U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Planimetric Air Photographic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>HT-227</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-5743</td>
</tr>
</tbody>
</table>

LOCALITY

- **State**: Massachusetts (Mainland Zone)
- **General locality**: Cape Cod
- **Locality**: Falmouth to North Falmouth

194 "Z" 1
CHIEF OF PARTY
F.L. Peacock

LIBRARY & ARCHIVES

DATE
DATA RECORD

T- 5743

Quadrangle (II): Casset (741)
            Pacasset (741), Wood Hole (741)
            Falmouth (741)

U.S. Geological Survey

Project No. (II): H T- 227

Sub-Project: H T- 227 B

Field Office:
Motor Vessel Gilbert

Air Photo. Party No. 2, Baltimore, Md.

Compilation Office:
Air Photo. Party No. 2

Baltimore, Md.

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

Aug. 15, 1939

Completed survey received in office: /

Reported to Nautical Chart Section: /

Reviewed: April, 1945       Applied to chart No. 151 Date: 9/16/47(Exem).

Redrafting Completed: 1/34

Registered: April, 1949

Published: 1947

Compilation Scale: 1:10,000

Published Scale: 1:10,000

Scale Factor (III): None

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

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

Lat. : 41° 34' 01.875" 57.8 m

Long. : 70° 38' 30.828" 714.3 m

Adjusted

State Plane Coordinates (VI): (Mainland Zone)

X = 834, 831.51 FT.

Y = 207, 962.46 FT.

Military Grid Zone (VI)
PHOTOGRAPHS (III)
(unmounted)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide M.L.W.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2341</td>
<td>July 16, 1938</td>
<td>1:10,000</td>
<td></td>
<td>About (*) 3.5' &amp; (**) 1.7' above/</td>
</tr>
<tr>
<td>2342</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
<td>&quot;</td>
</tr>
<tr>
<td>2343</td>
<td>&quot;</td>
<td>&quot;</td>
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</tr>
<tr>
<td>2344</td>
<td>&quot;</td>
<td>11:00 A.M.</td>
<td>&quot;</td>
<td>About (*) 3.5' above M.L.W.</td>
</tr>
<tr>
<td>2345</td>
<td>&quot;</td>
<td>to</td>
<td></td>
<td>&quot;</td>
</tr>
<tr>
<td>2346</td>
<td>&quot;</td>
<td>12:05 P.M.</td>
<td>&quot;</td>
<td>&quot;</td>
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<tr>
<td>2374</td>
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<td>&quot;</td>
</tr>
<tr>
<td>2381</td>
<td>&quot;</td>
<td></td>
<td></td>
<td>About (**) 1.7' above M.L.W.</td>
</tr>
<tr>
<td>2382</td>
<td>&quot;</td>
<td></td>
<td></td>
<td>&quot;</td>
</tr>
<tr>
<td>2383</td>
<td>&quot;</td>
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<td></td>
<td>&quot;</td>
</tr>
<tr>
<td>2384</td>
<td>&quot;</td>
<td></td>
<td></td>
<td>About(*) 3.5' &amp; (**) 1.7' above/</td>
</tr>
</tbody>
</table>

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

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


Field Edit by:

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

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

Control plotted by: L. W. Swanson, W. C. Russell  J. Steinberg  A. L. Wardwell  date: March 8, 9, 13, 1940  April 6, 1942  1939  date: March 10, 1939  April 6, 1942  

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

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

and revised  

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

Elevations on Field Edit Sheet  checked by:  date:  

+ Seasons Field Inspection Report of 1939 has been submitted
STATISTICS (III)

Land Area (Sq. Statute Miles): 32

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

Shoreline (Less than 200 meters to opposite shore): 10 Statute Miles
Measured along centerline
Shoreline of interior ponds - 24 Statute Miles
Number of Recoverable Topographic Stations established: 919

Number of Temporary Hydrographic Stations located by radial plot: 70

Leveling (to control contours) - miles: None.

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

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

Remarks:

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

DESCRIPTIVE REPORT TO ACCOMPANY

SHEET NO. T-5743
Project No. HT-227

Instructions dated Aug. 15, 1939

LAND FORMS

The land has low rounded hills which usually have a soft blue appearance. There are many small villages along the shore. The shore line is rocky with a low bluff and is broken by occasional short beaches of coarse sand or pebbles.

