showing the change by means of the sketch on photograph No. 2341.

Along the east shore of Buzzards Bay, on photograph No. 2342, beginning at Lat.  $41^{\circ} 34.4'$  and Long.  $70^{\circ} 38.6'$  and running north along the shore to Lat.  $41^{\circ} 35.4'$  the high water line shows appreciable change due to storms since the photographs were taken. Within this area Little Sippowisset pond has opened an outlet into Buzzards Bay, lowering the water area in the pond and changing the character of the adjacent marshes, islands of sand have been formed in the pond. Large pieces of peat have washed in from seaward forming grassy islands, and the adjacent high water line of Buzzards Bay shows some changes. Also within this area the mouth of Big Sippowisset Creek has moved north about 200 meters and considerable change is noticed in the high water line for about 500 meters north and south of the present mouth of the creek. It is recommended that planetable topography be done along the high water line in this area, and for about 300 meters inshore to determine the limits of the marsh and ponds affected by this change.

FAILURE TO JOIN ADJACENT WORK

Photographs 2382 to 2386 inclusive, showing the field inspection of June 1939, have been examined and compared with the photographs of the present inspection. \*

The previous inspection shows more docks in place than the current inspection. The docks in this area are used for small boats during the summer season. The docks are removed in the fall, and at the time of the current inspection most of them had been removed, and a few were in the process of removal. It is presumed that at the time of the previous inspection the major portion of the docks were in place, but not necessarily all of them. It is recommended that all docks shown on either inspection be shown on the map drawing.

\* See note opposite preceding page.



Where there is disagreement as to classification of roads, it is recommended that the more recent inspection be considered valid.

The inspection of June 1939 <sup>\*\*\*</sup> recommended planetable topography on the sand spits at the mouth of Green Pond. The current inspection found very little change in the high water line of the sand spits in question. It is the belief of the Officer who made the inspection that the high water line as shown by the photograph is as close as would normally be obtained by planetable methods.

#### MARSHES

The marshes of this area normally are covered by marsh grass, approximately 3 ft. tall, growing in black mud or peat. In the tidal marshes outlined, high tide does not 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-5743 and T-5609, 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. A list of the name sources follows.

		Years 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.
5.	George A. Howard, Light Keeper at Wings Neck. Pocasset, Mass.	18 yr.
6.	James E. Lowey, Woods Hole, Mass.	43 yr.

Years of local knowledge

- |     |  |        |
|-----|--|--------|
| 7.  | Harold Bellenger,<br>W. Falmouth, Mass.                    | 21 yr. |
| 8.  | Harric F. Landers,<br>Cataumet, Mass.                      | 20 yr. |
| 9.  | Lewis E. Swift,<br>Cataumet, Mass.                         | 40 yr. |
| 10. | Robert P. Gibbs,<br>Cataumet, Mass.                        | 22 yr. |
| 11. | Elmer Bracket,<br>Pocasset, Mass.                          | 20 yr. |
| 12. | Thomas B. Landers,<br>Patuisett Island,<br>Pocasset, Mass. | 20 yr. |
| 13. | The Combined opinion of the Falmouth Police Dept.          |        |
| 14. | Charles R. Grinell, Harbor Master,<br>Woods Hole, Mass.    |        |
| 15. | A. L. Reed,<br>Cataumet, Mass.                             |        |
| 16. | Charles A. White, Town Engineer<br>Falmouth, Mass.         | 28 yr. |
- 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.

Names recommended for charting are underlined in yellow. The only case where the recommendation disagrees with the U. S. G. B. decision is in Lat.  $41^{\circ} 32.5'$  and Long  $70^{\circ} 39.5'$  Quisset Harbor. This harbor is not known to anyone locally as Quamquisset Harbor. The original name was Requamquisset Harbor. It has been shortened through local usage to Quisset Harbor, and it is recommended that it be charted as Quisset Harbor.

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 this inspection.

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. and is enclosed with the field data. Two points have been picked on photograph No. 2375, through which the road passes. It is contemplated that the road be placed on the map drawings by plotting the curves and tangents shown on the road plan, so as to pass through the two points picked 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.

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. Whipple*

*Boston, Mass.*

*Jan. 26, 1940*

*Respectfully Forwarded:*

*W. C. Wacawick*  
*Chief of Pky.*

ADDRESS REPLY TO  
THE DISTRICT ENGINEER  
ROOM 819, INDUSTRIAL TRUST BUILDING  
PROVIDENCE, R. I.

WAR DEPARTMENT  
UNITED STATES ENGINEER OFFICE  
PROVIDENCE, R. I.

January 29, 1940

REFER TO FILE NO.

Mr. H. C. Warwick, Commanding Officer  
Motor Vessel Gilbert  
U. S. Coast & Geodetic Survey  
Boston Field Station  
Customs House  
Boston, Massachusetts

Dear Sir:

The following information as to clearances under bridges at Cape Cod, Massachusetts, is furnished in response to your letter of January 22, 1940, addressed to the U. S. Engineer Office, Boston, Massachusetts and referred to this office as a matter pertaining to the Providence Engineer District:

<u>Bridge</u>	<u>M.L.W.</u> <u>Ft.</u>	<u>M.H.W.</u> <u>Ft.</u>
Green Pond	6.9	5.6
Great Pond	10.8	6.8 Highway
" "	7.0	5.0 Pipe crossing
West Falmouth Harbor	10.8	6.8
Mouth of Quahog Pond		
N.E. Corner West Falmouth Harbor		No information
Barlows (Pocasset) River	11.5	7.5
Town of Bourne		
Barlows (Pocasset) River		
Old Colony Railroad		No information

For the District Engineer:

Very truly yours,

*A. G. Vinay*  
A. G. Vinay  
Captain, Corps of Engineers  
Executive Assistant

Feb. 1, 1940

1st Endorsement

Forwarded to Lieut. L. W. Swanson, for the information of his party in connection with Sheet Nos. T-5743 and T-5609, Air Photograph East Shore Buzzards Bay.

