5734

Dia'g'd. on Diag. Ch. No. 1208-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric Air Photographic

Field No. ..... Office No. T-5734

LOCALITY

State Massachusetts

General locality Cape Cod

Locality Wellfleet Harbor - Atlantic Ocean

1943

CHIEF OF PARTY

Fred. L. Peacock

LIBRARY & ARCHIVES

DATE .....

B-1870-1 (1)++

5734

Form T-1

DATA RECORD

T-5734

Quadrangle (II):
Wellfleet, Mass. (15') U. S. G. S.

Project No. (II): HT-227
Sub-Project HT-227-C

Field Office:
Air Photographic Party No. 2
Baltimore, Maryland

Chief of Party:
Lieut. L. W. Swanson

Compilation Office:
Air Photographic Party No. 2
Baltimore, Maryland

Chief of Party:
Fred. L. Peacock

Instructions dated (II III):
Sept. 28, 1938 & Aug. 15, 1939

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

Completed survey received in office: 12/8/43

Reported to Nautical Chart Section: 1/26/45

Reviewed: 2/8/45 **Applied to chart No.** **Date:**

Redrafting Completed: 6/8/45

Registered: 1/47 **Published:** 7/24/46

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): GREAT BEACH HILL 1933, r.1934, r.1936, r.1941

Lat.: 41° 54' 15.697" 484.3m (1366.9m) **Long.:** 70° 04' 09.189" 211.8m (1171.1m) **Adjusted** **Unadjusted**

State Plane Coordinates (VI):

X = 989,479.83 **Y =** 332,810.42

Military Grid Zone (VI)

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
4-199 to 4-202	11/21/38	10:13a.m.	1:10,000	10.8' above M. L. W.
4-220 to 4-223	11/21/38	10:32a.m.	1:10,000	10.95' above M. L. W.
2421 to 2424	7/16/38	12:15p.m.	1:10,000	7.65' above M. L. W.
13544	4/13/43	10:05a.m.	1:10,000	3.0' above M. L. W.

Tide from (III): Predicted tide tables for Boston, Mass. with corrections to Wellfleet, Cape Cod.

Mean Range: 10.0' **Spring Range:** 11.6'

Camera: **(Kind or source)** U. S. Coast & Geodetic Survey nine lens camera (focal length 8¼") negatives for nine lens photographs are on file in the Washington Office. The character of the camera used to take the single lens photographs, which were purchased from the U.S.G.S., is unknown.

Field Inspection by: Lieut. E. B. Lewey **date:** Summer, 1941

Field Edit by: **date:**

Date of Mean High-Water Line Location (III):

Supplemented by 1941 Field Inspection. (July 16, 1938 East Coast of Cape Cod, along Atlantic Ocean.
(Nov. 21, 1938 East shore line of Wellfleet Harbor from Blackfish Creek to Southern boundary of this Map Drawing.
April 13, 1943 Shore line from Jeremy Point to Herring River also in the vicinity of Duck Creek & Indian Neck.

See Review of book for date of mean high water line.

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

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

Control plotted by: John P. Kubasco **date:** April 16, 1943

Control checked by: Charles C. Tropp **date:** April 17, 1943

Radial Plot by: Abraham L. Goncharsky **date:** July 7, 1943

Detailed by: Florence M. Hammond (Shore line and interior rough draft) **date:** July & August, 1943

Reviewed in compilation office by: Harry R. Rudolph **date:** Aug. & Nov., 1943

Elevations on Field Edit Sheet checked by: **date:**

STATISTICS (III)

Land Area (Sq. Statute Miles): 13

Shoreline (More than 200 meters to opposite shore): $26\frac{1}{2}$ Statute Miles

Shoreline (Less than 200 meters to opposite shore): 5 Statute Miles

Number of Recoverable Topographic Stations established: by radial intersection 12
by sextant angles 1
Total 13

Number of Temporary Hydrographic Stations located by radial plot: 45 by radial intersection
5 by sextant fixes
50

Leveling (to control contours) - miles: none

Roman numberals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

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

Remarks:

26 CONTROL:

The control plotted and the control transferred from adjoining map drawings, consists of nineteen (19) U. S. Coast and Geodetic Survey triangulation stations, and nineteen (19) Massachusetts Geodetic Survey traverse stations.