LANDMARKS

All landmarks shown on the charts of the area were verified by inspection.

CONTROL

The control points for these photographs consist of recovered triangulation stations of the U. S. Coast & Geodetic Survey, and recovered traverse stations of the Mass. Geodetic Survey. The positions of these traverse stations on the Mass. grid system is given in the Mass. Geodetic Bulletin. The Mass. grid system is a Lambert's projection using $71^\circ 30'$ for a prime meridian at $X = 600,000$ and $Y = 0$ at $41^\circ 00'$. It is the understanding of this party that these bulletins and the details of this projection are already in our possession, in connection with the air photograph survey of Boston and vicinity.

The data for picking the control points on the photographs for both this sheet and sheet T-5609 will be found in the field note book, No. 1 of 1.

HIGH WATER LINE

The north shore of Nantucket Sound was inspected by actually walking along the shore. The east shore of Buzzards Bay was inspected by visiting the shore at every opportunity, and walking a sufficient distance in each direction to check up the high water line.

ROCKS

Rocks awash which could be picked directly on the photograph were marked with the standard symbol (•), and rocks above high water had the additional note added "Hk. above H.W.". Rocks lying off shore which were difficult to locate were marked with the standard symbol and the additional note added "Hydro check location of this rock."

LEGEND

The legend for interpreting the different colors of ink used on these photographs is shown on photograph No. 2341.
* We have no record of a field inspection in June 1939. This apparently refers to the field inspection of Nov-Dec 1938, or to a field inspection done early in the 1939 field season by members of Warwicks party. Bgz. 5/47
HYDROGRAPHIC SIGNALS

Points selected for hydrographic signals are pricked and circled in blue. A short description of the signal is on the same photograph.

U. S. ENGR. STAS.

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

CHANGES CAUSED BY STORMS

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

Along the east shore of Buzzards Bay, on photograph No. 2341, in Lat. 41° 33.7' and Long. 70° 39.2' a large quantity of peat has washed into a pond from seaward, forming islands in the pond. There is no change in the shore line of the pond, or the high water line in the vicinity.

It is recommended that the map drawing be made showing the change by means of the sketch on photograph No. 2341.

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

FAILURE TO JOIN ADJACENT WORK

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

The previous inspection shows more docks in place than the current inspection. The docks in this area are used for small boats during the summer season. The docks are removed in the fall, and at the time of the current inspection most of them had been removed, and a few were in the process of removal. It is presumed that at the time of the previous inspection the major portion of the docks were in place, but not necessarily all of them. It is recommended that all docks shown on either inspection be shown on the map drawing.
* see note opposite preceding page.
Where there is disagreement as to classification of roads, it is recommended that the more recent inspection be considered valid.

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

MARSHES

The marshes of this area normally are covered by marsh grass, approximately 3 ft. tall, growing in black mud or peat. In the tidal marshes outlined, high tide does not rise above the top of the grass.

CRANBERRY BOGS

The cranberry bogs form a special kind of cultivated area; they appear on the photograph as a regularly shaped pond, a marsh colored area with a regular pattern of drainage ditches, or a bare area with a regular pattern of drainage ditches, depending upon what cycle of cultivation the particular cranberry bog is going through at the time the photograph is taken. Cranberry bogs are relatively permanent, and it is recommended that they be shown on the map drawing. All cranberry bogs have been marked on the photographs.

GEOGRAPHIC NAMES

The summary of data on Geographic names for both sheet No. T-5743 and T-5609, is shown on an advance print of the Massachusetts Falmouth sheet, 15 minute quadrangle, of the U. S. Geological Survey. Near each Geographic name is listed the number corresponding to the man, or the letter corresponding to the published source, which verified the name. A list of the name sources follows.

1. Wm. English, Chairman of Board of Selectmen.
   Falmouth, Mass.
2. J. A. Toby.
   Falmouth, Mass.
3. William Neill
   Falmouth, Mass.
4. E. R. Hatch, Fireman, West Falmouth Fire Station.
   North Falmouth, Mass. 55 yr.
5. George A. Howard, Light Keeper at Wings Neck.
   Falmasset, Mass. 18 yr.
   Woods Hole, Mass. 43 yr.
11. Elmer Bracket, Pocasset, Mass. 20 yr.
13. The Combined opinion of the Falmouth Police Dept.
16. Charles A. White, Town Engineer Falmouth, Mass. 28 yr.
   This man has made a special study of geographic names in the town of Falmouth, and considerable weight was given to his opinions.
   a. Town map of Falmouth 1927.
   d. Town map of Falmouth 1933.