*H. C. Warwick*  
H. C. Warwick, Comd'g. M.V. GILBERT



## COMPILATION REPORT

### 26 CONTROL:

There are 29 Horizontal Control Stations shown on the Map Drawing. Of these, 22 are U. S. Coast & Geodetic Survey triangulation stations, and the remaining 7 are Massachusetts Geodetic Survey traverse stations. One of the U. S. Coast & Geodetic Survey triangulation stations is identified by two reference marks, and another is identified by one reference mark. The triangulation stations and the traverse stations have been shown on the Map Drawing with 3.0 mm. full line black acid ink triangles, while the reference marks have been shown with  $1\frac{1}{2}$  mm. full line black acid ink squares.

The following 27 Horizontal Control Stations lie within the detail limits of the Map Drawing:

#### 21 U. S. Coast & Geodetic Survey triangulation stations

- EAST END MEETING HOUSE, 1888, r. 1933, r. 1934, r. 1941
- EAST FALMOUTH, ST. ANTHONY'S CATHOLIC CHURCH, CUPOLA, 1934, r. 1941
- \*SWIFTS HILL, 1884, r. 1932, r. 1933, r. 1935, r. 1939
- \*DRAPER, 1934, r. 1935, r. 1939
- FALMOUTH, ROBBINS LAUNDRY STACK, 1934, r. 1939
- \*FALMOUTH, FIRE TOWER, 1934, r. 1939, (landmark)
- FALMOUTH, TANK WITH BLACK KNOB, 1932, r. 1939 (landmark)
- WEST FALMOUTH WATER TOWER, 1904, 1932, r. 1933, r. 1939 (landmark)
- FALMOUTH HEIGHTS WATER TOWER, 1904, r. 1939 (Landmark)
- FALMOUTH INSTITUTE, TOWER, 1934, r. 1939 (landmark)
- FALMOUTH CONGREGATIONAL CHURCH, 1888, r. 1933, r. 1934, r. 1939
- FALMOUTH GRAMMAR SCHOOL, CUPOLA, 1934, r. 1939
- FALMOUTH, CAPE CODDER HOTEL, CUPOLA, 1932, r. 1939 (landmark)
- FALMOUTH, CAPE CODDER HOTEL, LOWER CUPOLA, 1932, r. 1939 (landmark) x
- FALMOUTH JUNIOR HIGH SCHOOL, CUPOLA, 1934, r. 1939
- TEATICKET SCHOOL, CUPOLA, 1934, r. 1939
- NYES NECK WATER TOWER, 1910, r. 1939
- NORTH FALMOUTH CONGREGATIONAL CHURCH, 1844, r. 1939
- SPLIT, 1910, no recovery in 1939 (Reference Mark No. 1, r. 1939, Reference Mark No. 2, r. 1939)
- CHASS, 1910, r. 1939
- GUN, 1910, r. 1939 (Reference Mark No. 2, r. 1939)
- \* Station is also a Massachusetts Geodetic Survey triangulation station.

#### 6 Massachusetts Geodetic Survey traverse stations

- M 28 TM, r. 1940
- M 28 UFA, r. 1939
- 114 D, r. 1939
- M 28 TN, r. 1939
- M 28 UD
- M 28 UE

*28 Mass. Geod. Sur. Tra. Sta. have been added to the map manuscript. These sta. are red acetate ink. See review report.*



26 CONTROL: (Continued)

The following 2 Horizontal Control Stations lie outside the detail limits of the Map Drawing:

1 U. S. Coast & Geodetic Survey triangulation station

\*COONAMESSETT, 1934, r. 1936, r. 1939

1 Massachusetts Geodetic Survey traverse station

BOURNE-SANDWICH-FALMOUTH TOWN CORNER, r. 1939

\*Station is also a Massachusetts Geodetic Survey triangulation station.

The U. S. Coast & Geodetic Survey triangulation station "FALMOUTH, 1835, r. 1939," which also falls within the detail limits of the Map Drawing has not been shown, because of its proximity to the U. S. Coast & Geodetic Survey triangulation station "FALMOUTH FIRE TOWER, 1934," r. 1939, which has been shown. "FALMOUTH, 1835" is also a Massachusetts Geodetic Survey triangulation station.

27 RADIAL PLOT:

An individual plot was laid for the area of the Map Drawing in March 1939 by the usual radial method in order that the shoreline could be compiled for use by the operating hydrographic party. No celluloid templates were used, the photographs being oriented directly under the Map Drawing Projection. This work was done by Lieut. W. C. Russell under the supervision of Lieut. L. W. Swanson, Chief of Air Photographic Party No. 2, Baltimore, Md.

Additional horizontal control for the area of the Map Drawing was obtained in November and December of 1939, and in the summer of 1941 by the Field Inspection Sub-Parties. The plot was then relaid in April 1942 by Joseph Steinberg. No appreciable changes were made to the original radial plot.

The number of photographs covering the area was adequate except between Latitudes  $41^{\circ} 35' 00''$  and  $41^{\circ} 38' 42''$ , and between Longitudes  $70^{\circ} 34' 00''$  and  $70^{\circ} 37' 00''$ . The identification of the control was adequate.

No exceptional difficulties were encountered except that there appeared to be differential distortion in photograph No. 2342. In order to obtain satisfactory results this particular photograph was oriented by chambers.

The positions of radial points (secondary, tertiary, hydrographic stations and recoverable topographic stations, etc.) are

26 CONTROL: (Continued)

established by the two above-mentioned individual radial plots are considered to be within the limits of satisfactory accuracy.

