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<th>Field No.</th>
<th>A-1, A-2</th>
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<tbody>
<tr>
<td>Office No.</td>
<td>76387-3a, b</td>
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<tr>
<td>Type of Survey</td>
<td>Topographic</td>
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**LOCALITY**

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<th>State</th>
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<tr>
<td>General locality</td>
<td>Nantucket Sound</td>
</tr>
<tr>
<td>Locality</td>
<td>Bowen Pond to Poponnesset Beach</td>
</tr>
</tbody>
</table>

*Supplements to descriptive report are by W. F. Davis and were added to this report on June 21, 1943. 1942.*

**CHIEF OF PARTY**

John Bowie

**DATE**

April 1, 1943
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. A-1 & A-2

REGISTER NO. 387 a-b

State Massachusetts

General locality Nantucket Sound

Locality Bowen Pond to Popponesset Beach

Scale 1:10,000 Date of survey June 1942

Vessel L. V. GILBERT

Chief of party John Bowie, Jr.

Surveyed by L. G. Taylor

Inked by (A-1) L. G. Taylor (A-2) R. H. Rankall

Heights in feet above M.F. to ground to top of waves

Contour, Approximate contour, Form line interval 400 feet

Instructions dated Jan. 17, 1938, Junp. March 9, 1942, 19

Remarks: 
DESCRIPTIVE REPORT

to

Accompany Topographic Sheets A-1 and A-2

Nantucket Sound, Mass.

Motor Vessel GILBERT

John Bowie, Jr., Chief of Party

June 1942

AUTHORITY:

The work on these sheets was done in accordance with instructions dated January 17, 1938 and amended March 9, 1942.

LIMITS AND SCALE:

The area was surveyed on a scale of 1:10,000. Sheet A-1 extends from Bowen Pond Entrance at Lat. 41° 32.9', Long. 70° 33.7' to topographic station TIM at Lat. 41° 33.5', Long. 70° 28.6'.

Sheet A-2 extends from Lat. 41° 33.5', Long. 70° 28.6' to topographic station KID at Lat. 41° 35.1', Long. 70° 27.95'.

PURPOSE OF WORK:

The purpose of the survey was to locate control for hydrographic surveys and check the shoreline for changes caused by the 1938 hurricane. Break-throughs in the beach had been made at the entrance to Bowen Pond; the narrow strip of land between Bowen Pond and Waquoit Bay; and the sand spit at Poponcé Beach between Nantucket Sound and Poponcé Bay.

CONTROL:

The control consists of triangulation on M. A. 1927 datum. Three topographic stations MON, HIE, and DIL were recovered. Three triangulation stations BOWEN, 1934; SUCCONNESSET, 1934; and OYSTER HARBOUR TANK, 1934 were recovered. Topographic stations MON and HIE were plotted from the positions given on boat sheet 648. Topographic station DIL was plotted from position given by Advance Print, Topographic Map T-542, 1938. Three recoverable topographic stations HIE, ED and MASS, TRAVERSE STATEN, were established and are included with this report.
SURVEY METHODS:

Standard survey methods were followed. A topographic traverse, beginning at triangulation station BOWEN, was run along the beach to triangulation station SUCCONETSET. Topographic station HIE (located by the previous survey and recovered intact) was used as the junction point between Sheets A-1 and A-2.

The topography for Waquoit and Poponesset Bays was surveyed by a unit of the Launch FARS and is covered by the attached supplemental report.

Both sides of the standard aluminum mounted sheet were used for economic purposes.

RESULTS OF SURVEY:

The shoreline at the entrance to Bowen Pond had changed a little and the new shoreline reeded in.

The break-through between Bowen Pond and Waquoit Bay has filled in and agrees with the original shoreline. The same applies to the break-through in Poponesset Beach between Nantucket Sound and Poponesset Bay.

Sections of the traverse checked recovered stations as follows:

4 BOWEN to 0 MON: Check flat.

0 MON to 0 HIE: 12 meters, dist. 3.0 miles
Error Adjusted.
Adjusted position of 0 DIL checked the previous location perfectly.