The following twenty-five control stations are within the detail limits of this Map Drawing:

Twelve (12) U. S. Coast & Geodetic Survey Triangulation Stations:

EASTHAM COR. 4, 1887
EASTHAM COR. 5, 1887
EASTHAM COR. 5, BASE 1, 1887
EASTHAM COR. 5, BASE 2, 1887
EASTHAM COR. 6, 1887 (W.E. witness mark No. 1 r.1941)
WELLFLEET FIRE TOWER, 1932, r.1933, r.1934, r.1941
WELLFLEET, NORTH BASE, 1936, r.1941
WELLFLEET, SOUTH BASE, 1936, r.1941
*BLACKFISH, 1933, partial recovery in 1941. Deleted from manuscript (Lost)
*BLACKFISH CUPOLA, 1909, r.1933 Deleted from manuscript (Lost)
GREAT BEACH HILL, 1933, r.1934, r.1936, r.1941
SAND, 1932, r.1933, r.1936, r.1941

Thirteen (13) Massachusetts Geodetic Survey Traverse Stations:

144 D (M.G.S.) r.1941
144 E (M.G.S.) r.1941
144 F (M.G.S.) r.1941
144 G (M.G.S.) r.1941
144 L (M.G.S.) r.1941
145 B (M.G.S.) r.1941
145 D (M.G.S.) r.1941
145 E (M.G.S.) r.1941
145 F (M.G.S.) r.1941
145 J (M.G.S.) r.1941
145 K (M.G.S.) r.1941
145 M (M.G.S.) r.1941
145 U (M.G.S.) r.1941

stations plotted by reviewer:

144 H (MGS.)
144 J (MGS.)
144 K (MGS.)
145 C (MGS.)
145 G (MGS.)
145 H (MGS.)
145 L (MGS.)
~~Eastham Wellfleet #2 (Witness Mark) (MGS.)~~
~~The usual name is W--- E Monument~~

The following thirteen control stations are just outside the detail limits of this Map Drawing:

Seven (7) U. S. Coast & Geodetic Survey triangulation stations:

NAUSET BEACH CENTER BEACON, 1846
NAUSET L. H. 1932, r.1933, r.1936, r.1941
NAUSET MOORS, SILO, 1933, r.1941
NORTH EASTHAM, 1933, r.1941
CHEQUESSETT INN, EAST WATER TANK, 1933, r.1941
CHEQUESSETT INN, WEST WATER TANK, 1933, r.1941
GRIFFIN, 1933, r.1936, r.1941

26 CONTROL: (cont'd)

Six (6) Massachusetts Geodetic Survey traverse stations:

144 A (M.G.S.), r.1941
144 B (M.G.S.), r.1941
144 M (M.G.S.), r.1941
144 A (M.G.S.), r.1941
145 N (M.G.S.), r.1941
145 T (M.G.S.), r.1941

The black acid ink triangulation symbol indicates that the position of the station was plotted directly upon this Map Drawing from geographic coordinates. The red acid ink symbol indicates that the position of the station has been transferred from an adjoining map drawing upon which it had been previously plotted from geographic coordinates.

*This station shown on this Map Drawing with a dashed black acid ink triangulation symbol, has been used to control the plot, but is to be considered lost as the object which was originally the station has been destroyed. deleted from manuscript.

27 RADIAL PLOT:

An individual plot was laid for the area of Survey No. T-5734 by the usual radial method. No celluloid templates were used, the photographs being oriented directly under the celluloid Map Drawing Projection.

