### DESCRIPTIVE REPORT

**Type of Survey**  
Shoeline

**Field No.**  
Ph-116

**Office No.**  
T-11175

**State**  
Massachusetts

**General locality**  
Cape Cod Bay

**Locality**  
Provincetown & North Truro

**Chief of Party**  
L.F. Woodcock, Chief of Field Party  
W.F. Deane, Balto. District Officer

**Library & Archives**  

**Date**  
January 2, 1966
DATA RECORD

T -11175 and T-11176

Project No. (II): Fh-116
Quadrangle Name (IV):

Chief of Party: L. F. Woodcock

Photogrammetric Office (III): Baltimore, Md.
Officer-in-Charge: William F. Deane

Instructions dated (II) (III):
30 April 1953
9 June 1953 (Supp. 1)
9 July 1953 (Supp. 2)
10 July 1953 (Letter 70-1mh)
11 Aug 1953 (Supp. 3)
28 Aug 1953 (Letter 711-aal)
22 Nov 1957

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000
Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV): 17 Sep 1959
Date reported to Nautical Chart Branch (IV):

Applied to Chart No.
Date: 
Date registered (IV):

Publication Scale (IV):
Publication date (IV):

Geographic Datum (III): N.A. 1927
Vertical Datum (III): MHW
Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (6) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): HIGH HEAD, 1933

Lat: 42° 03' 04.1h9" (128.0 m)
Long: 70° 06' 44.956" (1033.8 m)

Plane Coordinates (IV):
State: Mass.
Zone: Mainland

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(II) (III)
DATA RECORD

Field Inspection by (II): W. M. Reynolds
B. F. Lampton, Jr.

Date: Oct. 1953

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location):


Projection and Grids ruled by (IV): A. Riley

Date: 2/17/54

Projection and Grids checked by (IV): H. D. Wolfe

Date: 3/1/54

Control plotted by (III): D. Williams

Date: 7/21/55

Control checked by (III): H. R. Rudolph

Date: 8/8/55

Radial Plot(s) drawn by (III): H. R. Rudolph

Date: 2/13/58

Planimetry

Stereoscopic Instrument compilation (III):

Contours

Date:

Manuscript delineated by (III): J. Honick

Date: 5/6/59

Photogrammetric Office Review by (III): R. Glaser

Date: 6/11/59

Elevations on Manuscript
checked by (II) (III):

Date:
**PHOTOGRAPHS (III)**

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</table>

**Tide (III)**

*From predicted Tide Tables*

| Reference Station | BOSTON | Subordinate Station | Race Point | Subordinate Station | Provincetown |

Washington Office Review by (IV): S.G. Blankenbaker  
Date: July 1965

Final Drafting by (IV):  
Date:  
Drafting verified for reproduction by (IV):  
Date:  
Proof Edit by (IV):  
Date:  

Land Area (Sq. Statute Miles) (III): **10**  
Shoreline (More than 200 meters to opposite shore) (III): **18.5 mi.**  
Shoreline (Less than 200 meters to opposite shore) (III): **5.3 mi.**  
Control Leveling - Miles (II): **None**  
Number of Triangulation Stations searched for (II): **22**  
Recaptured: **13**  
Identified: **31**  
Number of BMs searched for (II): **59**  
Recovered: **13**  
Identified: **5**  
Number of Recoverable Photo Stations established (III): **None**  
Number of Temporary Photo Hydro Stations established (III): **None**  

Remarks:
Summary to Accompany Descriptive Report
T-11175 & T-11176

The subject maps are two of 40 similar surveys comprising project FH-116. Project coverage includes: (1) Cape Cod Bay shoreline; (2) approximately 1/2 of the east shore of Cape Cod; and (3) the islands of Martha's Vineyard and Nantucket. T-11175 covers Provincetown and vicinity at the extreme western end of Cape Cod; T-11176 covers a portion of Cape Cod immediately to the east of T-11175 and includes the town of N. Truro.

In accordance with instructions dated November 22, 1957, the ocean shoreline (east side of manuscript) was not compiled.
2. AREAL FIELD INSPECTION

This sheet is located at the extreme western end of Cape Cod and is composed of the town of Provincetown and Provincetown Harbor. Only a narrow strip along the northwest side of Provincetown Harbor has been developed. The remainder of the area is mostly bare sand dunes.

