Form 504
U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey  Shoreline  T-11193  T-11193a
Field No.  Ph-116  Office No.  T-11194

LOCALITY
State  Massachusetts
General locality  Cape Cod
Locality  Barnstable Harbor

1952-58

CHIEF OF PARTY
E.H. Kirsch, Chief of Field Party
W.F. Deane, Balto. District Officer

LIBRARY & ARCHIVES

DATE  January 2, 1966
DATA RECORD

T-11193 & 11194

Project No. (II): Ph-116(53)  Quadrangle Name (IV): T-11193 = BARNSTABLE  T-11194 = DENNIS
Field Office (II): Plymouth, Massachusetts  Chief of Party: Emil H. Kirsch
Baltimore, Md  (Balance) Jack C. Simons
Instructions dated (II) (III):

(II) = Supplement II dated 9 July 53 (supersedes all others)
(III) = Office Memorandum dated 3 Aug 53.

Method of Compilation (III): Kelsh Plotters
Manuscript Scale (III): 1:10,000
Stereoscopic Plotting Instrument Scale (III): 1:20,000
Scale Factor (III): Photographs :: Stereoplanigraph :: Kelsh Plotter :: Manus.
10,000  6,000  2,000  10,000
Date received in Washington Office (IV): Date reported to Nautical Chart Branch (IV):
08 OCT 1955

Publication Scale (IV):
Geographic Datum (III): NA 1927

Reference Station (III):
Lat.: Long.: Adjusted

Plane Coordinates (IV):
State: Zone:
Y= X=

GRID = Massachusetts Mainland Lambert with 5,000 ft interval

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.

Two maps were registered for T-11193. Refer to the final review report.
Baltimore Office

Descriptive Report - Data Record

T-1193 and T-1194

Project No. (II): Ph-116

Quadrangle Name (IV):


Chief of Party: E. H. Kirsch

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: William F. Deane

Instructions dated (II) (III):

Copy filed in Division of
Photogrammetry (IV)

Method of Compilation (III): Instrument and Graphic

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1,000

Date received in Washington Office (IV): 9-8-1959

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 (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): MERIDIAN NORTH STONE, 1934

Lat.: 41° 42' 30.381" (937.3m)
Long.: 70° 17' 42.064" (972.5m)

Adjusted


Y-

X-

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 compiled by various Personnel:

— Charles E. Cook on the Kelsh Plotter, model "A"
— Frank J. Lesslie on the Kelsh Plotter, model "B"
— Morton Keller on the Stereoplanigraph
DATA RECORD

Field Inspection by (II): Emil H. Kirsch
(B. Frank Lampton Jr.)

Date: 1953

Planetable contouring by (II): Not applicable

Date:

Completion Surveys by (II):

Date:

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

The shoreline (MHWL) was located during instrument compilation
using field indications on photographs as a guide. The field work
was accomplished during July, 1953, and therefore the MHWL is
dated: JULY 1953.

Date:

Projection and Grids ruled by (IV):

R. Austin Riley on the Reading Ruling Machine

13 Jul 53

Projection and Grids checked by (IV):

Howard D. Wolfe

14 Jul 53

Control plotted by (III):

Louis J. Reed

5 Aug 53

Control checked by (III):

Stanley W. Trow

6 Aug 53

Control extension by (III):

Morton Keller and
Ivan R. Jarrett

Date: Aug 53

Stereoscopic Instrument compilation (III): Shoreline: Cook & Leslie
& Keller

28 Aug 53

Manuscript checked by (III):

Shoreline: Henri Lucas

31 Aug 53

Photogrammetric Office Review by (III):

Stanley W. Trow

31 Aug 53

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

Not applicable

Date:
Mean High Water Location (III) (State date and method of location): July 1953 (date of Field inspection) supplemented by office interpretation of November 1955 photographs.

Projection and Grids ruled by (IV): A. Riley  
Date: 7/13/53

Projection and Grids checked by (IV): H. D. Wolfe  
Date: 7/14/53

Control plotted by (III): E. L. Rolle  
Date: 12/5/57

Control checked by (III): B. Kurs  
Date: 12/6/57

Additional

Stereoscopic

Control extension by (III): E. L. Rolle  
Date: 1/7/58

Planimetry

Stereoscopic Instrument compilation (III): E. L. Rolle  
Date: 1/7/58

Manuscript delineated by (III): J. Honick  
J. Councill  
Date: 5/18/59

Photogrammetric Office Review by (III): R. Glaser  
Date: 5/26/59

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

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<thead>
<tr>
<th>Number</th>
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<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<td>9 May 53</td>
<td>1455 EST</td>
<td>10,000</td>
<td>0.7 ft above MLW</td>
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<tr>
<td>thru 691-678</td>
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<td>and 53 J 690-690</td>
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<tr>
<td>thru 697-698</td>
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</table>