The positions of the principal points (photograph centers), which were determined by resection, have been shown on the glossy side of the Map Drawing with large double purple ink circles accompanied by the photograph numbers. Since there was no appreciable tilt in any of the photographs, the photograph centers were used as the chief ray centers for all radials.

The relatively strong radially plotted positions of the selected secondary points and minor detail points, etc., have been shown on the glossy side of the Map Drawing with small blue ink circles, while the relatively weak positions of such points have been shown with small green ink circles.

28 DETAILING:

The area of the Map Drawing has been compiled in accordance with instructions. The topographic features shown thereon have been detailed partly from unmounted nine lens photographs, and partly from unmounted single lens photographs. All of the photographs were supplemented by the field inspection data obtained in the years 1939 and 1941. Symbolization is in accordance with the recommended topographic symbols, and any deviations therefrom have been noted on the Map Drawing in order that those concerned may clearly interpret the planimetry.

The water area of the Map Drawing consists of portions of Buzzards Bay and Nantucket Sound, small harbors, rivers, creeks and interior ponds. The interior consists of wooded areas (principally of pine and oak), small farms, marshes and swamps, cranberry bogs, sand pits, and a number of towns and villages. Only the towns of Falmouth and Falmouth Heights were considered congested urban districts.

The photographic coverage was adequate except for the eastern half of the area of the Map Drawing north of Latitude  $41^{\circ} 35' 00''$ . Only the outer portions of the wings of the available photographs covered this area. The field inspection data were adequate except for drainage and in the area inadequately covered by photography.

The relatively strong radially plotted positions of minor detail points have been shown on the glossy side of the Map Drawing with small blue ink circles, while the relatively weak positions of such points have been shown with small green ink circles.

28 DETAILING: (Continued)

All buildings which were visible on the photographs have been shown except those situated within the areas outlined on the glossy side of the Map Drawing in red ink. The red ink line indicates the approximate outer limits of the congested districts of the towns of Falmouth and Falmouth Heights. In these areas only the public buildings as identified by the Field Inspection Sub-Party of 1939, and all the buildings existing as of the year 1939 along the shoreline bordering these towns were shown. In the area outlined in green ink on the glossy side of the Map Drawing all of the existing buildings have not been shown, because of blurred photography and inadequate photographic coverage.

All roads within the area of the Map Drawing, except trails, are considered to be 0.6 mm. in width unless otherwise noted. The trails can be identified by the note "trail."

The New Hatchville Road and the Camp Edwards Railroad spur as shown on the Map Drawing were traced from the U. S. Geological Survey Quadrangle "Pocasset" (7 $\frac{1}{2}$ '), scale 1:31,680, edition of 1941, after enlargement by use of the vertical projector, because the images of the afore-mentioned features could not be identified on any of the photographs, and because their positions could not be established from the field inspection data. The positions of the road and railroad spur as shown on the Map Drawing are considered by this Compilation Office to be approximate. Furthermore, it is believed that the position of that portion of the New Hatchville Road which appears on Map Drawing Survey, No. T-5742, and which was determined from the inadequate field inspection data, is incorrect. A celluloid dog ear has been attached to Map Drawing, Survey No. T-5743 in order that the road could be traced, from the above mentioned geological quadrangle, to its beginning at the Falmouth-Sandwich Road, which lies within the detail limits of Map Drawing Survey No. T-5742. An appropriate note has been lettered on Map Drawing Survey No. T-5743, recommending that the position of the New Hatchville Road be corrected on Map Drawing Survey No. T-5742.

According to a schematic sketch, furnished this Compilation Office, a 22 kv. powerline of the Cape & Vineyard Electric Company is known to extend from Nantucket Sound at approximately Latitude 41° 32' 32" and Longitude 70° 37' 00", in a northerly direction through the town of Falmouth to the Brickkiln Road, and after following this road southeasterly for about a mile, it runs northeasterly to approximately Latitude 41° 36' 02" and Longitude 70° 34' 06", where it makes junction with a portion of a powerline which has been detailed in accordance with the 1941 field inspection



28 DETAILING: (Continued)

data, and shown on the Map Drawing, with the conventional symbol accompanied by a descriptive note. The Field Inspection Sub-Party of 1939 did not submit any data pertaining to this powerline

A hurricane which struck the Cape Cod area in September 1938 caused considerable changes in the positions of the shoreline and interior topographic features. Since the photographs of the area were taken in July 1938, which was before the occurrence of the hurricane, they do not of course represent a true picture of existing conditions. Data pertaining to the changes in the positions of the shoreline and interior topographic features caused by the hurricane were recorded on the field inspection photographs by the Field Inspection Sub-Party of 1939, in the form of notes and sketches. The planimetry shown on the Map Drawing is in accordance with such furnished field inspection data. The following is a list of the most important changes which were caused by the hurricane along the shoreline of Buzzards Bay and Nantucket Sound:

- 1 The east shoreline of Buzzards Bay between Latitudes  $41^{\circ} 34.4'$  and  $41^{\circ} 35.4'$  was radically changed.
- 2 The mouth of Great Sippewisset Creek was moved about 200 meters north of its old position.
- 3 An inlet was opened by the hurricane between Little Sippewisset Swamp and Buzzards Bay.
- 4 Large pieces of peat were washed into Flume Pond from Buzzards Bay. The peat was shown on the Map Drawing as sketched by the Field Inspection Sub-Party on the field inspection photograph No. 2342.
- 5 Several buildings and small piers along the shore of Nantucket Sound were either partially or totally destroyed. Notes pertaining to such features have been shown on the Map Drawing.

The Field Inspection Sub-Party recommends plane-table topography for the area from the shoreline of Buzzards Bay to the N. Y., N. H., & H. Railroad between the north edge of Big Sippewisset Swamp and the south edge of Little Sippewisset Swamp.

A list of abbreviations used in the compilation has been shown on the Map Drawing accompanied by explanatory notes.

