

# 5771

Diag'd. on Diag, Ch. No. 1207-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey Planimetric

Field No. \_\_\_\_\_ Office No. T-5771

### LOCALITY

State Massachusetts

General locality Boston, Mass.

Locality Boston Harbor

194 2

CHIEF OF PARTY

L.W. Swansen

LIBRARY & ARCHIVES

DATE \_\_\_\_\_

8-1870-1 (1)



DATA RECORD T-5771  
PHOTOGRAPHS

NUMBERS	DATE	TIME	SCALE	ALTITUDE	STAGE OF TIDE*
2440-2445	7/17/38	8:45-10:00 AM	1:10,000	Unknown	1.5ft. above M.L.W.
2455-2459	7/17/38		1:10,000	Unknown	1.5ft above M.L.W.
2465-2470	7/17/38		1:10,000	Unknown	1.5ft above M.L.W.
2480-2485	7/17/38		1:10,000	Unknown	1.5ft above M.L.W.
2490-2495	7/17/38		1:10,000	Unknown	1.5ft above M.L.W.
2503-2506	7/17/38		1:10,000	Unknown	1.5ft above M.L.W.

\*Tide prediction table for Boston (Commonwealth Pier 5) Massachusetts, mean range 9.4 ft., spring range 10.9 ft.

Camera: U. S. Coast & Geodetic Survey nine lens camera.

Focal Length of 8-1/4 inches  
Negatives on file in Washington office

Single lens pictures covering a usable area of about 20% of this sheet were obtained from the Department of Agriculture. They were originally 1:24,000 scale but have been enlarged to a 1:10,000 scale and now measure 18 1/2 inches square. The time of day, stage of tide, altitude of plane, and the focal length of the lens are all unknown.

The numbers are: GS F 8 09 to GS F 8 13 taken Dec. 15, 1938  
GS F 8 127 to GS F 8 131 taken Dec. 15, 1938  
GS F 8 145 to GS F 8 146 taken Dec. 15, 1938

~~Additional photographs of Dec 15, 1938; July 14, 1944~~  
SUPPLEMENTAL SURVEYS

Graphic Control Surveys.....None  
Hydrographic Surveys.....None  
Field Inspection.....W. C. Russell, Sept., 1939  
Geographic Name Investigation.....H. C. Warwick, Mar., 1940

~~The details on T-5771 are of the date of the nine lens photographs.~~

GENERAL INFORMATION

Chief of Party.....L. W. Swanson  
Projection by.....Washington Office.....10/26/39  
Projection Checked by.....Washington Office.....10/27/39  
Control Plotted by.....L. W. Swanson & D. A. Jones.....12/26/39  
Control Checked by.....W. E. Schmidt & L. W. Swanson...1/4/40  
Radial Plot by.....W. E. Schmidt.....1/10/40  
Radial Points Pricked by.....W. C. Russell & W. E. Schmidt...1/6/40  
Additional Points by.....W. Van Loon.....9/23/41  
Shoreline Inked by.....W. E. Schmidt.....1/17/40  
Detail (smooth draft) Inked by...W. Van Loon & J. L. Rihn.....9/23/41\*  
Scale.....1:10,000 (No Scale Factor)

\* The original manuscript completed in 1941 was corrected 3 times from photographs of 1943, 1944 and 1944 before it was smooth drafted and printed  
Bgg



STATISTICS

Area (land).....28.0 sq. Statute Miles  
Shoreline (more than 200 meters from opposite shore)42.0 Statute Miles  
Shoreline (less than 200 meters from opposite shore)10.0 Statute Miles  
Roads, Streams, and Trails.....Metropolitan Area  
Railroads.....87.5 Statute Miles

Time required for detailing shoreline.....11 Working Days  
Time required for detailing interiors.....149.5 Working Days

REFERENCE STATION

Boston State House, cupola, 1934      Datum-North America, 1927(adjusted)

Latitude 42° 21' 29.036" (895.9m)  
Longitude 71° 03' 51.075" (1168.9m)

Massachusetts system of coordinates  $x = y$  *Mainland zone*

$x = 717,794.95$  ft.  
 $y = 495,176.96$  ft.