Tide (III)

Reference Station: Boston (tide gauge readings)
Subordinate Station: Barnstable Harbor

Washington Office Review by (IV): S.G. Blankenboker
Final Drafting by (IV): Baltimore Office
Drafting verified for reproduction by (IV): S.G. Blankenboker

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 30 mi
Shoreline (More than 200 meters to opposite shore) (III): None
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II): None
Number of Triangulation Stations searched for (II): 43 Recovered: 28 Identified: 20
Number of BMs searched for (II): 4 Recovered: 3 Identified: 3
Number of Recoverable Photo Stations established (III): 10
Number of Temporary Photo Hydro Stations established (III):

Remarks:
Tide (III) From Predicted Tables

Reference Station: Boston
Subordinate Station: Barnstable Harbor, Beach Pt.
Subordinate Station:

Washington Office Review by (IV):  S.G. Blankenberger
Final Drafting by (IV): Baltimore Office
Drafting verified for reproduction by (IV): S.G. Blankenberger

Land Area (Sq. Statute Miles) (III): 20
Shoreline (More than 200 meters to opposite shore) (III): 28 mi.
Shoreline (Less than 200 meters to opposite shore) (III): 35 mi.
Control Leveling - Miles (II): Number of Triangulation Stations searched for (II): L4
                                Recovered: 28
Identification: 3
Number of BMs searched for (II): 4
Number of Recoverable Photo Stations established (III): 15
Number of Temporary Photo Hydro Stations established (III): 29
Remarks:

Additional horizontal control: 9 Theodolite fixes
Summary to Accompany Descriptive Report

T-11193 and T-11194

T-11193 and T-11194 are two of 40 similar maps comprising project 116. The maps cover (1) Cape Cod Bay shoreline (2) the entire east shore of Cape Cod, including Monomoy Point and (3) the islands of Martha's Vineyard and Nantucket.

Project maps were compiled in the Washington and Baltimore Offices.

Two maps (T-11193A and T-11193) were registered for survey T-1193.

Refer to the final review report.
2. AREAL FIELD INSPECTION

Barnstable Harbor is in the approximate center of the sheet. It is enclosed on the north by Sandy Neck, a long arm of dunes partially covered by brush and stunted softwood, and backed by marsh on the south side. The western end of Barnstable Harbor is bounded by extensive marshes, cut up by meandering tidal streams. Numerous boulders and rock outcropping indicate that the interior is of glacial origin but the present character of the land is that of the dunes which have built up since glacial times.

The land which has not been cleared is covered with a dense growth of mixed hardwood and softwood with considerable brush near the marshes and the shore.

The sheet is crossed east and west by the New York, New Haven and Hartford Railroad and U. S. Highways Nos. 6 and 6A with most of the population near the highways.

Field inspection is believed to be complete. Photography was satisfactory. Field work was done on the following photographs: DPL-4K 8 through DPL-4K 10; DPL-4K 15 through DPL-4K 17; DPL-4K 31 through DPL-4K 34. Field work was also done on 9x9 inch contact prints of low water photography.

3. HORIZONTAL CONTROL

Nine horizontal control stations were established by theodolite three point fixes to control Kelsh plotter models and have been designated Fix No. 1 through Fix No. 9. Topographic stations were established at seven of the fixes.

The following Massachusetts Geodetic Survey traverse stations were recovered and identified: 92P and 92Q. The following Massachusetts Geodetic Survey stations were recovered but not identified: 92L, 92N. The order of accuracy of these stations is not known.

The following stations have been reported as lost on Form 526: SANECK 1934; BARNSTABLE, CAPE COD CRANBERRY CO, FISH FREEZING STACK 1934; BARN CUPOLA 1848; WEST BARNSTABLE BRICKWORKS STACK 1934; BARNSTABLE-YARMOUTH 4(BARNSTABLE COR 9) 1887; and the following Massachusetts Geodetic Survey traverse stations: 92J, 92K, 92M, and 92N.

4. VERTICAL CONTROL

Three tidal bench marks have been recovered and identified. One tidal bench mark has been reported as lost on Form 685.

Spot elevations were established at points specified by the Washington Office by hand level methods and have been indicated on the low water photography. These elevations are referred to the water level at the time and date given.
FIELD INSPECTION REPORT

T-11194

2. AREAL FIELD INSPECTION

Numerous boulders and rock outcropping indicate that the area is of glacial origin, but the present character of the land is that of the dunes which have built up since glacial times. There is practically no natural drainage except for tidal drainage, although there are numerous ponds and marshes in the low areas. Most of the fresh water marshes are now under cultivation of cranberries. There are rather extensive salt marshes extending inland from Cape Cod Bay.

The higher dunes in the interior are covered by a dense growth of mixed hardwood and softwood. The trees near the shore are mostly stunted pine. There are also large brush areas near the shore.