Provincetown is chiefly a summer resort and no industry of a sizeable nature is located there.

U. S. Highway 6 affords a good means for automobile traffic to and from the area. The New York, New Haven and Hartford Railroad affords freight service only.

Field inspection is believed complete and was performed on the following photographs: DPL-5K-33; DPL-5K-41 through 44; DPL-5K-49; DPL-5K-57 through DPL-5K-59. Photographs were of good quality and fairly recent date. No difficulty was encountered in their interpretation in the field.

3. HORIZONTAL CONTROL

All Coast and Geodetic Survey control was searched for. Stations in this area were so closely spaced that only certain selected stations were identified. Stations were identified at approx., one mile intervals. Also, stations which were located in the overlap area, between flight lines were identified where recovered.

In addition to the above, six third-order traverse stations, established by the Mass. Geodetic Survey were recovered and identified. These stations are 153D, 153F, 153G, 153T, 153U, and 153X.

The following stations were reported lost: PROVINCETOWN COLD STORAGE STACK 1933; PROVINCETOWN CAPE COD COLD STORAGE STACK 1933; PROVINCETOWN COLOLIAL COLD STORAGE STACK 1933; PROVINCETOWN FISHERMAN'S COLD STORAGE STACK 1933; PROVINCETOWN ORTHODOX CHURCH 1947; WOOD END LIGHTHOUSE BEEL TOWER 1902; HILL POINT 2 1906; HILL RANGE EAST 1902; PROVINCETOWN COURSE D REAR RANGE BEACON ECC. 1947; PROVINCETOWN COURSE D FRONT RANGE BEACON ECC 1947; PROVINCETOWN GOVERNOR BRADFORD SCHOOL CUPOLA 1933; FRONT RANGE EAST 1902; BACK RANGE EAST 1902; and 156C MASS. GEOD.SUR. 1940.

4. VERTICAL CONTROL

Twelve tidal bench marks of this bureau were searched for and seven were recovered. The recovered bench marks are: NORTH TRURO TIDAL BM XVII (1889); NORTH TRURO TIDAL BM L (1949); PROVINCETOWN TIDAL BM 7 (1933); BM 8 (1933); BM 9 (1933); BM 10 (1933); and PROVINCETOWN TIDAL BM 1 M.S.

No vertical control was established by the field party.
5. **CONTOURS AND DRAINAGE**

Contouring was not a part of the work requirements for this project. There is no perennial drainage in the area.

6. **WOODLAND COVER**

Inapplicable.

7. **SHORELINE AND ALONGSHORE FEATURES**

The mean high water line was inspected by driving and walking along the beach. It has been indicated by symbol at intervals on the photographs. It was impractical to visit the area during low water for inspection of the low water line.

The foreshore along the outside coast is in all cases relatively steep and the mean low water line is fairly close to the mean high water line.

The foreshore around Provincetown Harbor is more gradual and in some places there is a distance of several hundred feet between the two lines.

There are no bluffs or cliffs in the area.

All docks, wharves, piers, etc., are adequately covered by notes on the photographs.

There are no submarine cables in the area.

8. **OFFSHORE FEATURES**

Two wrecks charted on Chart 580, at approx. Lat. 42° 2.2 and Long. 70° 11.3 are no longer in existence.

9. **LANDMARKS AND AIDS**

All landmarks shown on Charts 580 and 1208 were inspected. Six landmarks were retained and five were recommended for deletion. No new landmarks were selected.

The targets, marking the measured nautical mile are all still in place. The targets were located previously by triangulation and have not been disturbed. Some of the targets were identified, in the overlap areas of the photographs for horizontal control. The targets, which were not identified, can be plotted from the geographic positions.
Three fixed aids to navigation, Long Point Light, Race Point Light, and Wood End Light, were all located previously by triangulation. There are no other fixed aids to navigation in the area.

10. **BOUNDARIES, MONUMENTS AND LINES**

   Inapplicable.

11. **OTHER CONTROL**

   None was established.

12. **OTHER INTERIOR FEATURES**

   All roads have been classified in accordance with Chapter 3Al of Geological Survey Topographic Instructions.

   All buildings were inspected and classified in accordance with Paragraph 5446 of the Topographic Manual.

   There are no bridges or cables over navigable waters.

   There are no airports or landing fields.

