U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Planimetric Map

Field No. ___________________ Gift No. ___________________

Locality:
State: Massachusetts
General locality: Cape Cod
Locality: Monomoy Island
Date of Photos: 9-lens 7-16-38 single-lens 11-21-39

19439

CHIEF OF PARTY
L. W. Swanson

LIBRARY & ARCHIVES

DATE

Form 504
DESCRIPTIVE REPORT
To Accompany
CELLULOID MAP DRAWING SHEET NO. 5737
STATE OF MASSACHUSETTS
MONOMOY ISLAND

Date of this Report: April 18, 1939.

GENERAL INFORMATION:

The field inspection of this area was made during November and December, 1938, by A.L. Wardwell.

The photographs were taken by the U.S.C. & G. S. Nine Lens Aerial Camera.

CONTROL:

The following triangulation stations fall within the tracing limits of this sheet:

Monomoy Pt. L.S.S., Cupola, 1902
Monomoy Pt. Lighthouse, 1875
Monomoy L.S.S., Cupola, 1902

RADIAL PLOT:

This sheet together with sheets Nos. 5736, 5738 and 5739 were plotted by the template method on a scale of 1:10,000 x 0.99. Dummy sheets made up the same as the map drawings with projection lines and control plotted on them were layed down on a large table. The dummy sheets were matched and secured together with scotch tape. The templates were then layed over the dummy sheets and were held by control and centers of adjacent pictures. The templates were secured together with scotch tape.

In order to make junction between sheets Nos. 5739 and 5740, it was necessary to reduce the scale plot of 5740 (which had previously been run) from 1 to 0.99. When templates were layed down, the control and radial points on sheet 5740 were held, so that good junctions were made with sheet 5739. The best control was found to be at the east and west ends of the plot; therefore, the templates were first layed down on the west end, next on the east end, and then joined together in the center of the plot by some control and flightlines. After the plot was run it was found in the area covered by photos Nos. 24,01 to 24,07 (inclusive) approximately 85% of the radial points are controlled by two-point intersections. There is about 60% overlap in this area. It is the opinion of this office that, with a single line of flight, 80% overlap is necessary for good intersections at radial points.

Radial to the centers of adjacent photographs were drawn on the templates and were used to supplement the control. Before making templates
several photos were checked for distortion by an aluminum check-
sheet. It was found that there was no distortion, but that the
centers which were mechanically pricked were wrong. New centers
were found and pricked.

Hydrographic control points, as transferred from the field
inspection photos to the office photos, were pricked and additional
radial points added where necessary to give an approximate two inch
spacing along the shoreline. Due to the single flight and lack of
photos on the southern end of Monomoy Island, it was not possible to
plot radial points on the S.E. side of the Island; those pricked on the
S.W. side were obtained by two-cut intersections, which were usually
very slim. It was not possible to get any radial points at all on
the extreme southern end of the Island. On the inshore area about
4 radial points to the square mile were pricked, except in congested
area or where difference of relief occurred or the pictures were off-
scale.

It was noticed that on some of the photos the wings did not
match. This discrepancy in some cases was thought to have caused
triangles of error at radial point intersections.

DETAIL:

(a) Southern end of Island: As stated above, due to lack
of photos and tilt, it was not possible to get sufficient radial points
to properly delineate the shoreline and detail in that portion of the
Island south of latitude \(41° 34'17"\). The shoreline and detail as
shown on the map was gotten by adjusting between triangulation and
radial points. This adjustment was made by means of the projector.

(b) Sand Dunes: The sandy shoreline on the west side of the
Island in the approximate latitude \(41° 38'\) was shown indefinite due to
the fact that this area is flat and no definite shoreline exists.

(c) Marshy Shoreline: The marshy shoreline on the west side
of the Island north of latitude \(41° 37'\) is shown indefinite in accord-
ance with notes on the field inspection photos.

COMPARISON WITH PREVIOUS SURVEYS:

T-4623: The following changes have occurred between the present
survey and T-4623:

Lat. \(41° 33'13"\) Powder Hole - The sandspit has changed shape and moved
eastward about 160 meters.