U. S. Highway No. 6 crosses the sheet east and west, with most of the population in villages along the highway. The New York, New Haven and Hartford Railroad crosses the southern edge of the sheet passing through the village of South Dennis. There are a number of minor roads in the interior with very little population along them for the most part.

The field inspection is believed to be complete. The photography was satisfactory. Field work was done on photographs DPL-3K-24, DPL-3K-26 through DPL-3K-28, DPL-3K-32 through DPL-3K-35, DPL-4K-106, DPL-4K-107, DPL-4K-110, DPL-5K-7, DPL-5K-9, and DPL-5K-10.

3. HORIZONTAL CONTROL

The following Massachusetts Geodetic Survey traverse stations were recovered and identified: 139A, 139D, 139G and 139J. The following Massachusetts Geodetic Survey stations were recovered but not identified: 139B and 139C.

The following stations have been reported as lost on Form 526: BASS HOLE 1934, NOBISCUSETT FLAGSTAFF 1887, NOBISCUSETT WATER TOWER 1887, SCARGO 1846, E. SCARGO (BORDEN) 1895, 139F M.G.S.

4. VERTICAL CONTROL

Inapplicable.

5. CONTOURS AND DRAINAGE

Contours inapplicable. All drainage is tidal and is clearly visible on the photographs.
5. CONTOURS AND DRAINAGE

Contours inapplicable. All drainage is tidal and clearly visible on the photographs.

6. WOODLAND COVER

Inapplicable.

7. SHORELINE AND ALONGSHORE FEATURES

The mean high water line and apparent shoreline have been indicated on the photographs. The mean low water line has been indicated throughout a portion of the sheet. It is incomplete because of the little time available for inspection. In investigating the mean low water line it was found that the line usually follows a tone change on the low water photographs, but that the line may change abruptly from one line of tone change to another. The mean low water line is indicated on the photographs by symbol where it follows a line of tone change and the approximate MLWL in places where it was necessary to sketch the line.

The character of the foreshore has been indicated on the low water photographs in all areas where the mean low water line was investigated.

There is a bluff along Sandy Neck on the Cape Cod Bay shore, but it is not a very good landmark feature because of the prominence of the dunes behind the bluff.

All wharves, piers and other similar shoreline structures have been indicated on the photographs.

There is a submarine telephone cable from the end of Bond Hill Road to Beach Point. The south end of the cable could be identified on the photographs but the entire telephone line at Beach Point is underground to the homes of the subscribers. Residents could give only an approximate location of the north end of the cable.

8. OFFSHORE FEATURES

A few offshore rocks visible on the photographs have been indicated. Their elevations were determined by hand level and are referred to water level at the time and date indicated.

9. LANDMARKS AND AIDS

All landmarks and aids to navigation have been reported on Form 567.
6. WOODLAND COVER

Project Instructions, Supplement II, states that woodland shall not be field inspected or compiled. Woodland in the alongshore areas was indicated on the field inspection photographs before receipt of the supplemental instructions. These indications should be ignored by the compiler.

7. SHORELINE AND ALONGSHORE FEATURES

The mean high water line is partly visible on the photographs as a faint line, which has been indicated. The mean high water line roughly parallels the bluff behind the beach and should be drawn in that manner where not visible. There were no identifiable points on the beach from which measurements to the mean high water line could be taken. The bluff behind the beach is so steep that measurements from the top of the bluff are impractical.

The mean low water line was not visible on the photographs and no attempt was made to locate it.

There is a prominent bluff behind much of the beach in this sheet. It can be clearly discerned with a stereoscope and is adequately expressed by contours on the U.S.G.S. Dennis Quadrangle. It is recommended that this bluff be charted as a landmark feature.

There are no wharves, piers or similar shoreline structures in Cape Cod Bay. A few such structures have been indicated in Bass Hole, Bass River and some inland lakes.

8. OFFSHORE FEATURES

One large rock is visible on the photographs and has been indicated.

9. LANDMARKS AND AIDS

There are no aids to navigation in the sheet. Five landmarks for charts have been recommended on Form 567.

10. BOUNDARIES, MONUMENTS AND LINES

Inapplicable.

11. OTHER CONTROL

The following topographic station was established: ALSO 1953.
10. **BOUNDARIES, MONUMENTS AND LINES**

Inapplicable.

11. **OTHER CONTROL**

Topographic station CALF 1934 was recovered and identified. JEG 1934 has been reported as lost on Form 524. In addition to landmarks and aids to navigation, the following 1953 topographic stations were established: DADE, SOLO, DUNE, SAND, EARL, GRAY, EBON, ACME, SHIP, GERT, KITE, SPIRE, and GABE.

Twenty-nine photo-hydro stations were established and designated 001 through 029. They have been indicated and described on the field inspection photographs.