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

The street and road names of the accepted roads of the town of Falmouth are shown on the Town Map of Falmouth which is enclosed with the field data of this inspection.

NEW ROAD

A new road is being built by the Mass. Dept. of Public Works from North Falmouth to Hatchville. A plan of this road has been obtained from the Dept. and is enclosed with the field data. Two points have been picked on photograph No. 2375, through which the road passes. It is contemplated that the road be placed on the map drawings by plotting the curves and tangents shown on the road plan, so as to pass through the two points picked on the photograph. The road had not been completed at the time of the inspection but the rough grading was finished, and work had commenced on the surfacing. It is recommended that the road be shown on the map drawing as a first class road.

SUPPLEMENTAL INFORMATION ON BRIDGES

The local U. S. E. D. office has been contacted concerning supplemental information on bridges over navigable waters. This information has not yet been made available to this party but will be forwarded as soon as it is obtained.

David M. Whiff

Boston, Mass.
Dec. 26, 1940
Respectfully forwarded:

[Signature]

Chief J. P. [Handwritten]
Mr. H. C. Warwick, Commanding Officer  
Motor Vessel Gilbert  
U. S. Coast & Geodetic Survey  
Boston Field Station  
Customs House  
Boston, Massachusetts

Dear Sir:

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

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<tr>
<th>Bridge</th>
<th>M.L.W.</th>
<th>M.H.W.</th>
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</thead>
<tbody>
<tr>
<td>Green Pond</td>
<td>6.9</td>
<td>5.6</td>
</tr>
<tr>
<td>Great Pond</td>
<td>10.8</td>
<td>6.8</td>
</tr>
<tr>
<td>&quot; &quot;</td>
<td>7.0</td>
<td>5.0</td>
</tr>
<tr>
<td>West Falmouth Harbor</td>
<td>10.8</td>
<td>6.8</td>
</tr>
<tr>
<td>Mouth of Quahog Pond</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N.E. Corner West Falmouth</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harbor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barlows (Pocasset) River</td>
<td>11.5</td>
<td>7.5</td>
</tr>
<tr>
<td>Town of Bourne</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barlows (Pocasset) River</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Old Colony Railroad</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No information</td>
<td>No information</td>
</tr>
</tbody>
</table>

For the District Engineer:

Very truly yours,

A. G. Viney  
Captain, Corps of Engineers  
Executive Assistant

Feb. 1, 1940

1st Endorsement

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

H. C. Warwick, Comd'g. M.V. GILBERT
COMPILATION REPORT

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

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

21 U. S. Coast & Geodetic Survey triangulation stations

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

6 Massachusetts Geodetic Survey traverse stations

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

28 Mass. Good. Sur. Tra. Sta. have been added to the map manuscript. These sta. are red acetate ink. See review report.
26 CONTROL: (Continued)

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

1 U. S. Coast & Geodetic Survey triangulation station

*CONANESSETT, 1934, r. 1936, r. 1939

1 Massachusetts Geodetic Survey traverse station

BOURNE–SANDWICH–FALMOUTH TOWN CORNER, r. 1939

*Station is also a Massachusetts Geodetic Survey triangulation station.

The U. S. Coast & Geodetic Survey triangulation station "FALMOUTH, 1839, r. 1939," which also falls within the detail limits of the Map Drawing has not been shown, because of its proximity to the U. S. Coast & Geodetic Survey triangulation station "FALMOUTH FIRE TOWER, 1934," r. 1939, which has been shown. "FALMOUTH, 1839" is also a Massachusetts Geodetic Survey triangulation station.

27 RADIAL PLOT:

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

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

The number of photographs covering the area was adequate except between Latitudes 41° 35' 00" and 41° 38' 42", and between Longitudes 70° 34' 00" and 70° 37' 00". The identification of the control was adequate.