ADDITIONAL CONTROL ON T-5771 (Numbers in parentheses refer to numbered list on margin of published map.)

Mass. Geod. Survey:

Triangulation

37-Z	(25) Cambridge, Universalist Church Spire 1934
(45) 43-C	(29) White 1934
(43) 45-A	(37) Filene 1938
45-D	(46) Charlestown, West Stack 1934
(79) 84-AD	(47) Charlestown, East Stack 1934
84-EL	(48) Schrafft 1934
84-Z	(51) Charlestown, U.S. Gypsum Co Tank 1916
89-B	(B & M. R.R Co Tank)
89-R	(69) Boston Basic BM
115-B	<del>(87) Stack xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx</del> 1938
115-BA	(93) City Point 1939
115-BL	(95) Castle Island 1939
115-G	(100) Brigham 1933
(61) 131-H	
(63) 131-R	
(74) 132-D	
(72) 132-K	
(56) 132-R	
(60) 132-X	

U.S. Engineers:

132-M	1939
W-6	"
E-26	"
R-2	"

BENCH MARKS:

(30) MIT Special
(55) TBM 3 1916
(73) TBM 3 1939
(75) TBM 7 1922
(77) TBM 8 1922
(98) TBM 11 1939
(78) BM 481 (Summer St.)



DESCRIPTIVE REPORT  
TO ACCOMPANY  
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5771  
STATE OF MASSACHUSETTS  
BOSTON HARBOR-BOSTON

Date of this report

May 1, 1942

INSTRUCTIONS:

The topography on this sheet is part of Project 227-A, the instructions for which are dated August 15 and November 3, 1939.

CONTROL:

The control consists of 109 stations shown on this sheet by the triangulation symbol. The following is a list of the control and it's source:

U.S. COAST AND GEODETIC SURVEY

- 67 x Federal, (Mass.) 1933 (P.O.)
- ✓ Somer, (Mass.) 1933
- 64 x Nurse, 1934
- ✓ Airport, 1934
- 31 x Tech, 1934
- 2 x Governors Island 3, 1877
- 1 x Governors Island 4, 1934
- ✓ Hidge, 1934
- 17 x Cambridge Observatory (Mass.) 1851
- 96? City Point, Head House, 1934
- x Castle Island, light, 1934
- 94 x Castle Island, monument, 1934
- 101 x Roxbury, east tower, 1934
- 102 x Roxbury, west tower, 1934
- 99 x Roxbury, standpipe, 1934
- x A Spinwall Hill, tower, 1934 OFF SHEET
- ✓ Roxbury, Brigham, stack, 1934
- 27 x Cambridge, Electric Co., stack, 1934
- 8 x Chelsea, Naval, tank, 1934
- 18 x Harvard, Memorial tower, 1934
- x Charlestown, east stack, 1934
- 10 x Everett, Merrimac Chemical, stack, 1934
- 50 x Charlestown, Catholic Church, spire, 1934
- ✓ Charlestown, Bunker Hill, monument, 1846
- 65 x Boston State House, cupola, 1934 (same position as Boston State House, 1834)
- 46 x Charlestown, west stack, 1934
- 41 x Somerville, Ford, tank, 1934
- 44 x Somerville, B & M, stack, 1934

Numbers refer to control list on margin of published map  
✓ = On published map by name

96?