12. **OTHER INTERIOR FEATURES**

There is a trail on Sandy Neck which is impassable to standard cars and trucks, but which has considerable traffic in four-wheel drive vehicles and vehicles with large tires. It has been classified Rd 8 and it is believed that it is of sufficient importance to be mapped.

13. **GEOGRAPHIC NAMES**

No changes noted.

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.

Letter of Transmittal No. Ph-116-4, Data, Map T-11193, forwarded to Washington Office **JUL 31 1953**

Submitted
29 July 1953

B. Frank Lampton, Jr.
Cartographic Survey Aid

Approved & Forwarded
**JUL 31 1953**

E. H. Kirsch
Chief of Party
12. **OTHER INTERIOR FEATURES**

The following bridge data was obtained:

<table>
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<tr>
<th>Bass River, Mass. (Cape Cod)</th>
<th>Type</th>
<th>No. of</th>
<th>Horiz.</th>
<th>Vert.</th>
<th>Cl.</th>
<th>Cl.</th>
<th>Purpose</th>
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<tbody>
<tr>
<td>Miles above mouth</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>3.75</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>55.2</td>
<td>10.3</td>
<td>0945 AM</td>
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<tr>
<td>South Dennis</td>
<td>F</td>
<td>1</td>
<td>58.5*</td>
<td>EDT 7/21/53</td>
<td>Railroad</td>
<td>8.25 above HW*</td>
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* Bridge Book Measurements

13. **GEOGRAPHIC NAMES**

No changes noted.

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.

Letter of Transmittal No. Ph-116-3, Data, Map T-11194, forwarded to Washington Office **JUL 31 1953**

Submitted
29 July 1953

B. Frank Lampton, Jr.
Cartographic Survey Aid

Approved & Forwarded

**JUL 31 1953**

E. H. Kirsch
Chief of Party
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<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $\gamma$-COORDINATE</th>
<th>LONGITUDE OR $\lambda$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
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<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>SANDY NECK Lighthouse, 1934</td>
<td>Page 152</td>
<td>NA 1927</td>
<td>41 43 21.141</td>
<td>70 16 53.243</td>
<td>652.2 1198.9</td>
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<td>YARMOUTH PORT FISH FREEZER STACK, 1934</td>
<td>150</td>
<td>''</td>
<td>41 42 34.501</td>
<td>70 15 31.585</td>
<td>1064.4 786.7</td>
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<td>730.2 656.9</td>
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<td>41 43 33.295</td>
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<td>70 18 02.546</td>
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1 FT. = 0.3048006 METER

COMPUTED BY: __________________________ DATE: __________ CHECKED BY: __________________________ DATE: __________
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<td>MERIDIAN, NORTH</td>
<td>Page 154</td>
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<td>41 42 30.381</td>
<td>70 17 42.064</td>
<td>937.3</td>
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<td>YARMOUTH NORTH</td>
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<td>41 41 03.623</td>
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1 FT. = .3048006 METER

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31. **Delineation:**

   After the control had been extended on the Stereoplanigraph, two Kelsh Plotters and the Stereoplanigraph compiled the project area by sections as shown on page 2.

32. **Control:**

   Horizontal and vertical control were adequate. Both were marked on photographs and located by the field party. The Photo & Control Sketch, page 10, shows the relative location of the horizontal control and indicates the few that were not used. The three unused triangulation stations were outside the project, and Fix No. 9 did not agree with the other control by about 25 ft. All other stations were held. The elevations established were used for model leveling only.

33. **Supplemental Data:** No graphic control surveys available.

34. **Contours and Drainage:** Not applicable.

35. **Shoreline and Alongshore Details:**

   The shoreline was completely field identified and no trouble was encountered in the instrument delineation of it using the field identification as a guide. The delineation of the low-water-line was the principle purpose of this project and with it considerable difficulty was experienced. To begin with it was not possible to completely indicate the LML on the field photographs without a great deal of time being spent, and only tick indications were made in accessible areas with some areas being left unmarked. The photographs were purposely taken at or very near to low water stage to facilitate this work, but even with this the instrument delineation was difficult. Each model was carefully leveled and the floating mark was used to draw the LML in conjunction with the tick-indications where they existed. It was possible to read heights to the nearest 1.0 ft only, and therefore it was necessary to use color tones to assist the floating mark in the interpretation of the LML in the unmarked areas. For the most part the instrument operators believe a good job has been done. By special request a 5 ft depth contour was delineated in model 694-695, shown in blue and labeled on the manuscript, to be checked against hydrographic soundings.

36. **Offshore Details:**

   Shoal lines on the manuscript are office identified and delineated without benefit of field indications. MARASPIN CREEK DAY BEACON, 1953, was instrument located as field identified.

