DESCRIPTIVE REPORT

State: Massachusetts

Locality: Jalsouth Heights to Nobska Point

1938

Chief of Party: Chas. M. Thomas
Applied to ch. 249. Aug. 18, 1939 . g.H.S.

Applied to ch. 1210. 11/20/39. P.B.B.

Only critical change applied to ch. 348. May 8, 1941 g.H.S.

Fully applied ch. 348 Reconstr. B.H.B. 2-2-57
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. T-5
REGISTER NO. T6623

State MASSACHUSETTS
Falmouth
General locality North Shore of Kentuckett Sound
Falmouth Heights to Nobska Point
Locality Nobska Point to Falmouth Heights

Scale 1:10,000 Date of survey July 14 to 20, 1933.

Vessel Motor Vessel GILBERT

Chief of party Chas. M. Thomas
Surveyed by Lt. J. P. Lushene
Inked by Lt. J. P. Lushene

Heights in feet above to ground to tops of trees
Contour, Approximate contour, Form line interval feet
Instructions dated January 17, 1933

Remarks: Lt. Lushene was transferred to the U. S. C. & G. S. Ship OCEANOGRAPHER before getting his Descriptive Report written, which was written by the Chief of Party.
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET T-3, NOBSKA POINT TO
FALMOUTH HEIGHTS, MASSACHUSETTS.


GENERAL DESCRIPTION:

The coast in this vicinity is somewhat rolling, the land rising from the beach backward for a distance of about a half mile or more to a height of over one hundred feet, the southwest part of this area being rather thickly wooded and containing many handsome summer estates. The northeastern part of this area along the shore-line, where the elevations are much less, and comparatively flat, contains Oyster, Salt, and Siders Ponds, and also Falmouth Inner Harbor, the latter being the only one of the four having a navigable connection to Nantucket Sound, capable of accommodating launches, yachts, and other comparatively small craft.

The shore-line along the vicinity of this sheet is comparatively flat and sandy, with the exception of about one mile along the southwest part of same, where the shore-line is composed of low banks and small bluffs, partly wooded.

The three principal landmarks on this sheet consist of the well known Nobeska Lighthouse, located on the comparatively high bluff at Nobeska Point. This lighthouse is a white, cylindrical structure, with a wireless tower nearby. The second landmark is the Woods Hole water tower, located on the top of the wooded hill, about 115 feet above mean sea level, and at the northeast edge of Woods Hole. This structure is about 80 feet high, cylindrical in shape, the upper third being of a brownish color, containing several small openings, the lower two-thirds being of a dark grayish color, the color of the outer concrete shell, which surrounds the inner steel standpipe, to which is attached the ladder for climbing the tank. This prominent landmark can be easily seen from most any direction from seaward. The third prominent landmark, and the most prominent one of the three, is the tall, aluminum colored standpipe on another prominent hill about a mile and a half southwest of Falmouth, Mass. The Woods Hole water tower and the Falmouth standpipe are about a half-mile and a mile inland from the Nantucket Sound shore-line.

Other objects, less prominent, along the shore-line, are the hotels, and large summer residences and boarding houses at Falmouth Heights and vicinity, this resort being located on a small elevated bluff on the east side of the entrance to Falmouth Inner Harbor.

Other prominent objects which can be seen from well offshore
consist of the white steeple of the Falmouth Congregational Church, about 1 mile inland; and also the tall black stack of the Robbins Laundry at Falmouth, about one-half mile inland. This stack is usually emitting a small amount of smoke.

CHARACTER OF CONTROL USED:

The control used was obtained from the triangulation stations along the shore-line in this vicinity, viz: NOBSKA POINT LIGHTHOUSE, 1904, and DRAPER, 1934, a plane-table traverse having been run between these two which closed well within the allowable limits.

Topographic stations were located by cuts and red readings from plane table setups along the traverse line, the usual procedure being used in carrying on this survey as is prescribed in the U. S. C. & G. S. Special Publication No. 144.

TOPOGRAPHIC CONNECTIONS

The topography at the southwest end of this sheet joins the topography on Topographic Sheet No. 3-4, the topography on the east end of the sheet joining the topography on Topographic Sheet No. T-4.