0 HIE to 4 SUCCONETSET: 6 meters, dist. 1.5 miles
Error adjusted.

The high and low water lines were located during the traverse. No attempt was made to carry the topography inshore as the area has been covered by air-photography.

CHARACTER OF THE COUNTRY:

The entire shoreline is sandy beach. The bluff shown on the sheet varies in height from 10 feet to 40 feet and since it is bare of vegetation, may be seen from a considerable distance offshore. The elevations taken are shown in red ink on the sheet and indicate the height in feet of the bluff above MHW.
NEW FEATURES LOCATED:

The jetty on the west side of the entrance to Waquoit Bay has been extended as shown on the sheet.

A rock at Lat. 41° 33.7', Long. 70° 28.25', awash at MLW, was located. The location was verified by the hydrographer.

GEOGRAPHIC NAMES:

The names as given on Chart 1209 for this area agreed with those used by local residents. No new objects were named by the topographer.

STATISTICS:

<table>
<thead>
<tr>
<th>Sheet No.</th>
<th>Stat. Miles of Shoreline</th>
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<tbody>
<tr>
<td>A - 1</td>
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<td>A - 2</td>
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Respectfully submitted,

Lorne G. Taylor,
Deck Officer,
U.S.C. & G.S. MV GILBERT

Approved and forwarded:

John Bowie, Jr.,
Commanding Officer,
U.S.C. & G.S. MV GILBERT
Supplement to DESCRIPTIVE REPORT
Accompanying Topographic Sheet A-1

Authority: The work on this sheet was done under authority of the Director's Instructions dated January 17, amended March 9, 1942.

Scope: This work, carried out by a party from the Launch FARIS, consists of the graphic triangulation necessary for the hydrographic center in Waquoit Bay, Mass., within the approximate limits formed by parallels of Latitude 41° 33' and 41° 35' and meridians of Longitude 70° 31 and 70° 32'.

Control: The controlling signals upon which the triangulation is based are the topographic stations MON, JET, BAN, and ABE, all stations on the planable traverse between triangulation stations Bewen, 1924, and Squonk, 1934. (See Descriptive Report for Topographic Sheet A-1.)

General: The work was done in accordance with standard topographic procedure. The shoreline signals as plotted are in agreement with the shoreline traced on boat sheet 64-68, furnished by the Office, so that no further development of the shoreline was considered necessary.

Determination of station positions was, in all cases, by excellent intersections. The position of CHIM, the only recovered topographic signal in the bay, does not quite coincide with its plotted position on boat sheet 64-68, due possibly to distortion of the latter. Agreement satisfactory.

The topography of the bay seems substantially the same as that indicated on boat sheet 64-68, except for five long piers, located as shown on the topographic sheet, on the western shore of the bay.

Statistics: Area in square statute miles: 1.0 (Signals only—no shoreline)
Number of stations located: 21
Respectfully submitted,

Robert H. Randall, Jr., Ensign,
U.S. Coast and Geodetic Survey

Approved and forwarded,

William F. Deane
Lieutenant, C&GS
Commanding FARS
Supplement to DESCRIPTIVE REPORT
Accompanying Topographic Sheet A-2

Authority: The work on this sheet was done under authority of the Director's Instructions dated January 17, 1938, amended March 9, 1942.

Scope: This work, done by a party from the Launch FARIS, comprises the graphic triangulation necessary for hydrographic control in Peconic Bay, Mass., in the area roughly bounded by parallels of Latitude 41° 35' and 41° 36', and meridians of Longitude 70° 27' and 70° 28'.

Control: The control points for the graphic triangulation consisted of the three topographic stations, IN, HAP, and KID, as established by planetable traverse by a field party from the M. V. GILBERT. (See Descriptive Reports for Sheets A-1 and A-2, traverse from Sucknesset, 1934, to station KID, and Sheet B-1, traverse from station KID to station PAW.)