It was not necessary to make an overlay sheet for the Map Drawing.

30 MEAN HIGH-WATER LINE:

The Mean High-Water Line (firm ground) has been shown with a full heavy-weight black acid ink line, the center of which is considered by this Compilation Office to be the true position. 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 shown with the conventional marsh symbol. The light-weight line is not the Mean High-Water Line. It only indicates the outer limits of low wet land visible on the photographs.

31 LOW-WATER AND SHOAL LINES:

The approximate outer limits of shoal areas bordering the Mean High-Water Line, and the approximate limits of offshore shoal areas have been shown with a dashed light-weight black acid ink line, which is not the position of low-water, but has been shown on the Map Drawing for use of the hydrographic party only.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Rocks, foul areas, sand bars and grass-in-water areas have been detailed in accordance with the field inspection data, and shown on the Map Drawing with the conventional symbols accompanied by pertinent notes. The extent to which such features bare at High-Water or Low-Water has been shown on the Map Drawing by notes, which are in accordance with the field inspection data.

The images of several small objects which were visible on the photographs, and which were offshore from the High-Water Line were not identified by the Field Inspection Sub-Party. Such features have been shown on the Map Drawing accompanied by the note "Object in water, character unknown."

33 WHARVES AND SHORE LINE STRUCTURES:

All piers, seawalls, jetties, and marine railways, etc., which were visible on the photographs, and the existence of which were verified by the Field Inspection Sub-Party of 1939, have been shown on the Map Drawing with the conventional symbols accompanied by descriptive notes. Notes have also been shown on the Map Drawing calling attention to areas in which a few piers and buildings existed prior to the hurricane of 1938 and in which new construction was taking place during the field inspection of 1939.

34 LANDMARKS, FIXED AIDS TO NAVIGATION, AND AERONAUTICAL AIDS:

Six charted landmarks and one charted fixed aid to navigation, the existence of all being verified by the Field Inspection Sub-Party

34 LANDMARKS, FIXED AIDS TO NAVIGATION, AND AERONAUTICAL AIDS:(Continued)

of 1939, lie within the detail limits of the Map Drawing. These features have been identified in this report and on the Map Drawing by the notes "landmark" and "fixed aid to navigation." The positions of all the landmarks have been previously determined by triangulation by the Bureau and therefore no Form 567 has been submitted except for changes in the names of the three following landmarks as recommended by the Field Inspection Sub-Party:

WATER TOWER to STANDPIPE  
2 YELLOW TANKS ✓ to TANKS. (2)

The position of the charted fixed aid to navigation "Falmouth Inner Harbor Light" has been redetermined by radial intersection and submitted on Form 567.

There were no aeronautical landmarks or aeronautical aids recommended for the area of the Map Drawing by the Field Inspection Sub-Parties.

35 HYDROGRAPHIC CONTROL:

Shown within the detail limits of the Map Drawing are 89 hydrographic control stations. Of these, 19 are Recoverable Topographic Stations, and the remaining 70 are temporary hydrographic stations. The positions of all the stations have been determined by radial intersection. Six of the Recoverable Topographic Stations are also tidal bench marks. The positions of the Recoverable Topographic Stations, and the temporary hydrographic stations have been shown on the Map Drawing with  $2\frac{1}{2}$  mm. and  $1\frac{1}{2}$  mm. black acid ink circles respectively. The tidal bench marks are identified on the Map Drawing by black acid ink crosses which have been shown within  $2\frac{1}{2}$  mm. black acid ink circles.

The numbers and names of 13 of the Recoverable Topographic Stations were selected by this Compilation Office and have been shown on the Map Drawing accompanied by the note "Recoverable." The numbers of all the temporary hydrographic stations as selected by this Compilation Office, and the published names and elevations of the tidal bench marks have also been shown on the Map Drawing.

The numbers, names, and descriptions of the Recoverable Topographic Stations, and the numbers and descriptions of the temporary hydrographic stations have been tabulated in a list which is submitted herein.

35 HYDROGRAPHIC CONTROL: (Continued)

Form 524 has been submitted for the following 19 Recoverable Topographic Stations:

Number	Names
→1	Flag Pole, center of traffic circle
→4	Chimney, in center of main part of house
→9	Chimney, on E. end of center portion of house
→14	Cupola, conical, on 3 story white house
→24	Chimney, square, stone and brick, 30 ft. tall
→30	Chimney, brick, center of 2 story house
→31	N. W. gable of 6 gable 1 story house
→37	N. gable 3 story shingle house
→41	W. Chimney of 2 story house
→46	Cupola, center of bathhouse
→49	Falmouth Inner Harbor Light (fixed aid to navigation)
→53	Cupola in center of house, S. side
→81	Chimney on center of ridge of 2 story house
→	Tidal Bench Mark No. 2 (1931), West Falmouth Harbor (Chappaquoit Point)
→	Tidal Bench Mark No. 3 (1931), West Falmouth Harbor (Chappaquoit Point)
→	Tidal Bench Mark No. 4 (1934), Falmouth
→	Tidal Bench Mark No. 5 (1934), Falmouth
→	Tidal Bench Mark No. 2 (1938), Falmouth Heights
→	Tidal Bench Mark No. 4(1939), Falmouth Heights

37 JUNCTIONS:

Satisfactory junction of the shoreline and interior detailed planimetry was made with Map Drawing, Survey No. T-5609 on the north.

Satisfactory junction of the shoreline and interior detailed planimetry was made with Map Drawing, Survey No. T-5742 on the east except as follows: *The discrepancies listed below have been corrected during the review. The junction now checks*

At approximately Latitude 41° 32' 55" and Longitude 70° 34' 00" the shoreline of Nantucket Sound is in disagreement.

At approximately Latitude 41° 33' 07" and Longitude 70° 34' 00" the position of Menauhant Road is in disagreement.