   The urban waterfront limits in Provincetown follow the first street parallel to the shoreline and has not been indicated on the field photographs. Only the largest, most prominent buildings are to be shown. Selection of these buildings can easily be done stereoscopically by the compiler.

13. **GEOGRAPHIC NAMES**

   No discrepancies were noted in charted names and no new names were added.

14. **SPECIAL REPORTS AND SUPPLEMENTAL DATA**

   Letter of Transmittal No. Ph-11642, Forms 567, to be forwarded to Washington Office at a later date.

   Letter of Transmittal No. Ph-116-29, Data, Map T-1175, forwarded to Washington Office **OCT 26 1953**

   Submitted
   26 October 1953

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**OCT 26 1953**

Approved & Forwarded

Lorin F. Woodcock
Chief of Party

William M. Reynolds
Carto, Survey Aid
2. AREAL FIELD INSPECTION

The land area is a typical dune formation, interspersed with occasional marshes and bounded by sand beaches along the Cape Cod Bay and Atlantic Ocean shores. The dunes are mostly stable and covered with grass, brush or stunted trees. Near the northwest corner of the sheet the stable dunes come to an abrupt end at High Head, and north of this point are a marsh and shifting sand dunes along the Atlantic shore.

There is scattered population along the major roads, with the chief center at North Truro. There are a number of small buildings for accommodation of tourists from North Truro northwestward along U. S. Highway No. 6.

The sheet is crossed, northwest to southeast, by U. S. Highway No. 6 and a branch of the New York, New Haven and Hartford Railroad. The railroad is little used and carries only an occasional freight train.

U. S. Highway No. 6 has been rerouted from the south to a point just southeast of North Truro. At the time of field inspection, grading operations were being started to reroute the remainder of the highway into Provincetown.

The photographs are of adequate quality. The field inspection is believed to be complete. Field work has been done on photographs DPL-4K-61, DPL-4K-65 through 68; DPL-5K-24 through 27; DPL-5K-31 and 32; 53-J-446 through 53-J-448; 53-J-450; 53-J-451; and 53-J-461.

3. HORIZONTAL CONTROL

All U.S.C & G.S. horizontal control was searched for. All recovered stations were identified with the exception of NORTH RADIO TOWER 1933 and SOUTH RADIO TOWER 1933, which were quite close to CAPE COD LIGHTHOUSE 1877.

Attention of the compiler is called to Form 526 being submitted for stations KNOWLES 1940, ALDRICH TOWER 1932 and ALDRICH TOWER FLAGPOLE 1933. The new position of station KNOWLES 1940 should be obtained from the Mass. Dept. of Public Works.

At station KNOWLES 1940, Reference Mark No. 1 was identified rather than the station, in the event that the new position is not obtained in time for the radial plot.

No control of other agencies was recovered within this sheet.

The following stations have been reported as lost on Form 526: ALDRICH TOWER FLAGPOLE 1933 and 153B HGS.
4. VERTICAL CONTROL

The following USC&GS tidal bench marks were recovered: Cape Cod Lighthouse, Cape Cod Tidal Bench Marks XIII, 14, 15, 16; Little America Cape Cod, Tidal Bench Marks 1, and 2. All have been identified except Cape Cod Lighthouse, Cape Cod, Tidal Bench Mark XIII. The following USC&GS Tidal bench marks have been reported as lost on Form 685: Cape Cod Lighthouse, Cape Cod, Tidal Bench Mark 64; Little America, Cape Cod, Tidal Bench Marks 3, XII; North Truro, Cape Cod, Tidal Bench Mark XVI.

5. CONTOURS AND DRAINAGE

Contours inapplicable. All drainage is tidal through marsh and clearly visible on the photographs. No perennial drainage above marsh level was observed during field work.

6. WOODLAND COVER

Inapplicable.

7. SHORELINE AND ALONGSHORE FEATURES

The mean high water line throughout the sheet is along sand beaches and is uninterrupted by inlets or streams. It is visible throughout as a dark line, which has been indicated on the photographs. It is faint in some areas, but can easily be followed.

The photographs were taken at too high a stage of tide to permit identification of the mean low water line.

The foreshore is sand throughout.

There are extensive bluffs along the Atlantic shore from the abandoned Highland Coast Guard Station southeastward and along the Cape Cod Bay shore from the railroad crossing on U. S. Highway No. 6 southeastward. They are prominent landmark features. The bluffs are clearly visible on the photographs and are adequately portrayed by contours on the USGS North Truro Quadrangle. The bluffs are sand, and have a slope of approx. 45 degrees. Some are stable enough to support the growth of brush and grass.