The southern end of the Island has moved southward about 250 meters.
Inward Point - The sand spit has made up northward until now extends around the Point.

Lat. 41° 33'5 - The indentation on the west shore has filled in and the shoreline has moved westward about 90 meters.

Lat. 41° 36'5 - On the eastern shore north of this latitude the shoreline has moved westward about 100 meters.

Lat. 41° 37'6 and Long. 69° 58'12 - This area is being filled in with sand.

Lat. 41° 38 to 41° 38'14 - This area on the western shore is filling in with sand.

Lat. 41° 35' - North of this latitude for about 600 or 700 meters the shoreline has moved westward about 70 meters.

In general, the Island is eroding on the eastern shore and building up on the western shore.

COMPARISON WITH CHART NO. 250 (Corrected to Feb. 24, 1938):

Within the limits of this chart, the notes under heading "Comparison with previous Surveys" applies.

COMPARISON WITH CHART NO. 1209 (Corrected to Aug. 4, 1938):

Same notes as applies to Chart No. 250.

NAMES:

Geographic names shown on this sheet are listed on form M - 23/4 in the appendix.

LANDMARKS:

Forward to Neutral Chart.

See form 567 in the appendix. Chart Letter III - 1945

RECOMMENDATION FOR FUTURE SURVEYS:

This sheet, north of latitude 41° 38'6, is believed to be complete in all detail of importance for charting and no additional surveys are required. South of the above latitude, however, it is recommended that the next hydrographic party run a planetable survey to check the shoreline. Due to the lack of pictures, single flight line and some tilt, it was not possible to get a sufficient number of radial points on the sheet in order to map this area with the same degree of accuracy as that portion of the map to the north. This area was mapped with the aid of the projector.
North of the above mentioned latitude the probable error is not greater than 5 meters for radial points and well defined objects along the water front and in the area well controlled. The error of other detail of importance on this sheet is not greater than 10 to 12 meters.

REMARKS:

Referring to the Director's letter of April 11, 1939, attention is called to the fact that during the process of inking this sheet it was kept clean by means of ordinary household ammonia. Upon completion of this sheet no chipping of ink was noticed. Craftint black celluloid ink No. 150 L.H. was used.

Respectfully submitted,

[Signature]

Isadore M. Zeskind,
Photogrammetric Aid (Field)

Forwarded approved:

[Signature]

L.W. Swanson,
Chief of Party.

[Date: April 24, 1939]
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MEMORANDUM TO ACCOMPANY DESCRIPTIVE REPORT T-5757

This sheet was submitted from the field party as complete in 1940. When compared with the contemporary hydrographic surveys of this area there appeared to be errors amounting to 1 to 2 mm. in a north-south direction on the air photographic survey. This is not surprising in view of the location and spacing of the nine-lens photographs.

After discussion with the Chief, Topography Section, and with the Chief of the Field Party it was decided that T-5757 would be returned to the field for revision after additional field inspection to be made in 1941. All information available from the graphic control and hydrographic surveys has been assembled in color on the celluloid T-5757 so as to be available to the field party when revising the compilation. The shoreline shown in red on the celluloid is from a plane table survey No. C2-182-M, made in September 1939. This plane table survey, while on file in the office, was largely defaced by the fire on the MIKANUS. However, shoreline details had been previously transferred to boat sheet H-6475 and thence to smooth sheet H-6475. The red shoreline and red signals on the celluloid from the plane table survey were actually transferred to the celluloid from H-6475 smooth sheet. In several cases these red signals seem to be identical with black signals shown on T-5757. Green signals on T-5757 are hydrographic stations taken from H-6475. These may be identical objects with the black signals shown on T-5757, but the hydrographic stations are not described and the identity of the objects is not certain. The blue shoreline shown on T-5757 has been drawn around the open grass symbol compiled on the original T-5757 but has been adjusted in latitude to fit
the hydrography in this area.