37. **Landmarks and Aids:** See page 10 and side-heading 36 above.
38. **Control for Future Surveys:**

All except two hydro signals that were field identified and described were positioned during instrument work, and they are listed on a separate page of this report under subheading 49, "Notes for the Hydrographer". Nos. 1 and 9 were not located because they fell outside the project area, and the other 27 are shown on the manuscript in proper symbol. Only two topo stations were positioned by this compilation; GABE, 1953 and SPIRE, 1953. Both have been scaled from the manuscript and recorded on the 524 cards. DADE 1953 fell outside the limits of the work and CALF 1953 was not well enough identified to plot.

39. **Junctions:** In agreement. No outside junctions involved.

40. **Horizontal and Vertical Accuracy:**

The accuracy of this compilation is believed to meet the requirements established by National Map Standards for maps at a scale of 1:10,000.

46. **Comparison with Existing Maps:**


47. **Comparison with Nautical Charts:**


48. **Geographic Name List:** Not applicable

49. **Notes for the Hydrographer:** See separate unnumbered page.

50. **Compilation Office Review:** Not accomplished.

Submitted by

[Signature]

Stanley W. Trow, Chief,
Single Lens Plotting Section

Approved by

[Signature]

Louis J. Reed, Chief
Stereoscopic Mapping Branch
Photogrammetric Engineer
31. **DECLINATION**

Parts of these surveys were compiled at different times by a combination of four different methods. The area of Barnstable Harbor was bridged by stereoplanigraph and compiled partly on Kelsh plotters and partly by stereoplanigraph (see pages 14 and 15). After later photography became available (November 1955 - "W" camera), these surveys were bridged by multiplex, including the area previously bridged. At that time, most of the interior roads were delineated by multiplex to serve as detail to assist in graphic compilation of interior details. The shoreline of Cape Cod Bay and all other interior details were completed by graphic compilation. The interior limits of compilation were generally back to the main road (Gar Highway - U.S. No. 6), paralleling the shoreline of Cape Cod Bay. (see revised project instructions dated 22 November 1957, para. 4)

32. **CONTROL**

The identification, density and placement of control was adequate.

NORTH DENNIS WHITE CHURCH SPIRE, 1846 was field identified but the photogrammetric position falls 75 meters northeast. There is no building at the published position. A Form 526 was initiated in the office and is being submitted with this report.

33. **SUPPLEMENTAL DATA**

U.S. Geological Survey quadrangles DENNIS and HYANNIS were used as a source of geographic names.

34. **CONTOURS AND DRAINAGE**

Contours - not applicable.
Drainage - no comment.

35. **SHORELINE AND ALONGSHORE DETAILS**

Shoreline inspection was adequate.

There was some revision of the shoreline compiled on the Kelsh plotters due to changes since 1953 which appeared on the later photography.

The low water line in Barnstable Harbor and along Cape Cod Bay to Longitude 70° 19' was delineated by instruments (item 35, page 14). To the west of that point and on survey T-11194, the approximate low-water line was office interpreted on photographs taken at a fairly low stage of tide and was delineated graphically. It was generalized along the outer limits of the apparently bare sand area.
36. OFFSHORE DETAILS

There are many rocks shown in Barnstable Harbor on Chart 339, several of which have names. Most of these could not be located either by stereo instruments or by careful study of the photographs. Only those which could be definitely identified as rocks were delineated.

37. LANDMARKS AND AIDS

Forms 567 have been submitted for 12 landmarks and 2 aids to navigation to be charted. A Form 567 has been submitted by the field inspection party for one landmark to be deleted.

38. CONTROL FOR FUTURE SURVEYS

Forms 524 are being submitted for 13 new recoverable topographic stations on T-11193 and 2 on T-11194. Two Forms 524 used as recovery notes for previously established stations are also being submitted. JBO, 1934 was considered lost. CALF, 1934 was identified by the field party for relocation in 1953. Although the Compilation Report, item 38, page 15, states that this station was not well enough identified, the photo pt. was readily identified and established graphically with the photographs, and the station was plotted by azimuth and distance from it.

The stations are listed in item 49.

39. JUNCTIONS

Junctions were made and are in agreement between the surveys and:
- T-11192 to the west
- T-11187 to the north (T-11194)
- All water area to the north of T-11193
- To the east and south - no contemporary surveys

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 thru 45

Not applicable.
46. COMPARISON WITH EXISTING MAPS

USGS Quadrangles DENNIS, edition of 1943 and HYANNIS, edition of 1942, both scale 1:31,680

47. COMPARISON WITH NAUTICAL CHARTS


Items to be applied to Nautical Charts immediately: none
Items to be carried forward: None

Respectfully submitted
20 May 1959

Frank J. Tarcza
Carto. (Photo.)