There are no piers or similar shoreline structures within the sheet.

8. OFFSHORE FEATURES

There is a loading platform offshore from the fish freezing plant at Pond Village. It is clearly visible on the photographs. There is an overhead loading cable leading from the plant to the platform, the ends of which have been indicated.
9. **LANDMARKS AND AIDS**

Three landmarks and one aid to navigation have been recommended for charting on Form 567. Three landmarks have been recommended for deletion on Form 567. In addition to these, the radio beacon antenna mast, storm signal tower and foghorns at Coast Guard Station No. 36 have been indicated on the photographs. The fog horns are not in a building as shown on Chart 580, but are mounted on a concrete base.

10. **BOUNDARIES, MONUMENTS AND LINES**

Inapplicable.

11. **OTHER CONTROL**

None was established.

12. **OTHER INTERIOR FEATURES**

There is a military post on the Atlantic shore. According to the security officer of the post, all information concerning the post is classified, and no culture should be mapped within the limits. The limits have been indicated on the photographs.

Coast Guard Station No. 36, at Cape Cod Light, is within the sheet, and has been indicated on the photographs.

Roads have been classified in accordance with pages 5 through 7 of the U. S. Geological Survey Instructions "Mapping of Roads and Railroads."

13. **GEOGRAPHIC NAMES**

No discrepancies were noted during field work.

14. **SPECIAL REPORTS AND SUPPLEMENTAL DATA**

Letter of Transmittal No. Ph-116-2, Forms 567, to be forwarded to Washington Office at a later date.


Submitted
23 October 1953
B. Frank Lampton, Jr.
Cartographic Survey Aid

Approved & Forwarded
Oct 26 1953

Lorin F. Woodcock
Chief of Party
PHOTOGRAMMETRIC PLOT REPORT
Project No. Ph-116
Surveys Nos. T-11176, T-11179, T-11181 and T-11183

21. AREA COVERED

This photogrammetric plot covers the areas of Surveys Nos. T-11176, T-11179, T-11181 and T-11183. These are shoreline surveys located on Cape Cod, Massachusetts extending from Herring River northward to Pilgrim Beach and from the Atlantic Ocean westward to Cape Cod Bay.

22. METHOD—RADIAL PLOT

Map Manuscripts:
Vinylite sheets with polyconic projections in black and Massachusetts State Grids, Mainland Zone, in red at a scale of 1:10,000 were furnished by the Washington Office. Base sheets were prepared in this office.

The positions of all triangulation stations and most of the substitute stations were plotted using the meter bar and beam compass. Some of the substitute stations were plotted graphically with the steel protractor.

A sketch showing the layout of the surveys in this plot and the distribution of control and photograph centers is attached to this report. A list of control station names is also attached to this report.

Photographs:
The photographs used in the plot are as follows: Forty (40) single lens photographs taken by PMA in June and July 1952 at a scale of 1:20,000 and ratioed to a scale of 1:10,000:
DPL-3K-1 to DPL-3K-8 inclusive
DPL-4K-18 to DPL-4K-61 inclusive
DPL-6K-65 to DPL-6K-76 inclusive
DPL-5K-15 to DPL-5K-27 inclusive
DPL-5K-64 to DPL-5K-75 inclusive

Eight (8) single lens photographs taken with the C&GS "W" camera, 15 March 1955 at a scale of 1:24,000 and ratioed to a scale of 1:10,000:
W-4965 to W-4967 inclusive
W-4969 to W-4971 inclusive
W-5004 and W-5005

Photograph W-4968 was also available, but was not used in the plot because it was tilted too much.

Standard symbols were used on all photographs.

Templets:
Vinylite templets were made for all photographs. The master templet was used to correct for paper distortion in the PMA photographs taken in 1952. There was no master templet available for the "W" photographs taken in 1955.
Closure and Adjustment to Control:

Vinylite base sheets were prepared in this office. All identified control was transferred to the base sheets by matching common grid lines.

Several pass points and photograph centers located on surveys Nos. T-11172 and T-11189 by previous plots were also transferred to the base sheets.

The radial plot was then constructed on the base sheets.