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

The positions of radial points (secondary, tertiary, hydrographic stations and recoverable topographic stations, etc.)
established by the two above-mentioned individual radial plots are considered to be within the limits of satisfactory accuracy.

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

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

DETAILING:

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

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

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

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

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

The New Hatchville Road and the Camp Edwards Railroad spur as shown on the Map Drawing were traced from the U. S. Geological Survey Quadrangle "Pocasset" (7⁰), scale 1:31,680, edition of 1941, after enlargement by use of the vertical projector, because the images of the afore-mentioned features could not be identified on any of the photographs, and because their positions could not be established from the field inspection data. The positions of the road and railroad spur as shown on the Map Drawing are considered by this Compilation Office to be approximate. Furthermore, it is believed that the position of that portion of the New Hatchville Road which appears on Map Drawing Survey No. T-5742, and which was determined from the inadequate field inspection data, is incorrect. A celluloid dog ear has been attached to Map Drawing Survey No. T-5743 in order that the road could be traced, from the above mentioned geological quadrangle, to its beginning at the Falmouth-Sandwich Road, which lies within the detail limits of Map Drawing Survey No. T-5742. An appropriate note has been lettered on Map Drawing Survey No. T-5743, recommending that the position of the New Hatchville Road be corrected on Map Drawing Survey No. T-5742.

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

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

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

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

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

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

It was not necessary to make an overlay sheet for the Map Drawing.
30 **MEAN HIGH-WATER LINE:**

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

31 **LOW-WATER AND SHOAL LINES:**

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

32 **DETAILS OFFSHORE FROM THE HIGH-WATER LINE:**

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

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

33 **WHARVES AND SHORE LINE STRUCTURES:**

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

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

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

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

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

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

35 HYDROGRAPHIC CONTROL:

Shown within the detail limits of the Map Drawing are 89 hydrographic control stations. Of these, 19 are Recoverable Topographic Stations, and the remaining 70 are temporary hydrographic stations. The positions of all the stations have been determined by radial intersection. Six of the Recoverable Topographic Stations are also tidal bench marks. The positions of the Recoverable Topographic Stations, and the temporary hydrographic stations have been shown on the Map Drawing with $2\frac{1}{2}$ mm. and $1\frac{3}{4}$ mm. black acid ink circles respectively. The tidal bench marks are identified on the Map Drawing by black acid ink crosses which have been shown within $2\frac{1}{2}$ mm. black acid ink circles.

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

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

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

<table>
<thead>
<tr>
<th>Number</th>
<th>Names</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Flag Pole, center of traffic circle</td>
</tr>
<tr>
<td>4</td>
<td>Chimney, in center of main part of house</td>
</tr>
<tr>
<td>9</td>
<td>Chimney, on E. end of center portion of house</td>
</tr>
<tr>
<td>14</td>
<td>Cupola, conical, on 3 story white house</td>
</tr>
<tr>
<td>24</td>
<td>Chimney, square, stone and brick, 30 ft. tall</td>
</tr>
<tr>
<td>30</td>
<td>Chimney, brick, center of 2 story house</td>
</tr>
<tr>
<td>31</td>
<td>N. W. gable of 6 gable 1 story house</td>
</tr>
<tr>
<td>37</td>
<td>N. gable 3 story shingle house&quot;</td>
</tr>
<tr>
<td>41</td>
<td>W. Chimney of 2 story house</td>
</tr>
<tr>
<td>46</td>
<td>Cupola, center of bathhouse</td>
</tr>
<tr>
<td>49</td>
<td>Falmouth Inner Harbor Light (fixed aid to navigation)</td>
</tr>
<tr>
<td>53</td>
<td>Cupola in center of house, S. side</td>
</tr>
<tr>
<td>81</td>
<td>Chimney on center of ridge of 2 story house</td>
</tr>
<tr>
<td>82</td>
<td>Tidal Bench Mark No. 2 (1931), West Falmouth (Chappaquid Point)</td>
</tr>
<tr>
<td>83</td>
<td>Tidal Bench Mark No. 3 (1931), West Falmouth (Chappaquid Point)</td>
</tr>
<tr>
<td>84</td>
<td>Tidal Bench Mark No. 4 (1934), Falmouth Heights</td>
</tr>
<tr>
<td>85</td>
<td>Tidal Bench Mark No. 5 (1934), Falmouth Heights</td>
</tr>
<tr>
<td>86</td>
<td>Tidal Bench Mark No. 2 (1938), Falmouth Heights</td>
</tr>
<tr>
<td>87</td>
<td>Tidal Bench Mark No. 4(1939), Falmouth Heights</td>
</tr>
</tbody>
</table>