General: Standard procedure for planetable graphic triangulation was followed. The accepted stations are all the results of good intersections, and the position of the only recoverable station in the area, station GAS, agreed exactly with its plotted position on chart sheet 6169, furnished by the Office. The stations located near the HNL were in good agreement when transferred to the shoreline traced from chart sheet 6169 so that it was considered unnecessary to survey further the shoreline of Peconic Bay. The topography seems to have changed little as the result of the 1938 hurricane and the tree line and marsh growth as represented by the symbols on Topographic Map 5741 are still valid.

Statistics: Area, in square statute miles: 0.6 (Signals only—no shoreline)

Number of stations located: 13
Respectfully submitted,

Robert H. Randall, Jr., Ensign,
U.S. Coast and Geodetic Survey

Approved and forwarded,

William F. Deane
Lieutenant, C&GS
Commanding PARIS
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<td>Scusconnesset Pt.</td>
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Names underlined in red approved by L. Reck on 8/10/43
MEMORANDUM
IMMEDIATE ATTENTION

SURVEY DESCRIPTIVE REPORT
PHOTOSTAT OF

No. H T 887
No. T 6887 A-B

{ received
registered
verified
reviewed
approved

April 1, 1943
April 1, 1943

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.

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RETURN TO
82 R.W.Knox

[Signature]

[Stamp]
Massachusetts, Nantucket Sound, Bowen Pond
to Ponponesset Beach
Surveyed June 1942; Scale 1:10,000
Instructions dated January 17, 1938, and March 9, 1942

Plane Table Survey

Chief of Party - John Bowie, Jr.
Surveyed by - L. G. Taylor, R. H. Randall
Inked by - L. G. Taylor, R. H. Randall
Reviewed by - R. H. Carstens
Inspected by - H. R. Edmonston, August 14, 1943

1. Junctions with Contemporary Surveys
   A satisfactory junction was made with the high water
   line of T-5742 (1938) on the west and T-6886c (1942)
   on the northeast.

2. Comparison with Prior Surveys
   a. T-289 (1846)  1:10,000
      T-318 (1846)  1:10,000
      T-1997 (1890-91)  1:10,000
      T-1998 (1890-91)  1:10,000
      T-2039 (1890-91)  1:10,000

      The shoreline of the present survey differs in
      places by as much as 50-80 meters with that of
      earlier surveys. Considerable change has taken
      place at the entrance to Waquoit Bay where jetties
      have been built. The present survey should super-
      sede the older surveys within the common area.

   b. T-6624 (1938)  1:10,000
      T-5741 (1938)  1:10,000
      T-5742 (1938)  1:10,000

      The shoreline of the present survey was run for
      the purpose of delineating any changes that have
      taken place since these prior surveys were made.
      Changes in the high water line have taken place
at the entrance to Bowen Pond, between Bowen Pond and Waquoit Bay, at Poponesset Beach and in Waquoit Bay in Lat. 41°33.1', Long. 70°31.6'. At other places no changes were evident. New wharves have been located in Waquoit Bay and in Lat. 41°33.0', Long. 70°33.0'. The present survey is adequate to supersede these prior surveys with respect to the shoreline within the common area. The wharves in Waquoit Bay should supplement the features on the prior surveys.

3. **Comparison with Chart 1209 (Latest print date 5-8-43)**

The charted topography within the limits of the present survey originates with the previously mentioned surveys which need no further consideration.

4. **Condition of Survey**

Satisfactory.

5. **Compliance with Instructions for the Project**

Satisfactory.

6. **Additional Field Work Recommended**

None.

7. **Superseded Surveys**

T- 289 in part
T- 318 " "
T- 1997 " "
T- 1998 " "
T- 2039 " "
T- 5741 " "
T- 5742 " "
T- 6624 " "

Examined and approved:

Chief, Surveys Branch

Chief, Section of Hydrography

Chief, Division of Charts

Chief, Division of Coastal Surveys