The templates in the area of survey No. T-11176 were laid first and a good junction was made with the plot previously constructed to the north and west of survey T-11176. The plot was then extended southward, using the templates for the 1952 PMA photographs, across surveys Nos. T-11179 and T-11181 and extending into the northern part of survey No. T-11183.

The templates for the "W" photographs were then laid holding to pass points in the southern part of survey No. T-11183, which had been established by a previous plot. After some minor adjustments where the templates for the PMA photographs joined the templates for the "W" photographs a satisfactory plot was made.

Six (6) control stations identified by the field party could not be held in the plot. (See item 23).

Transfer of Points:
The positions of all pass points and photograph centers were pricked directly on the map manuscripts by superimposing the manuscripts on the plot and matching common grid lines.

23. ADEQUACY OF CONTROL

The control was adequate except for the southeastern part of survey No. T-11183. In this area the pass points established by the previous plot could be held in the plot.

As previously stated six control stations as identified by the field party could not be held in the plot.

Survey No. T-11176:

KNOWLES RM 1, MGS, 1940 - The radially plotted position of the sub. pt. for RM No. 1 falls 1.7 mm southwest of its computed position. This was probably misidentified. There is other control nearby which was held to obtain an accurate plot and a complete investigation of the reasons for the error was not considered necessary.

HIGHLAND COAST GUARD SIGNAL MAST, 1933 - The radially plotted position of the sub. pt. for this station falls about 2.5 mm southwest of its computed position. The tower, which is the station, was identified on the photographs and pricked directly in this office. The office identification of the station was held in the plot along with other control in the area.
ALDRICH TOWER FLAGPOLE, 1933 - The radially plotted position of the station falls 0.4 mm west of its geographic position. The station falls close to the flight line of the only flight of photographs covering the area in which it is located. The flagpole has been removed and the station is lost. The center of the tower was identified as the station, but the flagpole probably was not in the center.

Survey No. T-11179
CAHOONS HOLLOW COAST GUARD STATION FLAGPOLE, 1932 - The radially plotted position of the station falls about 3.7 mm north of its geographic position. This station is completely surrounded by other stations which were held in the plot. Its geographic position places it in an all white sand area on the photographs, and its identification is probably in error.

NORTH WELLFLEET METHODIST CHURCH BELFRY, 1847. The radially plotted position of this station falls about 0.6 mm north of its geographic position. This station could not be held with NORTH WELLFLEET CONGREGATIONAL CHURCH SPIRE, 1867 - which is only about 11.5 mm east of it, or the other control in the area.

Survey No. T-11181
SAND RM 1, 1932 - The radially plotted position of the sub. pt. falls about 4.5 mm west of its computed position. It could not be held with other stations north, south, and west of it. There is some doubt as to the recovery of this station. The recovery Form 526 states that the station and RM 1 were destroyed and RM 2 was recovered. The control station identification card indicates that RM 1 was used to locate the sub. pt. and the field report states that RM 1, was recovered. In cahier No. 513 supplement page 31, L.W.S., in 1941 states "The reference marks could not be found. It is thought that the shifting sand has uprooted them".

This station was also relocated by KTA with second order accuracy in 1933. See page 17, cahier No. 513.

2h. SUPPLEMENTAL DATA
None used.

2g. PHOTOGRAPHS
The overlap in the line of flight and between flights was adequate. Photographic coverage was adequate.

The position of many of the photograph centers should be considered weak as they fall in water areas.

No tilt determinations were made since there was very little tilt in evidence on any of the photographs except W-4968 which was not needed in
constructing the radial plot.