CONTOURS

Since the area had been photographed from the air in July, 1938 and had been originally carefully contoured when topographic surveys were made of this section of Cape Cod in 1939, no attempt was made to do any contouring on this sheet. Furthermore a sufficient amount of time was not available for making a contour survey of this area.

NAMES

No new names were given any of the features on this sheet that differed from the present names on our U.S.C.& G.S. Charts.

LIST OF PLANETABLE POSITIONS

See attached sheet.
LIST OF PLANEidable POSITIONS

GAR:  
Latitude, 41° 30'; D.M., 1816 m; Longitude, 70° 39'; D.P., 389 m.  
The station is the southern end of a ridge of a small two door  
garage of the U.S.L.E. Service at Nobska Point. The garage is  
south of the L.H. keepers dwelling and southeast of Nobska Light.  
The south end of the ridge of roof is the point used.

TIT  
Latitude 41° 31'; D.M. 205 m; Longitude 70° 39'; D.P. 486 m.  
The station is the tip of a cupola on a very large mansion  
east of Nobska Light. The house has numerous chimneys. The Upper  
half of the house is cream colored stucco and the lower half is  
red brick. The trimmings of the house are green. All the chimneys  
have flues. The tip of the cupola on the house is the point located.  
The cupola is east of a water tank and flagpole which are on the  
property. The building is the only mansion of the above description  
in the vicinity. The building is north of the Falmouth Harbor shore  
and is east of a fresh water pond. It is necessary to circle the  
fresh water pond to enter the premises.

FLAT  
Latitude, 41° 31'; D.M. 373 m; Longitude 70° 39'; D.P., 100 m.  
The station is the center of a square low chimney on the top  
of a very small house perched on a knoll. The mark is the only  
flat rectangular chimney in the vicinity. The mark is not very  
conspicuous.

CEN  
Latitude, 41° 32'; D.M., 392 m; Longitude, 70° 38'; D.P., 700 m.  
The station is the center of a gable of a large three  
story house, white, with dark green trimmings. The gable is on  
the south side of the house. The gable has four windows, two of  
which face south, one east, and one west. The southernmost tip of  
the gable is the mark used. The house is north of the Beach Drive  
and west of Oyster Pond Road. The house is the only one in the  
locality and is situated on a knoll of a small hill.

CHIM  
Latitude, 41° 32'; D.M., 424 m; Longitude, 70° 38'; D.P., 363 m.  
The mark used is the center of a chimney on a two story low  
building, natural shingle, green roof, green colored shutters,  
white trimmed house southeast of the intersection of the railroad  
leading to Woods Hole and the Surf Drive (Beach Drive). The house  
is the nearest house to the intersection of the Railroad and the  
Beach Drive.

SUN  
Latitude, 41° 32'; D.M. 964 m; Longitude, 70° 37'; D.P., 576 m.  
The station is the center of a bright colored yellow sundial on the south face of a dark chocolate colored house. The house is three stories high with two gables, one on the east side and one on the west side, each with chimneys. The house is very prominent due to lack of other houses in the vicinity, and by its distinctive color. The center of the sundial is the mark used. This house is northeast of Mill Road and the Surf Drive and is west of the municipal Bathhouse of Falmouth.

- continued -
GAB  Latitude, 41° 32'; D.M. 1023; Longitude, 70° 37'; D.P. 356 m.
The station is the south side of a large gable on the south side of a large yellow house. The building is a large three story yellow house with dark green trimmings. It is the only yellow house in the vicinity. The building is west and north of the Municipal Bathhouse at Falmouth, and is on the north side of Surf Drive.

CUP  Latitude, 41° 32'; D.M. 987 m; Longitude, 70° 37'; D.P. 185 m.
The station is the center of a small ball on the top of an aluminum colored roof on small white cupola of the Municipal Bathhouse of the Falmouth Park Department. The building is a bathhouse and is a long rectangular building of shingle with natural cypress color. The building is west of a small jetty which forms a sand beach making this area a rendezvous for the inhabitants of Falmouth. The cupola is a square tower, with four shutters which are painted green.