Approved and forwarded

William F. Deane,
CDR, C&GS
Baltimore District Officer
PHOTOGRAMMETRIC OFFICE REVIEW
T. 11193 & T. 11194

1. Projection and grids ✓
2. Title ✓
3. Manuscript numbers ✓
4. Manuscript size ✓

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 ✓
9. Plotting of extant fixes ✓
10. Photogrammetric plot report ✓
11. Detail points ✓

ALONGSHORE AREAS
(Nautical Chart Data)
12. Shoreline ✓
13. Low-water line ✓
14. Rocks, shoals, etc. ✓
15. Bridges ✓
16. Aids to navigation ✓
17. Landmarks ✓
18. Other alongshore physical features ✓
19. Other alongshore cultural features ✓

PHYSICAL FEATURES
20. Water features ✓
21. Natural ground cover ✓
22. Planetable contours ✓
23. Stereoscopic Instrument contours ✓
24. Contours in general ✓
25. Spot elevations ✓
26. Other physical features ✓

CULTURAL FEATURES
27. Roads ✓
28. Buildings ✓
29. Railroads ✓
30. Other cultural features ✓

BOUNDARIES
31. Boundary lines ✓
32. Public land lines ✓

MISCELLANEOUS
33. Geographic names ✓
34. Junctions ✓
35. Legibility of the manuscript ✓
36. Discrepancy overlay ✓
37. Descriptive Report ✓
38. Field inspection photographs ✓
39. Forms ✓

40. Reviewer
   [Signature]
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:
Review Report
Shoreline Survey T-11193

62. **Comparison with Registered Bureau Surveys**

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<td>T-6123</td>
<td>1:10,000</td>
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Differences exist between T-6122 and T-11193 in alongshore rock information in Barnstable Harbor. As mentioned in the Baltimore Office compilation report (item 36, page 17) photography was not adequate for a good interpretation of rocks. Rock information should be checked during future hydrography.

Except for the above differences, T-11193 supersedes the prior surveys for charting purposes in the common areas.

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

USGS Quad, Hyannis, Mass., scale 1:24,000, dated 1939 (revised 1950).

No significant differences between the maps were noted.

64. **Comparison with Contemporary Hydrographic Surveys**

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<th>Scale</th>
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<tr>
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The incomplete manuscript for T-11193 was used to provide shoreline for H-8111. No changes in T-11193 shoreline were made by the hydrographic survey party. A copy of the incomplete manuscript will be registered as T-11193A.

65. **Comparison with Nautical Charts**

339, Edition of 4/19/50, revised 3/25/63, scale 1:20,000

Differences exist in alongshore rock information. These discrepancies were not resolved due to the inadequacy of the photography for this purpose (refer to item 62 of this report). No other significant differences were noted.
66. Adequacy of Results and Future Surveys

With the exception of possible rock discrepancies (items 62 and 65) this map meets the National Standards of Map Accuracy and Bureau requirements.

Reviewed by:

S. G. Blankenbaker

Approved by:

Charles H. Nevins
Chief, Photogrammetric Branch

G. W. Vaughn 7/12/65
Chief, Photogrammetry Division

Chief, Nautical Chart Division
62. **Comparison with Registered Topographic Surveys**

T-6114  
1:10,000  
1934

Differences exist between the surveys in foreshore rock information. The difference can be resolved during future hydrography or through use of color photography. Except for the above differences, T-11194 supersedes the prior survey for charting purposes.

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

USGS QUAD, DENNIS MASS, Scale - 1:24,000, map date 1940, revised 1961.

No significant differences between the maps were noted.

64. **Comparison with Contemporary Hydrography Surveys**

Inapplicable

65. **Comparison with Nautical Charts**


Differences in foreshore rock information exists. No other significant differences were noted.

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

With one exception, the possibility of discrepancies in foreshore rock information, this map meets the National Standards of Map Accuracy and Bureau requirements.

Reviewed by: 

S. G. Blankenbaker

Approved by:

Chief, Photogrammetric Branch  
Chief, Nautical Chart Division

Chief, Photogrammetry Division
48. GEOGRAPHIC NAME LIST

Bass Creek
Barnstable
Barnstable County
Barnstable Harbor
Barnstable Baptist Church (F.I.)
Beach Point
Blish Point
Boat Cove Creek
Bone Hill Road
Braggs Lane
Brick Yard Creek
Bridge Creek
Broad Sound

Cape Cod
Cape Cod Bay
Calves Psture Point
Centre Street
Church Street
Cobbs Hill
Sobbs Village
Commerce Road
County Road
Cummaquid
Cummaquid Golf Club

Duck Island

East Main Street
Eel Creek
Eel Grass Cove

Fish Island
Flax Pond
Finnish Lutheran Church (F.I.)