Respectfully submitted
13 February 1958

Harry R. Rudolph
Harry R. Rudolph
Cartographer (Photo.)
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<th>Name of Station</th>
<th>Identification</th>
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<td>HIGH HEAD COAST GUARD SIGNAL MAST, 1933</td>
<td>Sub. Pt.</td>
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<td>HIGH HEAD, 1933</td>
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<td>3</td>
<td>PROVINCETOWN PUMPING STATION STACK, 1933</td>
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<td>4</td>
<td>KNOWLES, MGS, 1940</td>
<td>Sub. Pt.</td>
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<td>HIGHLAND COAST GUARD SIGNAL MAST, 1933</td>
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<td>6</td>
<td>NORTH RADIO TOWER, 1933</td>
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<td>7</td>
<td>SOUTH RADIO TOWER, 1933</td>
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<td>8</td>
<td>CAPE COD LIGHTHOUSE, 1877</td>
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<td>9</td>
<td>ALDRICH TOWER FLAGPOLE, 1933 (destroyed)</td>
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<td>NORTH TRURO COLD STORAGE PLANT STACK, 1933</td>
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<td>BALL (MGS), 1937</td>
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<td>BALL'S HOUSE FLAGPOLE, 1933</td>
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<td>CORN HILL 2, 1933</td>
<td>RM 2 - Direct &amp; Sub. Pt.</td>
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<td>TRURO TOWN HALL, 1933</td>
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<td>16</td>
<td>TRURO (MGS), 1937</td>
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<td>18</td>
<td>108A MGS, 1937</td>
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<td>19</td>
<td>FAMET, 1933</td>
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<td>144V MGS, 1939</td>
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<td>NORTH WELLFLEET CONGREGATIONAL CHURCH SPIRE, 1887</td>
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<td>NORTH WELLFLEET METHODIST CHURCH BELFRY, 1847</td>
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<td>28</td>
<td>SNOWS FOND RM NO. 2 MGS, 1940</td>
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<td>145AD MGS, 1939</td>
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Checked by: B. Kurs Date: 27 July 1952
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1 ft. = 0.304806 meter

The photogrammetric plot report for T-11176 is a part of this report. No photogrammetric plot was required for T-11175 since each photograph was fixed by identified control and no bridging needed.

31. **DELINEATION**

Graphic methods were used to delineate this manuscript.

The road under construction (U.S. No. 6) was delineated to the extent covered by latest photography (April 1954).

The interior limits of delineation were generally back to the main road (Ger Highway) parallelising the shoreline. (see revised project instructions dated 22 November 1957, paragraph 1)

32. **CONTROL**

The identification, density and placement of horizontal control was adequate.

33. **SUPPLEMENTAL DATA**

The U. S. G. S. Quadrangles Provincetown and North Truro, Massachusetts, were used for geographic names.

34. **CONTOURS AND DRAINAGE**

Contours: Inapplicable.
Drainage: No comment.

35. **SHORELINE AND ALONGSHORE DETAILS**

The shoreline inspection was adequate.

36. **OFFSHORE DETAILS**

No comment.

37. **LANDMARKS AND AIDS**

Forms 567 have been submitted for the following:
1. Nine landmarks to be charted.
2. Four aids to be charted.
3. Seven landmarks to be deleted.

Field report states that there are eight landmarks recommended for deletion, but forms 567 submitted by field party accounts for only seven.
38. CONTROL FOR FUTURE SURVEYS
None established.

39. JUNCTIONS
Junctions are in agreement with T-11171 to the north and T-11179 to the south. All water areas to the east and west.

40. HORIZONTAL AND VERTICAL CONTROL
Refer to Photogrammetric Plot Report.

41. - 45.
Inapplicable.

46. COMPARISON WITH EXISTING MAPS
Comparison has been made with the following:
3. T-5731, Provincetown and vicinity, scale 1:10,000.
4. T-5732, Truro and vicinity, scale 1:10,000.

47. COMPARISON WITH NAUTICAL CHARTS
These manuscripts have been compared with Chart No. 580, scale 1:20,000, published December 1944 (2nd edition) corrected to 12/23/52.

Items to be applied to Nautical charts immediately: None.

Items to be carried forward: None.

Respectfully submitted
7 May 1959

[Signature]

Approved and forwarded

[Signature]

William F. Deane
CDR, C&GS
Baltimore District Officer
Refer to Item 3 of Field Inspection Report for T-11176.

The new geographic position for KNOWLES, MGS, 1940 (which was reset) was not obtained by the compilation office because it was not required to complete the radial plot.

The Sub. Pt. for KNOWLES RM 1 was misidentified and therefore the manuscript shows its computed position as well as its radially plotted position.
62. **Comparison with Registered Topographic Surveys**

T-5731 (photogrammetric survey) 1:10,000 1943

In Provincetown Harbor some foreshore features (piers, groins, and ruins of groins and other features) mapped on prior survey T-5731 are not shown on T-11175. The photography is not sufficiently clear to verify through office inspection the non-existence of remains of these features that constitute hazards to navigation at tide stages above MLW. Except for this qualification T-11175 supersedes the prior survey for charting purposes in the common area.