Between approximately Latitudes 41° 34' 05" and 41° 34' 20" along Longitude 70° 34' 00" the shoreline of GreenPond is in disagreement.

At approximately Latitude 41° 34' 42" and Longitude 70° 34' 00" the position of Waquoit Road is in disagreement.

37 JUNCTIONS (Continued)

Between approximately Latitudes  $41^{\circ} 37' 30''$  and  $41^{\circ} 37' 57''$  all detail is in disagreement.

The detailed planimetry shown east of the eastern detail limit of Map Drawing, Survey No. T-5743 is correct, and Map Drawing, Survey No. T-5742 should be corrected accordingly.

There is no contemporary survey to the south.

West of the western detail limit of Map Drawing, Survey No. T-5743 is Buzzards Bay for which there is no contemporary survey.

38 CABLE CROSSING AREAS:

At approximately Latitude  $41^{\circ} 32' 30''$  and Longitude  $70^{\circ} 37' 00''$  there is a 22 kv. submarine cable crossing between the south shore of Cape Cod and the north shore of Martha's Vineyard. Nautical charts Nos. 249 and 1209, and the Power Line Location Map of the Cape & Vineyard Electric Company are in disagreement as to the location of the submarine cable. The two different positions of the same submarine cable crossing area appearing on the nautical charts and the Power Line Location Map have been shown on the Map Drawing with single dashed red acid ink lines (center of areas) accompanied by explanatory notes.

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

The features shown on the Map Drawing are those which existed as of December 1939, when the field inspection for the area was completed except for a very small portion which was completed in the year 1941. A field review of the Map Drawing is recommended in order to determine whether or not future surveys are necessary in addition to those recommended under side heading No. 28.

The probable error in the positions of minor detail points and of details of importance is believed to be within the limits of satisfactory accuracy.

40 BRIDGES OVER NAVIGABLE WATERS:

All bridges, the images of which were visible on the photographs, and the existence of which were verified by the Field Inspection Sub-Party of 1939, have been shown on the Map Drawing, with the conventional symbol accompanied by pertinent notes, which are in accordance with the field inspection data.

41 GEOGRAPHIC NAMES:

A complete geographic name investigation was made for the area of the Map Drawing by Lieut. David M. Whipp in November and December of 1939. The names appearing on the Map Drawing are in accordance with the data obtained from the investigation, and they have been compiled

41 GEOGRAPHIC NAMES:(Continued)

in two lists, disputed and undisputed, and submitted herein.

42 ROAD AND STREET NAMES:

The road and street names appearing on the Map Drawing were taken from the map "General Plan of Roads, Highway Department, Town of Falmouth" which was submitted to this Compilation Office by Lieut. David M. Whipp, who verified the road and street names appearing on the town map. The map "General Plan of Roads, Highway Department, Town of Falmouth" has been submitted.

43 COMPARISON WITH EXISTING U.S.COAST & GEODETIC TOPOGRAPHIC SURVEYS:

Survey No. T-1997, surveyed by D. B. Wainwright, 1890, scale 1:10,000.

In general, the planimetry appearing on Survey No. T-1997 is in disagreement with that as shown on the Map Drawing. Map Drawing, Survey No. T-5743 should supersede Survey No. T-1997.

Survey No. 2228, surveyed by W. I. Vinal 1895, scale 1:10,000.

In general, the planimetry appearing on Survey No. 2228 is in disagreement with that as shown on the Map Drawing. Map Drawing, Survey No. T-5743 should supersede Survey No. 2228.

The U. S. Coast & Geodetic Survey triangulation station "WEST FALMOUTH OBSERVATORY, 1888," appearing on Survey No. 2228 has not been shown on the Map Drawing, because the 1939 Field Inspection Sub-Party recommended this station to be considered lost.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Onset, Massachusetts Quadrangle ( $7\frac{1}{2}'$ ), U. S. Geological Survey, scale 1:31,680, edition of 1941  
Pocasset, Massachusetts Quadrangle ( $7\frac{1}{2}'$ ), U. S. Geological Survey, scale 1:31,680, edition of 1941  
Falmouth, Massachusetts Quadrangle ( $7\frac{1}{2}'$ ), U. S. Geological Survey, scale 1:31,680, edition of 1941.

Because of the large differences in scales between the Map Drawing and the above-mentioned quadrangles, small planimetric details could not be readily compared. In general, however, planimetry common to both is in fair agreement.

Woods Hole, Massachusetts Quadrangle ( $7\frac{1}{2}'$ ), U. S. Geological Survey, scale 1:31,680, edition of 1941.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Continued)

Because of the large difference in scale between the Map Drawing and the above-mentioned quadrangle, small planimetric details could not be readily compared. Planimetry common to both, however, is in fair agreement, except for the following apparent differences:

Along the east shore of Buzzards Bay, between approximately Latitudes  $41^{\circ} 34' 24''$  and  $41^{\circ} 35' 24''$  and also including the areas of Big Sippewisset Swamp and Little Sippewisset Swamp, none of the topographic changes which were caused by the hurricane of September 1938 appear on the quadrangle.

At approximately Latitude  $41^{\circ} 33' 40''$  and Longitude  $70^{\circ} 38' 15''$  the changes to Flume Pond caused by the hurricane do not appear on the quadrangle.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 249, scale 1:40,000, published September 1941, corrected to March 22, 1944.

Planimetry common to both is in fair agreement except the following:

Along the east shore of Buzzards Bay between Latitudes  $41^{\circ} 34' 24''$  and  $41^{\circ} 35' 24''$  and also including the areas of Big Sippewisset Swamp and Little Sippewisset Swamp, none of the topographic changes caused by the hurricane appear on the chart.