RICH  Latitude, 41° 32'; D.M. 1086 m; Longitude, 70° 36'; D.P. 1322 m.
The station is a flagpole near the tennis court just west of station "Hill". It is several hundred yards east of station "CUP". The flagpole is north and east of the intersection of Shore Street and Surf Drive.

MIL  Latitude, 41° 32'; D.M. 1073 m; Longitude, 70° 36'; D.P. 1246 m.
The station used is the center of the gable nearest the vane of a large red structure resembling a large dutch style windmill. The windmill is near a two story reddish colored house with corrugated red tile roof. The house and mill are just east of the Municipal Bathhouse Beach at Falmouth. The mill or vanes do not move and therefore point selected which is the center of the gable near the vanes is permanent and cannot be moved. It is the only windmill on the beach or vicinity.

TIP  Latitude, 41° 32'; D.M. 1133 m; Longitude, 70° 36'; D.P. 406 m.
The station is the center of the tip of the cupola on the roof of the Skipper Hotel. The hotel is very close to the Tower Hotel and is not as conspicuous as station "HOT". The cupola is a side affair coming to a small knob which forms the tip of the cupola. The building is a low two story building. Near the cupola is a rock chimney which is an aid to its identity.

HOT  Latitude, 41° 32'; D.M. 1133 m; Longitude, 70° 36'; D.P. 329 m.
The station is the flagpole on the tower on the east end of Tower Hotel in Falmouth Heights. The hotel is an enormous white building and is a three story wooden frame building. Arlington Ave., runs in front of the hotel. The tower holding the flagpole is on the tower near the east gable of the hotel. There is no tower on the west end or the west gable. The hotel shows very well off-shore. The flagpole cannot be mistaken, since there is only one tower.

- continued -
END Latitude, 41° 32'; D.M., 1178 m; Longitude, 70° 35'; D.P., 1315 m.

The station is the weather vane on the tip of the tower on Terrace Gables Hotel on the high bluffs at Falmouth Heights. The hotel is northwest of the intersection of Surf Drive, and Quinapoxit Ave. The hotel is a large three story stucco building painted a cream shade and is on the opposite side of the street from DRAPER azimuth mark, 1934. The hotel is a rectangular building facing Surf Drive. The tower holding the weather vane, (the only tower on the hotel) is located in the central part of the hotel on the beach side.

BAL Latitude, 41° 32'; D.M., 1304 m; Longitude, 70° 35'; D.P., 1197 m.

The station is the tall flagpole on the southeast corner of the baseball field at Falmouth Heights near the intersection of Central Park Ave., and Surf Drive. The base of the flagpole is in a rock cairn filled with earth. The flagpole is the largest in the vicinity and visible for quite an area.

TEL Latitude, 41° 32'; D.M., 1411, Longitude, 70° 35'; D.P., 994 m.

The station is the flagpole on the southeast corner of the Park Beach Hotel. The hotel is a large three story shingle building at the northwest corner of the intersection of Worcester Park Ave., and Surf Drive.