63. **Comparison with Maps of Other Agencies**

USGS quadrangle Provincetown, Mass. 1:24,000 1958

No significant differences were noted.

64. **Comparison with Contemporary Hydrographic Surveys**

Inapplicable

65. **Comparison with Nautical Charts**

580 1:20,000 Revised 1962

The form indicating application to nautical charts has not been inserted in the subject Descriptive Report. Sources of charted topographic information include: (1) T-5731 (side heading 62); (2) 1954 photography (applied in 1954 directly to the chart base); and (3) other more recent data.

66. **Adequacy of Results and Future Surveys**

This map meets the National Standards of Map Accuracy and Bureau requirements.

Reviewed by

S. G. Blankenbaker

Approved by

Chief, Photogrammetric Branch

Chief, Photogrammetry Division

Chief, Nautical Chart Division
PHOTOGRAMMETRIC OFFICE REVIEW

T-11175 & T-11176


CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy ✓ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ✓ 7. Photo hydro stations ✓ 8. Bench marks ✓


ALONGSHORE AREAS
(Nautical Chart Data)


PHYSICAL FEATURES


CULTURAL FEATURES


BOUNDARIES

31. Boundary lines X 32. Public land lines X

MISCELLANEOUS


40. Compiler

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler  Supervisor

43. Remarks:
U.S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY  

NONFLOATING AIDS OR LANDMARKS FOR CHARTS  
Plymouth, Mass.  
23 October 1953

I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on (deleted from) the charts indicated.

The positions given have been checked after listing by Isaiah Y. Fitzgerald  
/s/ Lorin F. Woodcock  
Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>MASSACHUSETTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>RACE POINT</td>
<td>(Race Point Lighthouse, 1877)</td>
</tr>
<tr>
<td>LIGHT</td>
<td>(No. 50)</td>
</tr>
<tr>
<td>WOOD END</td>
<td>(Wood End Lighthouse, 1877)</td>
</tr>
<tr>
<td>LIGHT</td>
<td>(No. 352)</td>
</tr>
<tr>
<td>LONG POINT</td>
<td>(Long Point Lighthouse, 1877)</td>
</tr>
<tr>
<td>LIGHT</td>
<td>(No. 353)</td>
</tr>
<tr>
<td>CAPE COD</td>
<td>(Cape Cod Lighthouse, 1877)</td>
</tr>
<tr>
<td>LIGHT</td>
<td>(No. 53)</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

* Tabulate seconds and meters
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by Isaiah Y. Fitzgerald

/s/ Lorin F. Woodcock
Chief of Party

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>PILgrim MONUMENT</td>
<td>(Pilgrim Monument, 1909)</td>
<td>252 ft. high (182)</td>
<td>42 03 07 574</td>
<td>70 11 20 987</td>
<td>T-11175</td>
<td>1927</td>
<td>580, 1208</td>
</tr>
<tr>
<td>STANDPIPE</td>
<td>(Provincetown Standpipe, 1933)</td>
<td>115 ft. high (180)</td>
<td>42 03 02 074</td>
<td>70 11 34 314</td>
<td>Triang.</td>
<td>1933</td>
<td>x x</td>
</tr>
<tr>
<td>CHURCH</td>
<td>(Provincetown, Center Ch. Sp., 1933)</td>
<td>115 ft. high (120)</td>
<td>42 03 01 211</td>
<td>70 11 17 164</td>
<td>x</td>
<td>1887</td>
<td>x x</td>
</tr>
<tr>
<td>SPIRE</td>
<td>(Provincetown, Town Hall Spire, 1887)</td>
<td>SPIRE (Town Hall)</td>
<td>115 ft. high (120)</td>
<td>42 03 13 00</td>
<td>70 11 16 00</td>
<td>x</td>
<td>1887</td>
</tr>
<tr>
<td>SIGNAL MAST</td>
<td>(Wood End Coast Guard Signal Mast, 1933)</td>
<td>75 ft. high (90)</td>
<td>42 03 11 932</td>
<td>70 11 32 132</td>
<td>x</td>
<td>1933</td>
<td>x x</td>
</tr>
<tr>
<td>STACK</td>
<td>(Provincetown Pumping Station Stack, 1933)</td>
<td>51 ft. high (70)</td>
<td>42 02 12 26</td>
<td>70 06 12 26</td>
<td>Triang.</td>
<td>1933</td>
<td>x x</td>
</tr>
<tr>
<td>FLAGPOLE</td>
<td>(Ball's House, Flagpole, 1933)</td>
<td>51 ft. high (126)</td>
<td>42 00 16 22</td>
<td>70 02 11 05</td>
<td>x</td>
<td>1208</td>
<td>580, 1208</td>
</tr>
<tr>
<td>TOWER</td>
<td>(Aldrich Tower, Flagpole, 1933)</td>
<td>52 ft. high (207)</td>
<td>42 02 11 94</td>
<td>70 03 17 34</td>
<td>x</td>
<td>1208</td>
<td>x x</td>
</tr>
</tbody>
</table>