The area was not well covered by photography. There are four flights of photographs, one of nine lens photographs taken on July 16, 1938, two of single lens photographs taken on November 21, 1938, and one of nine lens photographs taken on April 13, 1943. Three of these flights were taken after the hurricane, which struck the Cape Cod area about 4:30 p.m. on September 28, 1938. The single lens photographs were originally taken for the U. S. Geological Survey, the scale being 1:24,000. A set of these single lens photographs was furnished the Field Inspection Party, and the field inspection data obtained for a large portion of the area of Survey No. T-5734 were noted upon them. However, the nine lens photographs taken on July 16, 1938, were also used by the Field Inspection Party, mainly along the east coast of Cape Cod. In addition to the nine lens photographs, this Compilation Office was furnished a set of the single lens photographs enlarged to the scale 1:10,000.

In general, the number of photographs was sufficient to lay the plot for a large portion of the area of the Survey. However, there was an insufficient number of photographs (only two single lens photographs) in the area between latitudes 41° 51' 45" and 41° 54' 00", and longitudes 70° 02' 00" and 70° 06' 00".

27 RADIAL PLOT: (cont'd)

The plot in this particular area is considered weak, because of the inadequate number of photographs, and because of the lack of control. In the remaining portion of the Survey, the control was adequate in number, distribution, and identification unless otherwise discussed in this Radial Plot Report.

All control identified by the Field Inspection Party was "held to" satisfactorily, except the U. S. Coast & Geodetic Survey triangulation station "Blackfish Cupola" 1909, r.1933. The position of the cupola, which was identified as the station by the Field Inspection Party, was radially plotted, and shown by a black acid ink circle 2½mm. in diameter on the dull side of this Map Drawing Projection. Since the position was approximately 696 meters southeast of the position as plotted from geographic coordinates, this Compilation Office pricked another cupola, the image of which was clearly visible on the photographs taken in the year 1938. This second cupola is believed to be the station, because it was satisfactorily "held to" in the radial plot.

However, the 1941 field inspection data pertaining to landmarks for charts indicate that this second cupola has been destroyed, and the photographs taken on April 13, 1943, verify this fact. Since this station was used to control the plot but is to be considered lost, it has been shown on this Map Drawing Projection with a dashed black acid ink triangulation symbol. This station was deleted from the manuscript.

Since it is believed that no appreciable tilt exists in the photographs, the principal point (photograph center) was used as the chief ray center for all radials.

The positions of all the photograph centers (principal points) determined by resection, are believed to be within the limits of satisfactory accuracy, except the center (principal point) of the single lens photograph No. 4-199. The error in the position of this photograph center, because of insufficient control, and an inadequate number of other photographs, can reasonably be assumed to be not greater than 2.0mm. Each of the photograph centers has been shown on the glossy side of this Map Drawing Projection with one small and two large concentric purple ink circles.

Common secondary points, the positions of which were determined by radial intersection from plots previously laid for adjoining surveys, were satisfactorily resected. The positions of secondary points, determined from this plot by the intersection of three or more radials, with a negligible error of closure, are believed to be within the limits of satisfactory accuracy. All of the positions of the secondary points have been shown on the glossy side of this Map Drawing Projection with small double purple ink circles.

27 RADIAL PLOT: (cont'd)

The positions of secondary points which are considered relatively weak, and which may exceed the limits of satisfactory accuracy by an amount not greater than 0.5mm., have been shown on the glossy side of this Map Drawing Projection with small double green ink circles.

REMARKS

Field inspection of control (station marks) on photographs of a small scale, such as 1:24,000, to be used in identifying control on office photographs of a larger scale, such as 1:10,000, is considered impracticable, because it is very difficult to identify on the larger scale office photographs reference points as selected and pricked on the smaller scale field photographs by the Field Inspection Party, in order to locate the triangulation stations. Also, the identification of triangulation stations, other than intersection stations is difficult when individual flights of photographs are taken months or years after one another.

It was obvious after examination of the four different flights of photographs mentioned in previous paragraphs of this report, that many topographic features had changed considerably, especially along the shore line. This was even noticeable on photographs taken at different intervals after the hurricane in September, 1938.

Therefore, it is recommended that any specific area, for which a radial plot is to be laid or for which a planimetric compilation is to be made, should be fully covered by flights of photographs taken on the same day, or within a reasonable time of one another, that is, at least within the same season. It is also recommended that the Field Inspection Party use photographs of the same scale as those to be furnished the Compilation Office.