JUNCTIONS:

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

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

At approximately Latitude 41° 32' 55" and Longitude 70° 34' 00"
the shoreline of Nantucket Sound is in disagreement.
At approximately Latitude 41° 33' 07" and Longitude 70° 34' 00"
the position of Menauhant Road is in disagreement.
Between approximately Latitudes 41° 34' 05" and 41° 34' 20" along
Longitude 70° 34' 00" the shoreline of GreenPond is in disagreement.
At approximately Latitude 41° 34' 42" and Longitude 70° 34' 00"
the position of Waquoit Road is in disagreement.
37 JUNCTIONS (Continued)

Between approximately Latitudes $41^\circ 37' 30''$ and $41^\circ 37' 57''$
all detail is in disagreement.
The detailed planimetry shown east of the eastern detail limit
of Map Drawing, Survey No. T-5743 is correct, and Map Drawing, Survey
No. T-5742 should be corrected accordingly.
There is no contemporary survey to the south.
West of the western detail limit of Map Drawing, Survey No. T-
5743 is Buzzards Bay for which there is no contemporary survey.

38 CABLE CROSSING AREAS:

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

39 RECOMMENDATIONS FOR FUTURE SURVEYS:

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

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

40 BRIDGES OVER NAVIGABLE WATERS:

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

41 GEOGRAPHIC NAMES:

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

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

42 **ROAD AND STREET NAMES:**

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

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

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

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

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

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

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

44 **COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:**

Onset, Massachusetts Quadrangle (7 1/2'), U. S. Geological Survey, scale 1:31,680, edition of 1941

Pocasset, Massachusetts Quadrangle (7 1/2'), U. S. Geological Survey, scale 1:31,680, edition of 1941


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

COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Continued)

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

Along the east shore of Buzzards Bay, between approximately Latitudes 41° 34' 24" and 41° 35' 24" and also including the areas of Big Sippewissett Swamp and Little Sippewissett Swamp, none of the topographic changes which were caused by the hurricane of September 1938 appear on the quadrangle.

At approximately Latitude 41° 33' 40" and Longitude 70° 38' 15"
the changes to Flume Pond caused by the hurricane do not appear on
the quadrangle.

COMPARISON WITH NAUTICAL CHARTS:

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

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

Along the east shore of Buzzards Bay between Latitudes 41° 34' 24"
and 41° 35' 24" and also including the areas of Big Sippewissett Swamp
and Little Sippewissett Swamp, none of the topographic changes caused
by the hurricane appear on the chart.

At approximately Latitude 41° 33' 40" and Longitude 70° 38' 15"
the topographic changes caused by the hurricane to Flume Pond do not
appear on the chart.

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

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

A few roads as shown on the Map Drawing, adjacent to the shoreline of Buzzards Bay and Nantucket Sound, do not appear on the chart.
Respectfully submitted,
April 24, 1944

James E. Sunderland  
Sr. Photogrammetric Aid

Compilation Reviewed and Revised by:

James E. Sunderland  
Sr. Photogrammetric Aid

Supervised by:

Walter E. Schmidt  
Ass't. Photogrammetric Engr.

Approved & Forwarded:
April 25, 1944.

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

Undisputed

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

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

Names preceded by - are approved. See marked copies of U.S. & S. 7 1/2''quads.
- Falmouth, "Woods Hole"
- "Pocasset", "Onset"

1/23/46
L.H.
GEOGRAPHIC NAMES
Disputed

- Big Sippewisset Swamp
- Coonemossett River
- Coonemossett Pond
- Chappaquoit Island
- Dam Pond

- Falmouth Inner Harbor *(USGB decision)*
- Herring Brook
- Little Sippewissett Swamp
- Mara Vista (village)
- Nantucket Sound *(quiet water areas of this sheet lies within defined limits of Vineyard Sound)*
- Nyes Neck
- Nyes Pond
- Quisset Harbor
- Shivericks Pond
- Siders Pond
- Sippewisset