U.S. COAST AND GEODETIC SURVEY (CONTINUED)

- ~~62~~ North Station, tank, 1934
- ~~66~~ Park Street Church, spire, 1934
- ~~34~~ Cambridge, Lever, tank, 1934
- ~~35~~ Cambridge, Lever, south stack, 1934
- ~~36~~ Cambridge, Lever, north stack, 1934
- ~~32~~ Cambridge, Necco, stack, 1934
- ~~33~~ Cambridge, Necco, tank, 1934
- ~~24~~ Cambridge, City Hall, cupola, 1934
- ~~28~~ Cambridge, R. H. White, tank, 1934
- ~~✓~~ Allston, Harvard Business, cupola, 1934
- ~~23~~ Cambridge, Dunster House, cupola, 1934
- ~~12~~ Cambridge, Elliot House, cupola, 1934
- ~~24~~ Cambridge, Lowell House, cupola, 1934
- ~~19~~ Harvard Chapel, spire, 1934
- ~~108~~ Allston, B. & A., stack, 1934
- ~~103~~ Christian Science, Church, dome, 1934
- ~~70~~ Boston, United, flagstaff, 1934
- ~~4~~ East Boston, Boston and Albany Railroad, tank, 1916 — P
- ~~68~~ Customhouse, tower, 1916
- ~~✓~~ Airport, beacon, 1934
- ~~51~~ Charlestown, Boston and Maine Railroad, tank, 1916
- ~~✓~~ Roxbury, Baptist Church, spire, 1934
- ~~97~~ Dorchester, monument, 1916
- ~~82~~ Edison, stack no. 1, north, 1916
- ~~83~~ Edison, stack no. 2, middle, 1916
- ~~84~~ Edison, stack no. 3, south, 1916
- ~~85~~ Edison, stack no. 4, 1934
- ~~86~~ Edison, stack no. 5, 1934
- ~~88~~ Edison, small stack, 1934
- ~~89~~ Walworth, stack no. 1, 1934
- ~~90~~ Walworth, stack no. 2, 1934
- ~~91~~ Walworth, stack no. 3, 1934
- ~~92~~ Walworth, stack no. 4, 1934
- ~~53~~ Navy Yard, stack, 1926 — P
- ~~58~~ Boston, Edison Plant, Elevated, south stack, 1916
- ~~57~~ Boston, Edison Plant, Elevated, north stack, 1916
- ~~59~~ North Church, spire, 1934
- ~~38~~ Longfellow, tower no. 1, 1934
- ~~39~~ Longfellow, tower no. 2, 1934
- ~~40~~ Longfellow, tower no. 3, 1934
- ~~41~~ Longfellow, tower no. 4, 1934
- ~~42~~ East Cambridge, Courthouse, cupola, 1861
- ~~26~~ Cambridge, Baptist Church, spire, 1934
- ~~20~~ Cambridge, St. Paul's Catholic Church, tower, 1934



U.S. COAST AND GEODETIC SURVEY (CONTINUED)

- ~~104~~ Ritz-Carlton, beacon, 1934
- ~~107~~ Brookline, Audubon, spire, 1934
- ~~106~~ Brookline, Sears, flagstaff, 1934
- ~~81~~ Army, east stack, 1934
- ~~80~~ Army, west stack, 1934
- ~~49~~ Schreffft, stack, 1934
- ~~1~~ Brighton, Mills, stack, 1934 *Falls off detail of map*
- ~~7~~ Chelsea, Forbes Lithograph Co., stack, 1934
- ✓ Bird Island, beacon A, 1934
- ✓ Bird Island, beacon B, 1934
- ✓ Bird Island, beacon C, 1934
- ~~105~~ Hotel Kenmore, beacon, 1934
- ~~14~~ Cambridge, St. Johns Catholic Church, tower, 1934
- ~~52~~ Boston, Navy Yard, northeast radio mast, 1935
- ~~54~~ Boston, Navy Yard, southwest radio mast, 1935
- Brighton, WCOP, radio mast, 1935 *Falls off detail of map.*
- ~~15~~ Cambridge, Sears, flagstaff, 1934
- ~~16~~ Cambridge, Congregational Church, spire, 1934
- ~~13~~ Somerville, Unitarian Church, tower, 1934
- ~~12~~ Somerville, Saint Anne's Catholic Church, tower, 1934