Paragraphs 26 & 27 respectfully
submitted by:

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

Reviewed by:

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

28 DETAILING:

The detail limits of this Map Drawing are from latitude 41° 51' 45" to latitude 41° 55' 45", and from longitude 69° 57' 00" to longitude 70° 05' 00".

The land area shown on this Map Drawing is bordered on the east by the Atlantic Ocean and on the west by Cape Cod Bay and Wellfleet Harbor. The shore line of all the bodies of water consists mainly of sand beaches along which are sand bluffs ranging in height from 20 to 100 feet. Also bordering the shore line are a few marsh areas. The interior consists of large wooded areas covered with deciduous and coniferous vegetation. There are also a few small villages, none of which could be considered congested urban districts.

The planimetry was shown with the conventional topographic symbols. Any deviation therefrom was shown by notes on this Map Drawing. The positions of points determined by radial intersections which were considered relatively strong, were shown on the glossy side of this Map Drawing with purple ink circles, while relative weak positions of points were shown with green ink circles.

The area was not well covered by photography. It was difficult to select minor detail points common to adjoining flights of photographs, because of insufficient side lap, and also because of obvious changes in cultural features of the area revealed by the photographs, which were taken in different seasons of two individual years. Wherever possible, the most recent photographs were used to detail the planimetry shown on this Map Drawing .

The field inspection data were considered adequate with exceptions that will be discussed later in this report.

The scales of the photographs, and this Map Drawing were in good agreement. Therefore, it was not necessary to use the vertical projector for detailing, except for the areas known as Jeremy Point and Billingsgate Island. These two areas are to be discussed in other paragraphs of this report.

The field inspection data pertaining to drainage were incomplete. Many of the streams shown on this Map Drawing have been detailed in accordance with information obtained from stereopsis.

In general, roads shown on this Map Drawing have been detailed and classified in accordance with the field inspection data, and are to be considered 0.6mm. wide, unless otherwise noted.

It is believed that all buildings, except small outbuildings, wherever the images were visible on the photographs, have been shown on this Map Drawing.

It is not known whether or not the area shown as Cooks Camp on this Map Drawing is a restricted area.

*- This stone breakwater does not appear as such on the map. The breakwater is the westmost of the two Billingsgate islands but sand has built up around it so that it looks like a small island.
BGG.

28 DETAILING: (cont'd)

Overlapping detail of the sand bar south of approximately latitude 41° 54' 05" and west of longitude 70° 04' 00" has been shown on this Map Drawing. The detail shown in black acid ink on the dull side is in accordance with office interpretation of features of the area appearing on photograph No. 13544 1 April 1943. The detail shown in red acid ink on the glossy side is in accordance with the 1941 field inspection data. The positions of the temporary hydrographic stations shown in this area have been determined by sextant fixes, and have been used as detail points wherever possible, in conjunction with other detail points selected by this Compilation Office, the positions of which were radially plotted. See note in this report by reviewer.

The detailing of the area known as Billingsgate Island was difficult, because the Island appeared on only one photograph, No. G.S.F. 4-199. Several sets of tangents to the stone breakwater* at Billingsgate Island were furnished by the Field Inspection Party. The position of the stone breakwater which has been shown on this Map Drawing with a full heavy-weight black acid ink line, was determined from the above mentioned tangents.

By the use of the vertical projector, the outline of the stone breakwater as sketched on photograph No. G.S.F. 4-199, and the center of that photograph, were projected to coincide with the detail of the stone breakwater as shown on this Map Drawing in black acid ink, and with the position of the center of photograph No. G.S.F. 4-199 as determined by resection, and shown on this Map Drawing. All the planimetry pertaining to Billingsgate Island was then detailed and shown on this Map Drawing with black acid ink.