It is suggested that in reccompiling this sheet the plane table shoreline be retained as of the date of the plane table survey, September 1939. It is further suggested that the shoreline to the north of latitude 41°36.5' be retained as of the date of the original field inspection. In other words the object in revising the sheet is to correct errors in position and not to obtain a new survey of a later date. As regards the marsh shoreline on the northwest side of Monomoy Island the new field inspection should check the interpretation and sketch the most desirable position for the light line, which possibly should be inshore of the position shown in blue.

B. G. Jones,
4/7/41.
DATA RECORD T-5737

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* Tide from predicted tables for Boston Mass. with time correction to Monomoy Point and Monomoy Island, Mass. Mean range 3.7 ft. Spring range 4.4 ft.


SUPPLEMENTAL SURVEYS

Topographic Sheet—By plane table Survey No. CS-132-M made in 1939. Shoreline-Map Topographic signals south of Latitude 41° 36.5'.

This information was transferred from H-6473 by Washington Office.

Field Inspection..................A. L. Wardwell........Nov. & Dec. 1938
Field Inspection..................Lieut. (jg) L. B. Lewey...Fall of 1941
Name Investigation.................Lieut. (jg) L. B. Lewey...Fall of 1941

GENERAL INFORMATION

Chief of Party..........................L. W. Swanson
Projection by..........................Washington Office—Ruling machine—Unknown
Projection by..........................Washington Office—Unknown
Control Plotted by.....................R. A. Gilmore..............2/13/39
Control Checked by.....................W. E. Schmidt..............2/13/39
Radial Plot by..........................L. W. Swanson..............Mar. 1942
Radial Points Pricked by..............W. E. Schmidt & L. W. Swanson...
Additional Points Pricked by...........I. M. Zeskind & H. R. Rudolph...
Shoreline Inked by.....................H. R. Rudolph...............3/19-3/27/42
Detail Inked by.........................I. M. Zeskind & H. R. Rudolph 4/5-4/20/39
Scale inked by..........................I. M. Zeskind & H. R. Rudolph 3/19-3/27/42
Scale..................................1:10,000...Scale Factor 0.990

STATISTICS

Area (land).......................................................... 0.5 Square Statute Miles
Shoreline (more than 200 m from opposite shore)...18.5 statute miles
Shoreline (less than 200 m from opposite shore)...1.5 statute miles
Roads, Trails.........................................................14.0 statute miles
Telephone Line......................................................7.6 statute miles

REFERENCE STATION

Monomoy L.S.S. Cupola, 1902
Latitude 41° 35' 26.666" (822.7)
Longitude 69° 59' 12.596" (291.7)

Datum N. A. 1927

\[
\begin{align*}
\chi &= 1,013,931.83 \\
\gamma &= 218,935.40
\end{align*}
\]
DESCRIPTIVE REPORT
TO ACCOMPANY
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5737
STATE OF MASSACHUSETTS
MONOMOY ISLAND

Date of this report
March 27, 1942

INSTRUCTIONS:
This map drawing is a part of project 227 B, the instructions for which were dated September 28, 1938.

FIELD INSPECTION:
The field inspection for this sheet was made by A. L. Wardwell in November and December 1939 and by Lieut. (jg) E. B. Lewey in the fall of 1941.

The geographic name investigation was done by Lieut. (jg) E. B. Lewey in the fall of 1941.

PHOTOGRAPHS:
The photographs on this sheet were taken by the U. S. Coast and Geodetic Survey Nine lens Camera and by Arec Photographic Cooperation of America Single lens Camera.

CONTROL:
The control used on this sheet consists of four triangulation stations which are within the detail limits and are listed as follows:

Clubhouse Flagstaff, 1902
Monomoy Life Saving Station Cupola 1902
Monomoy Point Lighthouse 1875
Monomoy Point Life Saving Station Cupola 1902

Two other triangulation stations which do not fall on this sheet but were located on a dogear attached to this sheet were also used and are listed as follows:

Coast Guard Station No. 42 1920
Stag Harbor Lighthouse 1880

RADIAL PLOT:
This map drawing was plotted by the template method on a scale of 1:10,000 X 0.990. The templates were held by control and centers of adjacent pictures and were secured together by Scotch tape.