MASSACHUSETTS GEODETIC SURVEY

- ~~37~~ Y *Falls off detail of map*
- ~~E~~ bhig II, 1936 *301*
- ✓ 37 AD ✓
- ✓ Magport, 1935 ✓

U.S. ENGINEERS

- Stone Monument "M"
- ✓ Pump Sub. ✓
- ✓ Merd ✓
- ✓ E-5 ✓
- ~~E-12~~
- ~~6~~ Church of Redeemer ✓
- ~~5~~ Assumption Church ✓
- ~~71~~ F-6 ✓
- ✓ E-28 ✓
- ✓ E-30 ✓
- Pond *deleted*
- ✓ E-23 ✓
- ✓ E-24 *pg 21*



RADIAL PLOT:

*mass geodetic survey*

The M.G.S. stations were plotted from the grid projection lines. None of the single lens photographs were used, and the radial plot was established on this sheet, independent of adjoining sheets.

Most of the nine lens pictures used for cutting prints on this sheet showed evidence of either twist of the center chamber in respect with the wings, or a small amount of tilt; therefore, when center chamber cuts would not "hold", they were disregarded as more than a sufficient number of wing cuts were obtainable.

SCALE:

The scale of this sheet is 1:10,000. There is no scale factor.

DETAILING:

Some of the single lens photographs were used in detailing. The city and town maps were very helpful in detailing by indicating the possible existence of streets and alleys not easily recognized on the photographs.

All rocks awash, identified by field inspection or identified with certainty on two or more photographs, were shown by the rock awash symbol with dotted circle. In rock clusters, the rocks were shown without the dotted circle. Shoal areas are outlined with a dashed line. The customary symbols for wrecks are used.

The boundaries of all parks, cemeteries, and playgrounds, unless along a street, are shown by a short dashed line. Because of the innumeral and complicated system of tracks in railroad yards, the railroad tracks have been symbolized. Only the boundaries (dot dash lines) of the Army Base and the two Navy Yards are shown. The limits of quarries are shown with a dashed line and labeled "Quarry".

The width of the bridges of underpasses and overpasses have been exaggerated. The dual highways are not exaggerated in any way.

In the City of Boston, the tax maps compiled by the W.P.A. for the City Planning Board was used for the names and location of parks, playgrounds, hospitals,



colleges, prisons, bridges, universities, etc., and the location of other public buildings, churches, and institutions. Outside the City of Boston, the official town or city maps were used.

Some of the abbreviations found on the map drawing but not given on the Nautical Chart Symbols and Abbreviations (1941) are:

C.	-Cultivated
P.S.	-Police Station
F.S.	-Fire Engine Station
H.U.	-Health Unit
R.R.	-Railroad
T.H.	-Town Hall or City Hall
Rt.	-Route
Co.	-County
Pk.	-Park
Sq.	-Square
Ct.	-Court
El.	-Elevated or Elevated Railroad
Lib.	-Library
Sub.	-Subway
Mon.	-Monument
Hts.	-Heights
Col.	-College
Res.	-Reservation
Dist.	-District
Plyd.	-Playground
Inst.	-Institution, Home, Convent, Asylum, etc.
Mass.	-Massachusetts
Pkwy.	-Parkway
Blhd	-Bulkhead
Comm.	-Commonwealth
Pump Sta.	-Pumping Station

All public buildings and all shoreline buildings have been shown. All large or prominent industrial and commercial buildings have also been shown. All prominent tanks and stacks have been shown.

The stereoscope was used to examine all drainage on this sheet. The customary symbols for topography were used.