However, while the above method was being used for detailing, it was noticed that points pricked on photograph No. G.S.F. 4-199 on the southern tip of the sand bar in the vicinity of Jeremy Point which is to the north of Billingsgate Island did not coincide with the corresponding radially plotted positions shown on this Map Drawing. Therefore, the entire area of Billingsgate Island was again detailed by the use of the projector by holding the position of the stone breakwater in the vicinity of the Billingsgate Island, as originally detailed by the first method previously mentioned, and the position of the temporary hydrographic station No. 290. The planimetry as detailed by this method has been shown on the glossy side of this Map Drawing with green acid ink.

The same area was detailed a third time. All image points, within the range of the vertical projector, on the southern tip of the sand bar in the vicinity of Jeremy Point, and the principle point (center) of Photograph No. G.S.F. 4-199, as pricked on the photograph were made to coincide with their corresponding positions shown on this Map Drawing.

With the vertical projector thus set, the area of Billingsgate Island was detailed and shown on the glossy side of this Map Drawing with red acid ink. Descriptive notes shown on this Map Drawing accompany the detail. See note in this report by reviewer.

30 MEAN HIGH-WATER LINE:

The mean high-water line (firm ground) has been detailed in accordance with the field inspection data, and has been shown on this Map Drawing with a full heavy-weight black acid ink line, the center of which is believed 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. This light-weight line does not necessarily define the mean high-water line, but merely indicates the outer limits of vegetation visible on the photographs.

There are also a few "grass in water" areas bordering the mean high-water line which have been detailed in accordance with the field inspection data and shown on this Map Drawing with the conventional symbol. See Review of back of this report.

31 LOW-WATER AND SHOAL LINES:

The approximate outer limits of shoal areas and foul areas bordering the mean high-water line have been detailed in accordance with the field inspection data and shown on this Map Drawing with a dashed light-weight black line. The outer limits of sand flats bordering the mean high-water line have been detailed in accordance with the field inspection data, and shown on this Map Drawing with a dotted black acid ink line.

Descriptive notes such as "foul area", "sand flats" and "approximate limits of shoal" have been shown on this Map Drawing.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

The offshore features which consist of rocks awash, sand bars and a stone breakwater, have been detailed in accordance with the field inspection data and shown with the conventional symbols.

The positions of the majority of the offshore rocks have been determined by sextant angles furnished by the Field Inspection Party.

The extent to which the rocks bare at mean low-water or mean high-water has been shown by notes on this Map Drawing.

33 WHARVES AND SHORE LINE STRUCTURES:

Two piers and a bridge are shown on this Map Drawing. The piers have been detailed in accordance with the field inspection data. Since no field inspection data were furnished for the bridge, it has been detailed in accordance with office interpretation. The above mentioned detail is accompanied by notes shown on this Map Drawing.

34 LANDMARKS AND AIDS TO NAVIGATION:

The following landmarks have been shown on this Map Drawing:

"Windmill" (Recoverable topographic station), a new landmark recommended by the 1941 Field Inspection Party. The position has been determined by radial intersection, and shown on this Map Drawing with a black acid ink circle 2½mm. in diameter. Form No. 567 has been submitted.

"Cupola" (Recoverable topographic station), This is an old landmark appearing on Charts Nos. 581 and 1208. Existence was verified in 1941 by the Field Inspection Party. The position shown on this Map Drawing with a black acid ink circle 2½mm. in diameter, has been redetermined by radial intersection, and submitted on Form No. 567.

"Tower", appears on Charts Nos. 581 and 1208. Existence of this landmark was verified in 1941 by the Field Inspection Party. Since it is the same as triangulation station "WELLFLEET FIRE TOWER", 1909, 1933, r.1941, Form No. 567 will not be submitted.

Appropriate notes pertaining to the above mentioned landmarks have been shown on this Map Drawing.