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* TABULATE SECONDS AND METERS
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be (deleted from) the charts indicated.

The positions given have been checked after listing by

/s/ Lorin F. Woodcock
Chief of Party

<table>
<thead>
<tr>
<th>STATE</th>
<th>MASSACHUSETTS</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDES</th>
<th>LONGITUDES</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>SIGNAL MAST</td>
<td>(Difficult to see, Poor landmark)</td>
<td></td>
<td>l2 03.3</td>
<td>70 11.3</td>
<td>N.A.</td>
<td>T-11175</td>
<td>1927</td>
<td>580, 1208</td>
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<td></td>
<td></td>
<td>STACK</td>
<td>(Has been torn down)</td>
<td></td>
<td>l2 03.6</td>
<td>70 11.3</td>
<td></td>
<td>Triang.</td>
<td>1933</td>
<td></td>
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<td></td>
<td></td>
<td>STACK</td>
<td>(Has been torn down)</td>
<td></td>
<td>l2 02.7</td>
<td>70 11.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CUP</td>
<td>(Has been torn down)</td>
<td></td>
<td>l2 02.5</td>
<td>70 11.6</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>STACK</td>
<td>(Gay on Chart 1208), Obscured.</td>
<td></td>
<td>l2 01.8</td>
<td>70 05.6</td>
<td></td>
<td>Triang.</td>
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<tr>
<td></td>
<td></td>
<td>SIGNAL MAST</td>
<td>(No longer exists)</td>
<td></td>
<td>l2 02.5</td>
<td>70 04.5</td>
<td></td>
<td></td>
<td></td>
<td>1208</td>
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<tr>
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<td></td>
<td>l2 00.5</td>
<td>70 01.1</td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

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* Tabulate Seconds and Meters
48. GEOGRAPHIC NAME LIST

Cape Cod
Cape Cod Bay
Castle Road
Corn Hill
Corn Hill Road

Gar Highway
Great Hollow
Great Hollow Road
Great Swamp

Harbor Bar
High Head
Highland Road

Little Pamet River

Moon Pond

New York New Haven and Hartford (R.R.)
North Truro

Our Lady of Perpetual Help Church

Peters Hill
Pilgrim Beach
Pilgrim Heights
Pilgrim Lake
Pond Village

U. S. 6 (Hwy)
U. S. 6-A (Hwy)

Village Pond

Names checked
8 approved
7-23-65
A. J. Wright
48. GEOGRAPHIC NAME LIST

Barnstable County
Beach Hwy
Bennett Pond
Bradford St.

Cape Cod
Cape Cod Bay
Center Church
Christian Science Church
Clapps Pond
Clapps Round Pond
Commercial St.

Duck Pond

Gar Hwy

Hatches Harbor
Herring Cove

Long Point

Municipal Wharf

New York New Haven and Hartford (R.R.)

Pasture Pond
Pilgrim Beach
Pilgrim Lake
Pilgrim Monument
Provincetown
Provincetown Beach
Provincetown Harbor

Race Point Rd.

* Shank Painter Bar
Shank Painter Cemetery
Shank Painter Pond
Snake Hills
St. Peter Church

Telegraph Hill
Town Hill

Universalist Church

U.S. 6 (Hwy.)
U.S. 6-A (Hwy.)

* Wood End

* Wood End Bar

*From Chart 30 8/8
<table>
<thead>
<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1207</td>
<td>5/14/61</td>
<td>Frank Barber</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. Exam - No corr. made.</td>
</tr>
<tr>
<td>1207</td>
<td>5/3/73</td>
<td>R. E.</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No 53 Exam - No corr. - Consided ADEQUATELY APPLIED</td>
</tr>
</tbody>
</table>