#### CITY AND TOWN MAPS:

A sufficient number of streets and roads have been named on this map drawing to tie in the following town and city maps:

Cambridge	Everett
Somerville	Chelsea
Brookline	



CITY AND TOWN MAPS (CONTINUED)

Tax maps of the City of Boston:

C-4	C-37
C-5	C-45
C-19	C-50
C-20	C-51
C-23	C-83
C-32	C-84
C-94	C-133

C-166

COMPARISON WITH PREVIOUS SURVEYS:

Map Drawing T-2197 (1894-1895) 1:10,000

1. A large fill has been made on the western shore of Old Harbor and is now known as Columbus Park. The northern shore has been filled an average of 40 meters.
2. North of the roadway to Castle I, a huge fill has been made extending 350 meters northward to a new bulkhead. New docks, buildings, roads, etc., have also been built in this locality.
3. At the end of the bay, west of Reserved Channel, many of the old docks are gone. North of Reserved Channel, much of the area has been filled in, docks and buildings constructed, railroad tracks laid, etc. Most of this area is now occupied by the U.S. Army and Navy.
4. In the Fort Pt. Channel, a new bridge has been constructed at Northern Ave, and one further south, demolished. The railroad bridge has been reconstructed and relocated. The southern end of this waterway has been considerably filled. The water area on this survey is shown as extending at least 500 meters south of Southampton St. and 550 meters from shore to shore. Today, the shore is 420 to 960 meters north of Southampton St.
5. The docks, work buildings, etc. around East Boston, Charlestown, and Central Boston have remained essentially the same.
6. On the Charles River, the Weeks Foot Bridge, the Longfellow Highway Bridge, a new railroad bridge, and the Charles River Dam have been constructed. The Charles River Embankment extends the shore



Map Drawing T-2197 (1894-1895) continued

about 70 meters northward. These are two large fills on both sides of the new dam at the northern shore. A railroad bridge near this dam has been demolished. Otherwise, the shore of the Charles River is essentially the same.

7. The shoreline of the Back Bay Fens has changed both in shape and location. The biggest shift is 170 meters.
8. The area now occupied by the Boston Airport, and the land 550 meters west of it was formerly water and mud flats.

Map Drawing T-2190 (1890) 1:10,000

1. On Chelsea Creek, the Revere Rubber Works is now in ruins. About 500 meters south, a 100 meter fill has been made. The bridge at Chelsea Street has been reconstructed and relocated. There are many new docks on the northern shore of Chelsea Creek.
2. The shores of Island End River have changed very little but most of the ponds and inlets on both sides have been filled.
3. There are more and bigger fills along the Mystic River than any other stream in this locality. The northern shore fills extend the shoreline as much as 300 meters; the southern shore as much as 180 meters. The Malden Bridge has been rebuilt, and a new railroad bridge built alongside it. The small ponds nearby have all been filled. Of course, there are many new docks and buildings.

Map Drawing T-3767 (1919) 1:10,000

1. The bridge at Central Ave. has been rebuilt and relocated. About 700 meters north on the western shore, large fills have been made, extending an average of 100 meters into Chelsea Creek.
2. The extension of Chelsea Creek beyond the tracks of the Boston & Maine R.R. has all been filled. Oil tanks and race tracks have been built in this area.
3. It is impossible to match the inshore detail of the western and eastern shores of Chelsea Creek at the same time. The difference is about 22 meters.



Chart 248 (1938)

1. One of the most noticeable changes that has occurred since the compilation of this chart is the many small areas that have been filled. The Boston Airport area has been filled up to the bulkheads; a fairly large fill has been made just west of the Malden Bridge; two areas just west of the Charles River Dam have been filled; about half a dozen small areas south of Reserved Channel have been filled; and numerous small ponds near the Mystic River and Island End River have been filled.
2. A new bridge over the Chelsea Creek at Chelsea St. has been built and the old one demolished. About 400 meters west of Meridian St. Bridge, some new dock construction has been made\*, but since it did not show on the photographs, it was not shown on this map drawing T-5771. There are two new large buildings near the southern approach to the Wellington Bridge. The shoreline in the Back Bay Fens has shifted somewhat; the greatest shift is 60 meters. A bulkhead north of Castle I has been removed, and the water inundated the land as far inland as 230 meters.
3. The street systems will not match exactly but are in fair agreement. The greatest disagreement is about 20 meters.