Radials to the centers of adjacent photographs were drawn on the templates and were used to supplement the control. In order to strengthen control on the north end of the map drawing, a dogear was attached to the north end for triangulations stations Stag Harbor Lighthouse 1880 and Coast Guard Station No. 42 1920. By the use of these and the control points, on map drawing proper we had very strong control for photos 2I11, 2I12, 5-116, and 5-117. On the south end of map drawing, we had strong control with existing triangulation stations on photographs 5-120, 5-121, and 2I09. In the center photographs 2I10 had strong control and by the use of these photographs we were able to establish Secondary Control points at several Hydrographic Signals. They were marked on the field inspection photographs.
RADIAL PLOT: (cont.)

It should be noted that on all photographs all control points, flight lines, and centers could be held.

A number of topographic signals were transferred from Map 6473. The
following shown by 1/8 mm. acid ink circles were also used for control.

- Chimney in center of long building
- Tall (d) Steel Flag tower
- Chim (d) chimney on N. Gable of Small house
- Bow (d) W. Gable of Northerly and larger of two buildings
- N. W. Corner of small shack

HYDROGRAPHIC SIGNALS:

A number of natural objects have been located on this map drawing for
use as Hydrographic Signals. These objects have been located from the field
inspection photographs and are marked on the map drawing by black circles 1.5 mm
in diameter.

RECOVERABLE TOPOGRAPHIC STATIONS:

No recoverable Topographic Stations appear on this map drawing.

DETAIL:

Trails were detailed according to the field inspector's notes, as shown on
the field inspection prints. They are shown by a single dashed line and are
labeled "S
.LA". Only centerlines of trails are shown.

Paths were detailed according to the field inspector's notes, as shown on
the field inspection prints. Only center lines are shown by a single dashed
line and are labeled "Paths".

The Coast Guard Telephone Line has been detailed entirely from the field
inspection notes and is shown by the conventional symbol and labeled as
"Coast Guard Telephone Line".

All buildings visible on the photographs have been shown except those that
would interfere with triangulation and hydrographic stations.

- Brush, Sand and Grass have been shown

- Marsh areas are shown by standard symbol.

- Marshy Shoreline on the west side of the island north of Latitude 41°
  37' is shown by a light black line.

- Shore line south of Latitude 41° 36.5' was taken from Map 6473, trans-
  ferred by Washington Office. Date of this shoreline is April 1939.

COMPARISON WITH PREVIOUS SURVEYS

T-4823: The following changes have occurred between the present Survey
and T-4823:

- The South tip of the Island has moved Southward about 250 meters and
  Westward about 450 meters.

- Latitude 41° 33.3' Powder Hole—The Sand spit has changed its shape and
  moved westward about 80 meters.

- Latitude 41° 33.5' Powder Hole The north end of sand spit has moved S.
  about 370 meters.

- Latitude 41° 33.7' Powder Hole—The indenture in West shoreline has filled
  up and the new sand spit has formed which extends Southward towards old sand spit.

- Inward Point, The sand spit has moved northward until it now extends around
  the point
Latitude 41° 33.5 The East shoreline here has moved Westward about 60 meters.

Latitude 41° 38' The eastern shoreline has moved Westward about 130 meters.

Latitude 41° 39' The eastern shoreline has moved westward about 120 meters.

Latitude 41° 37.6 Longitude 39° 58.2'—this area has filled up with sand. Due to grass in water only indefinite shore line is shown.

Latitude 41° 38' to Latitude 41° 38.4'—this area on western shore is filling in with sand and sand spits are now formed about 80 meters west of western shoreline.

Latitude 41° 35'—from this point northward for about 700 meters the eastern shoreline has moved westward about 70 meters.

In general the Island is eroding on the eastern shore and building up on the western shore.

1085a

1085a does not agree with this survey due to erosion. Shooters Island and Inward Point are in fair agreement but Great Beach as shown on 1085a has entirely disappeared from Latitude 41° 36.5 northward.