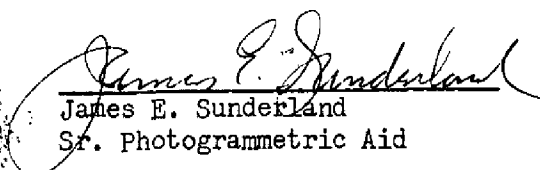
At approximately Latitude  $41^{\circ} 33' 40''$  and Longitude  $70^{\circ} 38' 15''$  the topographic changes caused by the hurricane to Flume Pond do not appear on the chart.

Numerous buildings shown on the Map Drawing do not appear on the chart.

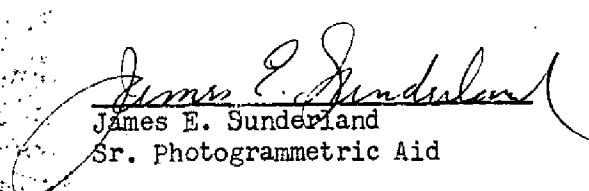
Many rocks shown on the Map Drawing do not appear on the chart and vice versa.

A few roads as shown on the Map Drawing, adjacent to the shoreline of Buzzards Bay and Nantucket Sound, do not appear on the chart.


Respectfully submitted,  
April 24, 1944

  
James E. Sunderland  
Sr. Photogrammetric Aid

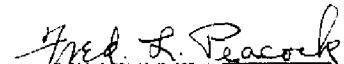
Compilation Reviewed and  
Revised by:

  
James E. Sunderland  
Sr. Photogrammetric Aid

Supervised by:

  
Walter E. Schmidt  
Ass't. Photogrammetric Engr.

Approved & Forwarded:  
April 25, 1944.

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



# GEOGRAPHIC NAMES

## Undisputed

- Acapesket (village)
- Buzzards Bay (U.S.G. decision)
- Crooked Pond
- Chappaquoit Point (U.S.G. decision)
- Crocker Pond
- Crow Pond Point
- Deer Pond
- Deep Pond (E. of Gunning Pt.)
- Deep Pond (N. of Crooked Pond)
- East Falmouth (village)
- Falmouth (town)
- Falmouth Cliffs
- Falmouth Heights (town)
- Falmouth Harbor
- Flax Pond (NW. of East Falmouth)
- Flax Pond (near Racing Beach)
- Flume Pond
- Gifford Ledge (not shown on Map Drawing)
- Great Pond
- Great Sippewisset Creek
- Green Pond
- Grews Pond
- Gunning Point
- Hamlin Point
- Hatchville (village)
- Jenkins Pond
- Jones Pond
- Lewis Neck
- Little Island
- Little Pond
- Long Pond
- Mares Pond
- Miles Pond
- Morse Pond
- North Falmouth (village)
- Nyes Point (not found - see next page)
- Old Silver Beach
- Oyster Pond (W. of Salt Pond)
- Oyster Pond (S. of W. Falmouth Hbr)
- Palmer Pond (not found)
- Perch Pond (S. of Falmouth)
- Potters Hole
- Pulpit Rock
- Quahog Pond (does not exist any more)
- Racing Beach
- Randall Pond
- Round Pond
- Saconeset Hills
- Salt Pond
- Shallow Pond
- Silver Beach
- Spectacle Pond (E. of Mares Pond)
- Spectacle Pond (N. of Crooked Pond)
- Split Rock
- Surf Drive
- Swifts Hill
- Teaticket (village)
- Trout Pond
- Turtle Pond
- Two Ponds
- Weeks Pond
- West Falmouth (village)
- Wild Harbor
- Wild Harbor River

\* No field inspection data was furnished for this feature. The image was not visible on any of the photographs.

- Crooked Pond (see above)
- Quissett (village)
- State No. 28
- " " 136 (?)
- N.Y., N.H. & H. R.R.
- Davis Neck

Names preceded by • are approved. See marked copies of U.S.G.S. 7 1/2' quads: "Falmouth", "Woods Hole" "Pecasset", "Onset"

1/23/46  
L.H.



# GEOGRAPHIC NAMES

## Disputed

• <u>Big Sippewisset Swamp</u> ✓	(Big Sippewisset Marsh (Great Sippewisset Swamp (Great Sippowisset Swamp
• <u>Coonemossett River</u> ✓	Coonamessett River
• <u>Coonnemossett Pond</u> ✓	Coonamessett Pond
• <u>Chappaquoit Island</u> ✓	Chappaquoit Harbor (no conflict)
• <u>Dam Pond</u> ✓	Stepping Stone Pond
• <u>Falmouth Inner Harbor</u> ✓ (USGB decision)	(Falmouth Harbor (Deacon Pond Harbor (Bowmans Pond
• <u>Herring Brook</u> ✓	Herring River
• <u>Little Sippewisset Swamp</u> ✓	(Little Sippewisset Lake (Little Sippewisset Pond (Salt Pond (Little Sippowisset Lake
• <u>Mara Vista (village)</u> ✓	Maravista
— Nantucket Sound (all water area of this sheet lies within defined limits of Vineyard Sound)	• <u>Vineyard Sound</u> ✓ (USGB decision)
• <u>Nyes Neck</u>	Nye's Neck
• <u>Nyes Pond</u>	(Nye Pond (Nye's Pond
Quisset Harbor —	(Quamquisset Harbor ✓ (USGB decision) (Requamquisset Harbor
• <u>Shivericks Pond</u> ✓	(Shiverick's Pond (Shiverick Pond
• <u>Siders Pond</u> ✓	Fresh Pond
• <u>Sippewisset</u> ✓	Sippowisset
<u>The Cove</u>	

GEOGRAPHIC NAMES

Disputed (Continued)

• Sols Pond ✓  
• West Falmouth Harbor ✓ (USCIB decision)  
• Wing Pond ✓

Sol's Pond  
Hog Island Harbor  
(Herring Pond  
(Wings Pond

Chappaquiddit  
Hbr.