The following landmark has been recommended for deletion by the 1941 Field Inspection Party:

"Cupola", appears on Charts Nos. 581 and 1208. This landmark was also the U. S. Coast & Geodetic Survey triangulation station "Blackfish Cupola, 1909, r.1933" which has been shown on this Map Drawing with a dashed triangulation symbol. The reason for this symbolization is explained in paragraphs Nos. 26 and 27. Form No. 567 has been submitted. *deleted from manuscript.*

1941 578

35 HYDROGRAPHIC CONTROL:

The hydrographic control shown on Map Drawing, Survey No. T-5734 consists of thirteen (13) recoverable topographic stations and fifty (50) temporary hydrographic stations. The positions of twelve (12) of the recoverable topographic stations were determined by radial intersection. The position of the thirteenth, "Windmill", which was also recommended as a landmark by the Field Inspection Party, was determined by sextant angles furnished by the Field Inspection Party of 1941. The positions of forty-five (45) of the temporary hydrographic stations were determined by radial intersection, and of the remaining five by sextant fixes, which were furnished by the Field Inspection Party of 1941. All of the stations have been shown with black acid ink circles 2½mm. in diameter.

Most of these stations have been omitted from the printed file copy of T 5734 but are shown on the celluloid manuscript. BJG.

35 HYDROGRAPHIC CONTROL: (cont'd)

The descriptions and numbers of the temporary hydrographic stations have been shown on the accompanying overlay sheet. The names, numbers, and descriptions of the recoverable topographic stations have been shown on this Map Drawing.

The names, descriptions, scaled positions, and sketches of the following thirteen (13) recoverable topographic stations have been submitted on Form No. 524:

No. 225, Chimney, North Side Small Grey House
No. 227, Southwest Gable of Small Dark House
No. 233, Chimney near Back Gable, Dark Shingled House
No. 244, Cupola
No. 250, Brick Chimney, North Gable Large Grey House
No. 255, Chimney, center Prominent White House
No. 269, Brick Chimney near center Grey House
No. 278, Brick Chimney, center Grey House
No. 279, Chimney on Low House
Cupola (landmark)
Windmill (landmark)
Knoll
Elevated Object (character unknown. Pricked by this Compilation Office.)

37 GEOGRAPHIC NAMES:

An investigation of the geographic names covering the area of Map Drawing, Survey No. T-5734 was made in 1941 by Lieut. E. B. Lewey. The names appearing on this Map Drawing are in accordance with the data from this investigation, and have been alphabetically compiled in two lists (disputed and undisputed) submitted herein.

38 JUNCTIONS:

Satisfactory junctions of shore line and interior planimetry were made with Map Drawings, Surveys Nos. T-5733 to the north and T-5735 to the south.

There are no contemporary surveys to the east or west.

39 BRIDGES:

No field inspection data were furnished for the only bridge shown on this Map Drawing.

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

It is believed that the planimetry shown on this Map Drawing is complete in all details of importance except for the area south of latitude 41° 54' 00" and west of longitude 70° 04' 00". Topographic features within this area are believed to be constantly changing because of the effects of tides and weather elements. However, it is very doubtful whether or not a plane table survey would provide more accurate data than that already shown on this Map Drawing.

It is believed that the probable error in the position of radial points and well-defined objects along the shore line and in the interior does not exceed 1.0mm., except in the area mentioned in the preceding paragraph. In this area, the probable error in the positions of detailed planimetric features might possibly be 1.5mm. in the vicinity of Jeremy Point and 2.0mm. in the vicinity of Billingsgate Island.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

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

Because of the large difference in scale between this Map Drawing and the above mentioned quadrangle, small planimetric details could not be readily compared.

The shore line appearing on the quadrangle is, in general, in disagreement with the shore line as shown on this Map Drawing.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 581, scale 1:40,000, published March 1936, reissued August 1939, corrected to June 6, 1941. ~~was taken from this chart. Could be seen on 1941 photograph and its position was taken therefrom.~~

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

Because of the large differences in scale between this Map Drawing and the above mentioned charts, planimetry could not be readily compared. However, planimetric detail common to both is in fair agreement except for the following:

At approximately latitude 41° 52' 25" and Longitude 70° 01' 58", Woods Beach Rock is shown on the above mentioned charts, but has not been shown on this Map Drawing because the image of the rock was not visible on any of the photographs, and because no field inspection data were furnished showing its location.