COMPARISON WITH CHART NO. 250 (corrected to Feb. 24, 1938)

Within the limits of this chart, the notes under "comparison with previous surveys" for T-4623 applies.

COMPARISON WITH CHART NO. 1209 (corrected to Aug. 4, 1938)

Same as for chart No. 250.

JUNCTIONS:

On the North (T-5736) Map, drawing has not been completed so no comparisons can be made.

GEOGRAPHIC NAMES:

The geographic names shown on this map drawing are listed on form W-234 in the appendix.

LANDMARKS:

Recommendation for landmarks was submitted April 18, 1939 and no further recommendations are made. Chart Letter III (1938)

RECOMMENDATION FOR FUTURE SURVEYS:

This map drawing is believed to be complete in all details of importance for charting and no additional surveys are required.

The probable error of radial points and of well defined objects along the shoreline is not greater than 0.5 mm. and the error of inland radial points and detail of importance is not greater than 1 mm with the exception of Coast Guard Telephone line which was plotted from field inspection along and may
have some slight curves, due to replacing poles at various points.

Respectfully submitted,

H. Ray Rudolph
H. Ray Rudolph
Sr. Photogrammetric Aid

Forwarded Approved 4/1/42

L. W. Swanson
Chief of Party
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<th>Name on Survey</th>
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<td>(Monomoy C.G.)(Abandoned)</td>
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<tr>
<td>(U.S.L.S. Station)</td>
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<tr>
<td>Monomoy Beach</td>
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<td>7</td>
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<tr>
<td>(Monomoy Island)</td>
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<td>(Great Beach)</td>
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</tr>
<tr>
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</tr>
<tr>
<td>Powder Hole</td>
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</tr>
<tr>
<td>(Romp Hole)(Nearly filled in now)</td>
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<tr>
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<td></td>
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</table>

**NOTE:** NAMES IN PARENTHESIS NOT RECOMMENDED

| Old Harbor                              |   |   | 7 | 2 |   |   |   |   |   | 16 |
| Schooner Bar                            |   |   | 7 | 2 |   |   |   |   |   | 17 |
| Dogfish Bar                             |   |   |   |   |   |   |   |   |   | 18 |
| Pollock Rip Lightship                   |   |   |   |   |   |   |   |   |   | 19 |
| Stone Horse Shoal Lightship             |   |   |   |   |   |   |   |   | * | 20 |
| (Shoveful Shoal Lightship)              |   |   |   |   |   |   |   |   | * | 21 |
| Atlantic Ocean                          |   |   |   |   |   |   |   |   |   | 22 |
| Nantucket Sound                         |   |   |   |   |   |   |   |   |   | 23 |

*Note: Signed and dated by L. Heck 10/9/45*
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<td>3</td>
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</tr>
<tr>
<td>4</td>
<td>Not in use</td>
</tr>
<tr>
<td>5</td>
<td>Entire sand spit referred to locally as &quot;Monomoy Point&quot;. In no case is it called Island. Beach is recommended and Point reserved for the extreme southern limit.</td>
</tr>
<tr>
<td>6</td>
<td>No longer used</td>
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<td>Note: NAME SHEET NO. 3 WILL BE FORWARDED WITH DATA CONCERNING GEOGRAPHIC NAMES.</td>
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DESCRIPTIVE REPORT
To Accompany Topographic Sheet A.

Date of Instructions: April 1, 1939, Project H-217, Massachusetts.

LIMITS - Monomoy Island from Inward Point to Monomoy Point.

NOTE - About 90% of this sheet was burned in the accidental fire aboard the Launch MIKAVE on October 27, 1939. The shoreline and signals were transferred from the boat sheet, field No. 1000, to the smooth sheet. The Recoverable Topographic Stations attached herewith were scaled from the topographic sheet before the fire but were not checked (scaling was both forward and backward for both latitude and longitude).

GENERAL DESCRIPTION OF COAST - The eastern shore is lined with sand dunes about 15 feet high above high water line. There is a flat sand area between the dunes and the high water line about 50 to 100 meters wide and 3 to 4 feet high above high water. In stormy weather this area is inundated. The section of beach between the high and low water lines is narrow and steep. The western shore is lined with low dunes 4 to 7 feet above high water. The beach slopes very gently on this shore.