*The Cove*
<table>
<thead>
<tr>
<th>Geographical Names</th>
<th>Disputed (Continued)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sols Pond</td>
<td>Sol's Pond</td>
</tr>
<tr>
<td>West Falmouth Harbor (US&amp;8 decision)</td>
<td>Hog Island Harbor</td>
</tr>
<tr>
<td>Wing Pond</td>
<td>Herring Pond</td>
</tr>
<tr>
<td></td>
<td>(Wings Pond)</td>
</tr>
</tbody>
</table>

Names underlined in red approved by L. Heck on 1/23/46
List of the numbers, names and descriptions of the Recoverable Topographic Stations, and the numbers and descriptions of the temporary hydrographic stations appearing within the area of Map Drawing Survey No. T-5743.

Number of Recoverable Topographic Stations  19
Number of temporary hydrographic stations  70
Total number of stations  89

Listed By: James E. Sunderland

Checked By: Walter E. Schmidt
1. "Flag pole, center of traffic circle." The station is the flag pole in the center of the traffic circle located on Nyes Neck, approximately 70 meters N. E. of Nyes Point. Recoverable Topographic Station.

2. Chimney of three story house.

3. Chimney of two story house

4. "Chimney in center of main part of house." The station is the chimney in the center of the main part of the most southerly house along the shore of Wild Harbor at Silver Beach, Recoverable Topographic Station.

5. Flag pole

6. Center of traffic circle

7. Chimney of two story house

8. West gable of small house

9. "Chimney on east end of center portion of house." The station is the chimney on the E. end of the center portion of a house which is west of the most northeasterly house at Falmouth Cliffs and overlooks Buzzards Bay. Recoverable Topographic Station.

10. Center of large rock above H. W.

11. West end of elongated grass traffic circle

12. West chimney of three story on hotel

13. Chimney on S. E. gable of house

14. "Cupola, conical, on three story white house." The station is the conical cupola on a three story white house with a black shingle roof. The house overlooks a cove in the northern part of West Falmouth Harbor and is situated on the N. side of Nashawena St. approximately 145 meters west of Shore Road. Recoverable Topographic Station.

15. South chimney in center of two story house

16. Chimney in center of white house

17. Barn cupola

18. Cupola on S. W. corner of house

19. Flag pole on gable of private bathhouse

20. End of wood dock

21. Chimney in center of house

22. North gable of house

23. Road intersection

24. "Chimney, square, stone & brick, 30 ft. tall." The station is a square stone and brick chimney 30 ft. tall, located in the south part of Chappaquid Island between Buzzards Bay and West Falmouth Harbor, approximately 140 meters E. of Chappaquid Road. Recoverable Topographic Station.
No.