Names underlined in red approved  
by L. Heck on 1/23/46

CAPE COD  
MASSACHUSETTS  
Project No. HT-227--- Sub-Project No. HT -227 -B

List of the numbers, names and descriptions of the Recoverable Topographic Stations, and the numbers and descriptions of the temporary hydrographic stations appearing within the area of Map Drawing Survey No. T-5743.

Number of Recoverable Topographic Stations	19
Number of temporary hydrographic stations	<u>70</u>
Total number of stations	89

Listed By: James E. Sunderland  
James E. Sunderland

Checked By: Walter E. Schmidt  
Walter E. Schmidt

No.

- 1 "Flag pole, center of traffic circle". The station is the flag pole in the center of the traffic circle located on Nyes Neck, approximately 70 meters N. E. of Nyes point. Recoverable Topographic Station.
- 2 Chimney of three story house.
- 3 Chimney of two story house
- 4 "Chimney in center of main part of house." The station is the chimney in the center of the main part of the most southerly house along the shore of Wild Harbor at Silver Beach, Recoverable Topographic Station.
- 5 Flag pole
- 6 Center of traffic circle
- 7 Chimney of two story house
- 8 West gable of small house
- 9 "Chimney on east end of center portion of house." The station is the chimney on the E. end of the center portion of a house which is west of the most northeasterly house at Falmouth Cliffs and overlooks Buzzards Bay. Recoverable Topographic Station.
- 10 Center of large rock above H. W.
- 11 West end of elongated grass traffic circle
- 12 West chimney of three on hotel
- 13 Chimney on S. E. gable of house
- 14 "Cupola, conical, on three story white house." The station is the conical cupola on a three story white house with a black shingle roof. The house overlooks a cove in the northern part of West Falmouth Harbor and is situated on the N. side of Nashawena St. approximately 145 meters west of Shore Road. Recoverable Topographic Station.
- 15 South chimney in center of two story house
- 16 Chimney in center of white house
- 17 Barn cupola
- 18 Cupola on S. W. corner of house
- 19 Flag pole on gable of private bathhouse
- 20 End of wood dock
- 21 Chimney in center of house
- 22 North gable of house
- 23 Road intersection
- 24 "Chimney, square, stone & brick, 30 ft. tall." The station is a square stone and brick chimney 30 ft. tall, located in the south part of Chappaquoit Island between Buzzards Bay and West Falmouth Harbor, approximately 140 meters E. of Chappaquoit Road. Recoverable Topographic Station.

- No.
- 25 Center of grass in road "Y"
- 26 End of dock
- 27 Center of two dormer windows on W. side of house
- 28 Corner of concrete seawall
- 29 W. gable of one story house
- 30 "Chimney, brick, center of two story house." The station is the brick chimney in the center of a two story house overlooking Buzzards Bay. It is on the third house along the shore line of Buzzards Bay north of the mouth of Great Sippewisset Creek. The house is on a neck of land between Big Sippewisset Swamp and Buzzards Bay and is situated approximately 1 mile south of Chappaquoit Point. Recoverable Topographic Station.
- 31 "N. W. gable of 6 gable one story house." The station is the N. W. gable of a 6 gable one story house on the shore of Buzzards Bay at Saconneset Hills. The house is situated between Big Sippewisset Swamp and Little Sippewisset Swamp and is approximately 330 meters, south of the mouth of Great Sippewisset Creek. Recoverable Topographic Station.
- 32 S. gable of two story house
- 33 Center of stone bathhouse
- 34 Chimney in center of two story house
- 35 Center of small house
- 36 N. gable of two story shingle house, green roof
- 37 "N. gable, three story shingle house." The station is the N. gable of a three story shingle house located at Sippewisset overlooking a cove, east of Gunning Point. The House is approximately 1/3 of a mile south of the Cape Codder Hotel. Recoverable Topographic Station.
- 38 Flag pole
- 39 Chimney of two story house
- 40 Road intersection
- 41 "W. chimney of two story house." The station is the west chimney of a two story house located south of Racing Beach. The house is W. of Flax Pond and approximately 90 meters inland and S. E. from the first bend in the shoreline of Buzzards Bay south of Racing Beach. Recoverable Topographic Station.
- 42 S. boulder of two large boulders
- 43 Boulder
- 44 Center of offshore headwall of culvert at ditch
- 45 Corner of small stone wall
- 46 "Cupola, center of bathhouse." The station is the cupola in the center of a bathhouse located on the south side of Surf Drive at the intersection of Walker St. in Falmouth at Falmouth Harbor. Recoverable Topographic Station.

- 47 Cupola, center of brick building
- 48 Intersection of wood fence and seawall
- 49 "Falmouth Inner Harbor Light." The station is a light on a black skeleton tower on a white tank house on a concrete base located at the end of the west jetty at the entrance to Falmouth Inner Harbor. Recoverable Topographic Station and fixed aid to navigation.  
~~Recoverable Topographic Station and fixed aid to navigation~~
- 50 Corner of bulkhead
- 51 N. W. corner of boat shed, Frost Boat Storage.
- 52 N. W. corner of boat shed, Wm. MacDougal Ship Yard
- 53 "Cupola in center of house, S. side." The station is the cupola in the center of a house on the south side. The house is the third house on the west side of Grand Ave. N. from Nantucket Sound, the house faces Falmouth Inner Harbor. Recoverable Topographic Station.
- 54 Center of square white cupola
- 55 Centerline intersection of concrete seawall and rock jetty
- 56 Intersection of seawall and rock jetty
- 57 Angle in seawall
- 58 Mar-Chimney in center of red roofed house
- 59 Chimney in center of two story slate colored house with pale green roof
- 60 Corner of wooden seawall
- 61 Fan-Chimney on north side of large house
- 62 Ebb-Point of grass
- 63 Intersection of centerline of roads
- 64 Wat---E. gable of unpainted two story shingle house, northerly one of group
- 65 Center of grass in middle of "Y"
- 66 White chimney, easterly of two, three meters from N. gable of bungalow, easternmost on point
- 67 Center of grass in middle of "Y"
- 68 Jon---On remains of pier, south side,  $3\frac{1}{2}$  meters offshore of grass line
- 69 Fuz---On point of grass on shore at end of bluff
- 70 Who---At point of sand beach
- 71 Had---On point of grass
- 72 Tit-- 1.5 meters inshore from point of grass
- 73 Off-- On point of grass
- 74 One--Point of low pines, 20 meters inshore from grass line
- 75 Pine tree on point of pines
- 76 Gal---On point of grass, 1 meter inshore of west edge
- 77 Tall-- 1.5 meters inshore from point of grass
- 78 Intersection of centerline of roads
- 79 Center of road at edge of bushes
- 80 W. Gable of westerly house on beach