Chas. M. Thomas
Chief of Party
<table>
<thead>
<tr>
<th>Remarks</th>
<th>Decisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>415706</td>
</tr>
<tr>
<td>2</td>
<td>&quot;</td>
</tr>
<tr>
<td>3</td>
<td>&quot;</td>
</tr>
<tr>
<td>4</td>
<td>&quot;</td>
</tr>
<tr>
<td>5</td>
<td>&quot;</td>
</tr>
<tr>
<td>6</td>
<td>&quot;</td>
</tr>
<tr>
<td>7</td>
<td>&quot;</td>
</tr>
<tr>
<td>8</td>
<td>For title</td>
</tr>
<tr>
<td>9</td>
<td>&quot;</td>
</tr>
<tr>
<td>10</td>
<td>&quot;</td>
</tr>
<tr>
<td>11</td>
<td>&quot;</td>
</tr>
<tr>
<td>12</td>
<td>&quot;</td>
</tr>
<tr>
<td>13</td>
<td>&quot;</td>
</tr>
<tr>
<td>14</td>
<td>&quot;</td>
</tr>
<tr>
<td>15</td>
<td>&quot;</td>
</tr>
<tr>
<td>16</td>
<td>&quot;</td>
</tr>
<tr>
<td>17</td>
<td>&quot;</td>
</tr>
<tr>
<td>18</td>
<td>&quot;</td>
</tr>
<tr>
<td>19</td>
<td>&quot;</td>
</tr>
<tr>
<td>20</td>
<td>&quot;</td>
</tr>
<tr>
<td>21</td>
<td>&quot;</td>
</tr>
<tr>
<td>22</td>
<td>&quot;</td>
</tr>
<tr>
<td>23</td>
<td>&quot;</td>
</tr>
<tr>
<td>24</td>
<td>&quot;</td>
</tr>
<tr>
<td>25</td>
<td>&quot;</td>
</tr>
<tr>
<td>26</td>
<td>&quot;</td>
</tr>
<tr>
<td>27</td>
<td>&quot;</td>
</tr>
<tr>
<td>Name on Survey</td>
<td>A</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>---</td>
</tr>
<tr>
<td>Falmouth Harbor</td>
<td></td>
</tr>
<tr>
<td>Oyster Pond</td>
<td></td>
</tr>
<tr>
<td>Salt Pond</td>
<td></td>
</tr>
<tr>
<td>Siders Pond</td>
<td></td>
</tr>
<tr>
<td>Falmouth</td>
<td></td>
</tr>
<tr>
<td>Falmouth Inner Harbor</td>
<td></td>
</tr>
<tr>
<td>Falmouth Heights</td>
<td></td>
</tr>
<tr>
<td>Nobska Point</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
MEMORANDUM
IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT

No. T - 6623

received July 24, 1939
registered Aug. 1, 1939
verified reviewed approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>Initial</th>
<th>Attention called to</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>40</td>
<td></td>
<td></td>
</tr>
<tr>
<td>62</td>
<td></td>
<td></td>
</tr>
<tr>
<td>63</td>
<td></td>
<td></td>
</tr>
<tr>
<td>82</td>
<td></td>
<td></td>
</tr>
<tr>
<td>83</td>
<td></td>
<td></td>
</tr>
<tr>
<td>88</td>
<td></td>
<td></td>
</tr>
<tr>
<td>90</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

RETURN TO

82          Lt. Reed


Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6623 (1938) FIELD NO. T-3

Massachusetts; Falmouth; Falmouth Heights to Nobska Point
Surveyed in July 1938, Scale 1:10,000
Instructions dated January 17, 1938 (GILBERT)

Plane Table Survey
Aluminum Mounted

Chief of Party - C. M. Thomas
Surveyed and inked by - J. P. Lushene
Reviewed by - J. A. McCormick, January 30, 1941
Inspected by - H. R. Edmonston

1. Junctions with Contemporary Surveys

Satisfactory junctions were effected with T-6622 (1938) on the west and T-6624 (1938) on the east.

2. Comparison with Prior Surveys

T-191 (1845), 1:10,000; T-289 (1846), 1:10,000;
T-1856 (1888-89), 1:5,000; T-1997 (1890-91), 1:10,000

Agreement of present and prior surveys is good. Pier
detail naturally differs somewhat and the entrance to
Falmouth Inner Harbor has been cut through since the
last previous survey. Otherwise, differences are of
very small extent. The present survey supersedes the
older surveys in the common area.

3. Comparison with Chart 249 (New Print of Aug. 20, 1940)

Chart 348 (New Print of Aug. 8, 1940)

Topography now charted in this area is from the present
survey.

4. Condition of Survey

Numbered stations in green are not mentioned in the
descriptive report but are points spotted by the field
party for the control of air photographs. Topographic
maps of this area are now in the process of compilation.

5. Compliance with Instructions for the Project

Satisfactory.

6. Additional Field Work Recommended

None.
7. Superseded Surveys

T-191 in part
T-289 "  "
T-1858 "  "
T-1997 "  "

Examined and approved:

Thos. Red
Chief, Section of Field Records

J. S. Borden
Chief, Division of Charts

Raymond H. Strong
Chief, Section of Topography

Chief, Division of Coastal Surveys