25 Center of grass in road "Y"
26 End of dock
27 Center of two dormer windows on W. side of house
28 Corner of concrete seawall
29 W. gable of one story house
30 "Chimney, brick, center of two story house." The station is the brick chimney in the center of a two story house overlooking Buzzards Bay. It is on the third house along the shore line of Buzzards Bay north of the mouth of Great Sippewissett Creek. The house is on a neck of land between Big Sippewisset Swamp and Buzzards Bay and is situated approximately 1 mile south of Chappaquidit Point. Recoverable Topographic Station.
31 "N. W. gable of 6 gable one story house." The station is the N. W. gable of a 6 gable one story house on the shore of Buzzards Bay at Sconset Hills. The house is situated between Big Sippewisset Swamp and Little Sippewisset Swamp and is approximately 330 meters, south of the mouth of Great Sippewisset Creek. Recoverable Topographic Station.
32 S. gable of two story house
33 Center of stone bathhouse
34 Chimney in center of two story house
35 Center of small house
36 N. gable of two story shingle house, green roof
37 "N. gable, three story shingle house." The station is the N. gable of a three story shingle house located at Sippewisset overlooking a cove east of Gunning Point. The house is approximately 1/3 of a mile south of the Cape Codder Hotel. Recoverable Topographic Station.
38 Flag pole
39 Chimney of two story house
40 Road intersection
41 "W. chimney of two story house." The station is the west chimney of a two story house located south of Racing Beach. The house is W. of Flax Pond and approximately 90 meters inland and S. E. from the first bend in the shoreline of Buzzards Bay south of Racing Beach. Recoverable Topographic Station.
42 S. boulder of two large boulders
43 Boulder
44 Center of offshore headwall of culvert at ditch
45 Corner of small stone wall
46 "Cupola, center of bathhouse." The station is the cupola in the center of a bathhouse located on the south side of Surf Drive at the intersection of Walker St. in Falmouth at Falmouth Harbor. Recoverable Topographic Station.
Cupola, center of brick building
Intersection of wood fence and seawall
"Falmouth Inner Harbor Light." The station is a light on a black skeleton tower on a white tank house on a concrete base located at the end of the west jetty at the entrance to Falmouth Inner Harbor. Recoverable Topographic Station and fixed aid to navigation.
Corner of bulkhead
N. W. corner of boat shed, Frost Boat Storage.
N. W. corner of boat shed, Wm. MacDougal Ship Yard
"Cupola in center of house, S. side." The station is the cupola in the center of a house on the south side. The house is the third house on the west side of Grand Ave. N. from Nantucket Sound, the house faces Falmouth Inner Harbor. Recoverable Topographic Station.
Center of square white cupola
Centerline intersection of concrete seawall and rock jetty
Intersection of seawall and rock jetty
Angle in seawall
Mar-Chimney in center of red roofed house
Chimney in center of two story slate colored house with pale green roof
Corner of wooden seawall
Fan-Chimney on north side of large house
Ebb-Point of grass
Intersection of centerline of roads
Wet--E. gable of unpainted two story shingle house, northerly one of group
Center of grass in middle of "Y"
White chimney, easterly of two, three meters from N. gable of bungalow, eastermost on point
Center of grass in middle of "Y"
Jon---On remains of pier, south side, 3½ meters offshore of grass line
Fuz---On point of grass on shore at end of bluff
Who--At point of sand beach
Had---On point of grass
Tit--1.5 meters inshore from point of grass
Off---On point of grass
One--Point of low pines, 20 meters inshore from grass line
Pine tree on point of pines
Gal--On point of grass, 1 meter inshore of west edge
Tall--1.5 meters inshore from point of grass
Intersection of centerline of roads
Center of road at edge of bushes
W. Gable of westerly house on beach
"Chimney on center of ridge of two story house." The station is the chimney on center of ridge of a two story house which is the most easterly house along the shore of Nantucket Sound in Acapesket. Recoverable Topographic Station.

West end of bridge

S. E. corner of tennis court

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

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

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

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

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

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

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

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

Nine-lens photography in July 1938.

Severe hurricane in the area in September 1938.

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

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

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

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

Compilation completed in Baltimore Photogrammetric Office in 1942.

Detailing.

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

Comparison with Previous Surveys.

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

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<thead>
<tr>
<th>Survey Number</th>
<th>Date</th>
<th>Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-191</td>
<td>1845</td>
<td>1:10,000</td>
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<tr>
<td>T-289</td>
<td>1846</td>
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</tr>
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<td>T-1997</td>
<td>1890</td>
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<td>T-2228</td>
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<td>T-6624</td>
<td>1938</td>
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</table>

Comparison with Nautical Charts.

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

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

APPROVED BY:

[Signatures and dates]

Technical Assistant to the Chief, Div. of Photogrammetry

Chief, Nautical Chart Branch Division of Charts

Chief, Div. of Photogrammetry

Chief, Div. of Coastal Surveys
<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td>9/16/47</td>
<td>251</td>
<td>J.Waller</td>
<td>After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Examined - no correction now</td>
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<tr>
<td>2/17/50</td>
<td>1209</td>
<td>GHE M. J. W.</td>
<td>Before - After Verification and Review</td>
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<td>Examined - not applied</td>
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<tr>
<td>4/30/65</td>
<td>1005</td>
<td>H.J. Kegman</td>
<td>Before - After Verification and Review</td>
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<td></td>
<td></td>
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<td>Examined - not applied</td>
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<td>A.P. Seabury</td>
<td>Before - After Verification and Review</td>
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<td>O.C. Chapman</td>
<td>Before - After Verification and Review</td>
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<td>D.L. Pailloit</td>
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<td>249</td>
<td>J. Bailey</td>
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<td>1209</td>
<td>O. Chapman</td>
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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.