At approximately latitude 41° 53' 30" and longitude 70° 04' 15", Jeremy Point is now joined to Little Beach Hill by a sand bar, whereas

45 COMPARISON WITH NAUTICAL CHARTS: (cont'd)

on the above mentioned charts these two areas are separated.

At approximately latitude 41° 52' 12" and longitude 70° 04' 10", the shape and size of Billingsgate Island has changed.

Respectfully submitted:
December 6, 1943

Florence M. Hammond
Florence M. Hammond
Jr. Photogrammetric Aid

Compilation & Descriptive
Report Reviewed by:

Harry R. Rudolph
Harry R. Rudolph
Sr. Photogrammetric Aid

Supervised by:

Walter E. Schmidt
Walter E. Schmidt
Asst. Photogrammetric Eng.

Approved & Forwarded:
December 8, 1943

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

LIST OF GEOGRAPHIC NAMES

Undisputed

- Atlantic Ocean
- Billingsgate Island
- Billingsgate Shoal
- Blackfish Creek
- Buoy Rocks
- Cape Cod
- Cape Cod Bay
- Drummers Cove
- ~~Duck Creek~~ (omit)
- Fresh Brook
- Great Island
- Hatches Creek
- Herring River
- Indian Neck
- Jeremy Point
- Lieutenant Island
- Lieutenant Island Bar
- Little Beach Hill
- Loagy Bay
- Old Saw
- Smalley Bar
- South Wellfleet (village)
- Wellfleet Harbor
- *Woods Beach Rock (not shown)

*This geographic name pertains to a feature which lies within the detail limits of this Map Drawing, but which has not been shown because its image was not visible on any of the photographs and because no field inspection data showing its location were furnished.

- Silver Spring Beach
- Sunken Meadow
- Silver Spring Brook
- Great Beach Hill
- The Cove
- Field Point
- Old Wharf Point
- Pleasant Point
- Wellfleet by the Sea?
- U.S. No. 6
- The Gut

Names preceded by • are approved. See marked copies of U.S.G.S "Wellfleet" and "Orleans" 7½' quads.
1/22/46 L.H.

LIST OF GEOGRAPHIC NAMES

Disputed

Great Beach Hill ✓	Beach Hill
North Eastham (village) ✓	Hastings

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

Division of Photogrammetry

Review of Planimetric Map T-5734

Detailing.-

A few additions were made to the manuscript during review and are shown in red.

Billingsgate Island appears on only one photograph and was detailed in three different locations as discussed on page 9 of the Compilation Report. After careful investigation it was concluded that none of these locations were correct and the area was detailed for the fourth time by the reviewer in such position as to be reasonably consistent with all reliable data. This position is the only one now shown on the manuscript, the others having been deleted.

Date of Mean High-Water Line.-

With one exception stated below, the mean high-water line is shown approximately as it existed in the summer of 1941. It was detailed directly from field inspection photographs. These photographs were taken in 1938 after the September hurricane and shoreline details were revised by the field inspection party in 1941 to conform approximately to conditions as of that date.

The long sand bar extending southward from latitude 41°54' to Jeremy Point is an exception to the above. It was detailed from a nine-lens photograph taken in April 1943 and without field inspection.

Comparison with Previous Topographic Surveys.-

T-5734 has been compared with the following older surveys. There are many changes in shoreline and cultural details, none of which require discussion.

T-259	1848	1:10,000
T-260	1848	1:10,000
T-259 A&B	1909	1:10,000
T-260 A&B	1909	1:10,000
T-6034	1933	1:20,000
T-6112	1934	1:20,000

Comparison with Nautical Charts.-

T-5734 has not been applied to the charts at the date of this review.

Reviewed by J. K. Wilson under the direction of R. M. Berry, February 1945.

Review report prepared by B. G. Jones from reviewer's notes, January 1947.

APPROVED BY:

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NAUTICAL CHARTS BRANCH

SURVEY NO. T. 5734

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
8-25-48	1208	Goodrich	~~Before~~ After Verification and Review Partially applied
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.