The most prominent landmark is the old lighthouse tower about 45 feet high above high water. The light keeper's dwelling is to the immediate southwest of the old lighthouse. Both the lighthouse and dwelling are privately owned and painted aluminum.

The Monomoy Point Coast Guard Station is located on the western shore of the point on the southern shore of the Powder Hole. The lookout cupola and flagpole are the most prominent objects at the station. It is planned that the wooden flagpole be replaced with a steel flag tower in the near future. There are about fifteen shacks along the southern shore of the Powder Hole that are used as summer dwellings.

About 3 miles north of Monomoy Point is the abandoned Monomoy Coast Guard Station. The cupola and steel flag tower are prominent. About 4½ miles north of Monomoy Point, there is a small summer colony on Inward Point. There are no roads on the island but vehicles equipped with tires for use on sand beach may reach the point by following the beach or a trail that follows the middle of the island.

CHARACTER OF CONTROL USED - The sheet was controlled by three triangulation stations established in 1902 and 1875. The sheet is on North American 1927 Datum.

The signals south of Lat. 41° 34' were located by cuts from set-ups near the three triangulation stations and cuts from topographic stations where needed. A traverse originating at a set-up 52.62 meters east of Monomoy Life Saving Station Cupola 1902 and closing on signal Lot had a zero closure. The distances were
measured with a steel tape as follows: set-up to Jon 472.9m. Jon to Sex 419.1m. Sex to Ink 473.4m. Ink to Boy 367.1m. Boy to Fun 374.0m. Fun to How 395.9m. How to Jig 382.9m. Jig to Kit 243.4m. Kit to Lot 409.85m.

When the signals on the eastern shore were visible, cuts were taken on them from the traverse to supplement cuts taken from the triangulation stations. A traverse was run to the northward from signal Jon to Ale and a sextant traverse run from triangulation station Clubhouse Flagstaff, 1902 to signal Ale. The sextant traverse was plotted with a steel protractor on the back of this sheet. All distances were measured with a steel tape except Ale to Rye, which was measured with a telemeter rod. The sextant angles are recorded in the index of the first volume of hydrographic sheet Field No. 1006; the distances are as follows: Jon to Fuz 354.1m. Fuz to She 364.1m. She to Fun 547.8m. Fun to Ale 448.6m. Ale to Rye 261m. Rye to Gin 180.5m. Gin to J1 262.1m. J1 to Max 409.6m. Max to Him 566.8m. Him is 3.15m north of triangulation station Clubhouse Flagstaff. The closing error was 5 meters (2.7 meters per mile), which was adjusted.

SHORELINE

The shoreline was rodded on this sheet to supplement that of sheet 2017 on which the shoreline could not be accurately drawn because of lack of coverage and overlap of air photographs. Each rod shot is shown on the sheet by a prick point. The high water line is shown in a full black ink line sketched between rod positions. The low water line was rodded in several places and shown by a dotted line.

The signals on the eastern side of the island are on the line of dunes that parallels the beach. They are generally 3 to 5 meters from the steep eastern fall of the dunes.

MAGNETIC MERIDIAN

The magnetic meridian was drawn with the declinometer from a set-up 52.62 meters east of Monomoy Life Saving Station Cupola, 1902 with table oriented on Monomoy Point L.S.S. Cupola, 1902 and checked on Monomoy N.W. Point Light House, 1875. The magnetic meridian was also drawn from a set-up on line between Monomoy Point Light House and Monomoy Point L.S.S. Cupola. This latter meridian was checked with the declinometer.

Submitted by
Edward B. Brown, Jr.
Jr. H. & G. Engineer

Approved and forwarded:
F. L. Gallen
H. & G. Engineer
Chief of Party
Field Inspection and Detailing:

This sheet was started in 1938 and the detailed was not completed until March 1942. The various steps in completing the map are described in detail in the descriptive report, but are outlined here for convenience.