Gar Highway
Great Island
Great Island Creek
Great Marshes
Great Thatch Island
Green Point

Halletts Mill Pond
High Island
Hinckley Pond
Horseshoe Shoal (Chart 339)
Huckins Island

Iyamough Road
Jackson Island
Jules Island
Keveney Lane
Little Thatch Island
Lone Tree Creek
Lothrop Hill Cemetery
MASS 149 (hwy)
Main Street
Maraspán Creek
Mill Creek
Mollys Island
Moon Shoal (Chart 339)
Mussel Point
New York New Haven and Hartford (R R)
Oak Street
Parker Street
Phillis Island
Phinney's Lane
Pine Street
Plum St
Pond Village
Saltine Point
Sand Island
Sandy Neck
Sandy Street Cemetery
Short Wharf Creek
Scorton Creek
Slough Point
Spring Creek
St. Mary's Church (F.I.)

The Cove
Town Island
Through Creek
Tupper Island

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

Wells Creek
Wharf Ave.
White Hill
Wicks Island
Willow Street

Yarmouth Port
Yarmouth Station

NOTE: (F.I.) denotes names from
field inspection photographs.
48. GEOGRAPHIC NAME LIST

Barnstable Co
Bass Hole
Beach St
Bridge St.

Cape Cod
Cape Cod Bay
Centre St.
Chase Garden Creek

Dennis
East Dennis
Gar Highway
Howes Cemetery
Lone Tree Creek
Lower Road

Mass 134 (hwy)

New Boston
New Boston Road
New Jerusalem Church
Nobscesset Road

Quivett Creek
Quivett Neck

Scargo Hill
Scargo Hill Road
Scargo Lake
Sea Street
Seaside Avenue
Sesuit Creek
Sesuit Neck
Sesuit Road
South Street

U. S. 6 A (hwy)

Whig St
Whites Brook
Winter St

Yarmouth
Yarmouth Port

Names checked 2nd approval 5-15-65
A. J. Wright
49. Notes for the Hydrographer:

**Ph-116 Barnstable Harbor**

**Photo-Hydro Points**

001 - stake, point of marsh (not plotted)
002 - tip of arm of marsh
003 - center small marsh island
005 - point of marsh
006 - point of marsh
007 - radio mast, center NEW gable of house
008 - stake, point of marsh
009 - " inner tip of inlet
010 - " inner tip of inlet
011 - " point of marsh
012 - N. tip of heavy grass (use with caution)
013 - stake, center of marsh island
014 - " point of grass inside inlet
015 - " point of marsh
016 - chimney, taller and northerly of two
017 - gable facing N. on cottage
018 - flagpole white center N. gable of building
019 - NW corner roof, most northerly warehouse
020 - N. gable, westerly cottage of 3
021 - N. gable, easterly cottage of 3
022 - northernmost telephone pole
023 - chimney isolated cabin
024 - stake, center mouth of small inlet
025 - tank, wooden, square, elevated
026 - stake, point of sand
027 - stake, tip of dark spot
028 - stake, tip of sand
029 - stake, point of marsh
Recoverable Photo Stations

T-11193

GABE 1953
SPIRE 1953
SAND 1953
EARL 1953
SHIP 1953
DADE 1953
SOLO 1953
GARY 1953
KITE 1953
BEACH POINT LT. 1953
GERT 1953
ACME 1953
DUNE 1953
Calf (1934) 1953

T-11194

ALSO 1953
BEON 1953

On T-11193 west of 70° 19', a generalized low water line was delineated along the outer limits of the apparently bare sand areas from the 1952 photographs. For the low-water area east of 70° 19' on T-11193, see the stereo-compiled report - item 35.

On T-11194 an approximate low-water line was delineated along the outer limits of apparently bare sand areas from the 1953 "J" photographs.

The rocks in Barnstable Harbor, shown on T-11193, should be verified during field edit (Hydro Support) or, verified through use of color photography.

5.5/8 June 1968
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 R. Glaser

<table>
<thead>
<tr>
<th>STATE</th>
<th>MASSACHUSETTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>SPIRE</td>
<td>YARMOUTH CONGREGATIONAL CHURCH SPIRE, 1887) 110 ft. high (180)</td>
</tr>
<tr>
<td>TANK</td>
<td>YARMOUTH TANK, 1934) steel, water, 116 ft. high (196)</td>
</tr>
<tr>
<td>STONE TOWER</td>
<td>(SCARGO TOWER, 1933) Cylindrical, 23 ft. high (188)</td>
</tr>
<tr>
<td>STANDPIPE</td>
<td>Dennis Standpipe 89 Ft. high (210)</td>
</tr>
<tr>
<td>LOCKOUT TOWER</td>
<td>Dennis Fire Tower 75 ft. high (235)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>HARS CHART</th>
<th>OFFICE CHART</th>
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<tbody>
<tr>
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<td>D.N.METERS</td>
<td>D.P.METERS</td>
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<tr>
<td>SPIRE</td>
<td>21.828</td>
<td>504.6</td>
<td>W.A.</td>
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<td>1887</td>
<td>1934</td>
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<tr>
<td>TANK</td>
<td>0.778</td>
<td>563.4</td>
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<td>21.733</td>
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<td></td>
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<td>1933</td>
<td>339, 1208</td>
</tr>
<tr>
<td>STANDPIPE</td>
<td>11.65</td>
<td>38.34</td>
<td>Radius Plot</td>
<td>1953</td>
<td>581, 1208</td>
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<tr>
<td>LOCKOUT TOWER</td>
<td>0.2.17</td>
<td>0.36</td>
<td>n</td>
<td>1953</td>
<td>339, 1208</td>
<td></td>
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</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.
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 R. Olser.