- 81 "Chimney on center of ridge of two story house." The station is the chimney on center of ridge of a two story house which is the most easterly house along the shore of Nantucket Sound in Acapesket. Recoverable Topographic Station.
- 82 West end of bridge
- 83 S. E. corner of tennis court

Tidal Bench Mark No. 2 (1931) West Falmouth Harbor (Chappaquoit Point) Elev. 16.77 ft. above Mean Low-Water. Recoverable Topographic Station

Tidal Bench Mark No. 3 (1931) West Falmouth Harbor (Chappaquoit Point) Elev. 16.29 ft. above Mean Low-Water. Recoverable Topographic Station.

Tidal Bench Mark No. 4 (1934) Falmouth; Elev. 4.57 ft. above Mean Low-Water. Recoverable Topographic Station.

Tidal Bench Mark No. 5 (1934) Falmouth; Elev. 4.55 ft above Mean Low-Water. Recoverable Topographic Station.

Tidal Bench Mark No. 2 (1938) Falmouth Heights; Elev. 10.30 ft. above Mean Low-Water. Recoverable Topographic Station.

Tidal Bench Mark No. 4 (1939) Falmouth Heights; Elev. 6.47 ft. above Mean Low-Water. Recoverable Topographic Station.



Division of Photogrammetry

Review of Planimetric Map T-5743

Photography and Field Inspection.

(Refer to the field inspection report at the front and to paragraphs 28 and 39 of the Compilation Report.)

The chronology of operations on this project and on this particular map is difficult to follow in the preceding descriptive report and is summarized briefly as follows:

Nine-lens photography in July 1938.

Severe hurricane in the area in September 1938.

Limited field inspection in November-December 1938. (The descriptive report is not specific but apparently this field inspection covered only a small part of the shoreline and was not conclusive.)

Field inspection in November-December 1939, the report for which is attached at the front of this descriptive report.

The major part of the shoreline inspection was done in 1939. Changes due to the hurricane were small in Nantucket Sound but large along the east coast of Buzzards Bay. T-5743 shows the shoreline approximately as it existed as of the date of the field inspection in November-December 1939. The field inspection party found it difficult to sketch out or delineate the numerous changes in the area between Hamlin Point and West Falmouth Harbor, and for this reason the map details in the area must be considered approximately only. The planetable survey recommended by the field party was not made, nor was the field edit recommended by the compilation office (in paragraph 39 of the Compilation Report) made.

Field inspection in July-August 1941. The 1941 field inspection was very limited and apparently did not apply to shoreline details.

Compilation completed in Baltimore Photogrammetric Office in 1944.

Reviewed in Washington Office in April 1945,  
smooth drafted in 1946, and printed early in  
1947.

Detailing.

The manuscript as received from the photogrammetric office was complete except for the omission of buildings in the vicinity of Falmouth Heights and the omission of a number of Massachusetts geodetic survey stations. Changes made during the review are shown in red on the manuscript.

Comparison with Previous Surveys.

T-5743 has been compared with and supersedes the following older surveys:

T-191	1845	1:10,000
T-289	1846	1:10,000
T-1997	1890	1:10,000
T-2228	1895	1:10,000
T-6623	1938	1:10,000
T-6624	1938	1:10,000

Comparison with Nautical Charts.

Lack of any note on the flyleaf indicates that T-5743 has not been applied to the charts. In any case, the changes made during the review in April 1945 are shown in red on the manuscript.

This report prepared by B. G. Jones from reviewer's notes - May 1947.

APPROVED BY:

B. G. Jones 5/47  
Technical Assistant to the  
Chief, Div. of Photogrammetry

H. R. Edmonson 4/5/49  
Chief, Nautical Chart Branch  
Division of Charts

K. T. Adams  
Chief, Div. of Photogrammetry  
4/5/49

W. M. Scaife  
Chief, Div. of Coastal Surveys

## NAUTICAL CHARTS BRANCH

SURVEY NO. T5743

### Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
9/16/47	251	J. Walker	<del>Before</del> After Verification and Review Examined - no correction now
2/7/50	1209	GHE per JFW	<del>Before</del> After Verification and Review Examined - not applied
4/26/50	1208	H.T. Stegman	<del>Before</del> After Verification and Review Examined - not applied.
9/29/52	260	J.P. Sausbury	<del>Before</del> After Verification and Review
9/12/72	259	Oscar Chapman	Before After Verification and Review NO CORR Superseded by T-12495
2-1-73	251	DLP Polilone	<del>Before</del> After Verification and Review NO CORR FULLY APPLIED DLP
3-27-73	249	J. Bailey	Before After Verification and Review NO CORR Superseded by T-12496
10-73	1209	O. Chapman	<del>Before</del> After Verification and Review NO CORR Superseded by T-12496 Before After Verification and Review
			Before After Verification and Review

M-2166-1

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.