2. Severe hurricane - September 1938.


4. Partial and incomplete field inspection in November and December 1938 on nine-lens photographs. Very little shoreline information. High water line to be determined by planetable survey by next hydrographic party.

5. Radial plot from 1 and 4 above in February 1939. (Plot weak, especially south of Lat. 41°36.5', because of lack of control and single flight of photographs.) Detailing - February 1939.

6. Planetable survey in September 1939, CS-182-M. Shoreline topographic signals south of Lat. 41°36.5'.

7. Fire aboard the Launch "Mikawa" October 1939. About 90% of planetable survey destroyed. However, shoreline details had previously been transferred to boat sheet H-6473 and thence to smooth sheet H-6473.

8. Map submitted from the field party as complete in 1940. When compared with contemporary hydrographic surveys there appeared to be errors amounting to 1 to 2 mm in a north-south direction on the air photographic survey. (Not surprising, considering spacing and location of nine-lens photographs.)
9. Washington Office decided to make additional field surveys. All available information shown in colors on the celluloid of T-5737. Survey returned to Baltimore Office.

10. Additional field inspection, fall 1941, using 1938 single-lens photographs.

11. Second radial plot, March 1942, using nine-lens and single-lens photographs. A number of topographic signals transferred from H-6473 were used as additional control.

12. T-5737 re-detailed in March 1942. Shoreline south of Lat. 41°36.5' has been retained from the 1939 planetable survey. Shoreline north of that latitude is retained as of the date of the original field inspection, November 1938. (The sheet was revised to correct errors in position, not to obtain a new survey of a later date.)

Detailing:

This sheet was a rather easy one to detail. The shoreline was obtained as noted under section 12 of the first paragraph of this report. As stated on the field inspection, there are no roads of a permanent nature on the Island, in fact their position is apt to change considerably after each storm. The shoreline is likewise affected. The eastern shore is in the process of erosion and the western of building up at a rate much greater than is normal for the general area.

Comparison with Contemporary Hydrographic Surveys:

H-6472 and H-6473 both 1:10,000 1939

Shoreline south of 41°36.5' has been detailed directly from H-6473. That section of shoreline had previously been transferred to H-6473 from CS-182-M. (Planetable survey of 1939 destroyed by fire on the "Mikawe".)
Comparison with Topographic Surveys:

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<td>4623</td>
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In comparing T-5737 with the above surveys, the same general outline of the peninsula is about the only resemblance most of the surveys have to each other. The entire land area is moving constantly westward and as each survey was applied in chronological order to T-5737, the change could be estimated at from 100 to 200 meters average difference in the position of the mean high water line.

Comparison with Charts:

No immediate corrections are indicated.

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<td>250</td>
<td>1:40,000</td>
<td>Feb. 1938</td>
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<td>1108</td>
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<td>1208</td>
<td>1:80,000</td>
<td>May 1942</td>
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<tr>
<td>1209</td>
<td>1:80,000</td>
<td>Dec. 1941</td>
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</tbody>
</table>

Comparison with Quadrangles:

Monomoy Point, Mass., 7 1/4", 1:31,680, 1942

This quadrangle is in very good agreement with survey T-5737 in all features.

Reviewed by: Harold R. Brooks  
March 7, 1945

Inspected by: Ralph Moore Berry  
March 7, 1945
APPROVED BY:

B. G. Jones 12/46
H. G. Jones, Technical Asst. Chief, Nautical Chart Branch
Chief, Div. of Photogrammetry Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

C. T. Green
Chief, Div. of Coastal Surveys
NAUTICAL CHARTS BRANCH

SURVEY NO. T-5737

Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
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<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
</table>
| 1-10-47 | 257   | [Signature]  | Before After Verification and Review Complete
|        |       |              | Before After Verification and Review
|        |       |              | Before After Verification and Review
|        |       |              | Before After Verification and Review
|        |       |              | Before After Verification and Review
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|        |       |              | Before After Verification and Review
|        |       |              | Before After Verification and Review
|        |       |              | Before After Verification and Review
|        |       |              | Before After Verification and Review

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.