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<tr>
<th>CHARTING NAME</th>
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<th>LATITUDE</th>
<th>LONGITUDE</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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<tbody>
<tr>
<td>LIGHT</td>
<td>BEACH POINT LIGHT, 1953</td>
<td>L 43 865.5 70 16 760.7 1927</td>
<td>28.053 32.907</td>
<td>N.A. 3 point</td>
<td>1953 x x</td>
<td>339, 1208</td>
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<td></td>
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<tr>
<td>*DAYBEACON</td>
<td>Maraeep Creek Entrance Lt.</td>
<td>L 42 1338 70 18 85</td>
<td>43.37 03.68</td>
<td>Radial Plot</td>
<td>n x</td>
<td>339</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The light mechanism has been removed from this privately maintained structure. It now serves as a daybeacon.

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**MASSACHUSETTS**

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<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE °</th>
<th>LONGITUDE °</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPIRE</td>
<td>(BARNSTABLE, UNITARIAN CH &amp; FIRE, 1909) 67 ft. high (127)</td>
<td>41 42</td>
<td>01.40</td>
<td>57.79</td>
<td>N.A.</td>
<td>Triang.</td>
<td>1902</td>
<td>x x</td>
</tr>
<tr>
<td>TOWER</td>
<td>(SANDY NECK LIGHTHOUSE, 1934) (ABAND. L.H.) Sandy Neck Daybn. 40 ft. high (45)</td>
<td>41 43</td>
<td>652.8</td>
<td>1230</td>
<td>12.7</td>
<td>&quot;</td>
<td>&quot;</td>
<td>1914</td>
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<tr>
<td>STANDPIPE</td>
<td>(HYANNIS STANDPIPE, 1934) 103 ft. high (223)</td>
<td>41 44</td>
<td>53.46</td>
<td>1210.1</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>1934</td>
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<tr>
<td>STACK</td>
<td>(YARMOUTH CODE FISH FREEZER STACK, 1934) 98 ft. high (108)</td>
<td>42 42</td>
<td>1064.4</td>
<td>730.2</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>1934</td>
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<tr>
<td>STANDPIPE</td>
<td>Barnstable Standpipe 60 ft. high (180)</td>
<td>41 43</td>
<td>12.33</td>
<td>27.39</td>
<td>&quot;</td>
<td>Rad.</td>
<td>&quot;</td>
<td>1953</td>
</tr>
<tr>
<td>R. TR.</td>
<td>Barnstable Police Radio Tower 185 ft. high (250)</td>
<td>41 44</td>
<td>1753</td>
<td>-142.3</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
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<tr>
<td>CUROLA</td>
<td>Bacon Farms, Barn, Cupola 45 ft. high (95)</td>
<td>41 42</td>
<td>126</td>
<td>1145</td>
<td>&quot;</td>
<td>&quot;</td>
<td>Plot</td>
<td>&quot;</td>
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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 been inspected from seaward to determine their value as landmarks be the charts indicated.

The positions given have been checked after listing by

/s/ Lorin F. Woodcock
Chief of Party.

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<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>COURTHOUSE</td>
<td>Obscured by trees</td>
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TABULATE SECONDS AND METERS
### INSTRUCTIONS
A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

<table>
<thead>
<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td>581</td>
<td>11/16/65</td>
<td>R. Mathen</td>
<td>Full Part Before After Verification Review Inspection Signed Via</td>
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<tr>
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<td></td>
<td></td>
<td>Drawing No.</td>
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<tr>
<td></td>
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<td>Corrected Vertical Corrections</td>
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<tr>
<td>581</td>
<td>12/11/72</td>
<td>C. Hasley</td>
<td>Full Part Before After Verification Review Inspection Signed Via</td>
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<td>Drawing No. 13</td>
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<td>NO CORR</td>
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<tr>
<td>1208</td>
<td>3/21/73</td>
<td>R. Pedlar</td>
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<td>Consider Adequate Applied</td>
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<td>NO CORR THEN AT 581 #13, CH #339 #12</td>
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