See note on "Changes in Piers, Boston Harbor" in the Field Inspection Report by W. C. Russell.

Chart 246 (1936)

1. The smaller scale of this chart made it more difficult to make an exact comparison. As far as could be ascertained, the differences are the same for this chart as for chart 248.

HYDROGRAPHIC SIGNALS:

A number of natural objects have been located on this sheet for use as hydrographic signals. These objects are shown by black circles 1.5 mm. in diameter.  
2.5 mm. (Changed during review)

RECOVERABLE TOPOGRAPHIC STATIONS:

Eight of these stations are shown on this sheet by black circles 2.5 mm. in diameter. Form No. 524 for these stations are submitted.

*Nos. 3, 9, 74, 87, 109, 110 listed on margin of published map.  
Stack, red brick  
Stack, yellow brick*

*\* Added in red ink in Washington office from later photographs.*

*Filed under T-5771*



LANDMARKS:

Form 567 was submitted March 27, 1940 to the Washington Office having seven landmarks falling within the area of this. One additional landmark should be charted for this area. Form 567 for this landmark will be found in the appendix.

JUNCTIONS:

Good junctions were made with T-5770 on the north, T-5774 on the east, and T-5772 on the south. Minor corrections to be made on the adjoining map drawings are noted in the margins.

GEOGRAPHIC NAMES:

Geographic names for this area will be found both on the map drawing and also on the overlay. They are listed on Form 234 in the appendix.

COAST PILOT AND BRIDGE INFORMATION:

Corrections were made in duplicate on pages of the Coast Pilot Atlantic Coast, Section A, 1933, and were forwarded to Washington Office on February 9, 1940.

Bridge information has been forwarded to the Coast Pilot Section, Washington Office.

REMARKS:

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

The probable error is not greater than five meters for well defined objects along the waterfront. The error of other details is not greater than ten meters.

Respectfully Submitted,

*Jack L. Rihn*

Jack L. Rihn

Principal Photogrammetric Aid  
(Field)

Forwarded Approved: The revisions shown in red on the above survey are the result of 9 lens photography 4, 23, 1943 and applied 6-26-43. These revisions were made in the office without field verification. They are primarily for nautical chart purposes apply mainly to the shoreline

L. W. Swanson  
Chief of Party

Inspected by L. O. Evans. by Louise Hall.



May 1, 1942

I recommend that the following objects which have (~~been~~~~been~~) been inspected from seaward to determine their value as landmarks, be charted on (~~2201123~~~~2201123~~) the charts indicated.

The positions given have been checked after listing.

**L. W. Swanson**

Chief of Party.

[illegible]



September 9, 1944

MEMORANDUM

To: Chief, Nautical Chart Branch

Subject: Corrections to planimetric maps - Boston Harbor

Planimetric map manuscripts T-5771, T-5772, T-5774, T-5775, and T-5776 recently have been revised from new single lens photographs taken June 8 and June 9, 1944.

These manuscripts previously have been applied to the charts, but the revisions are shown in red and are readily apparent. The new photographs were taken at the +0.2 to -1.5 feet tide, and the revisions include low water line and apparent shoal areas outside of low water line. While the low water line as shown in red is subject to some error due to the minus tide, it can be accepted as a good approximation. On the other hand, all details outside of the low water line, such as shoal areas, etc., are subject to verification and correction by the hydrographic party. Attached is a copy of a letter to the Supervisor, Northeastern District regarding field edit of these revisions.

Details outside of the low water line are considered as information for the hydrography and will not be carried forward on the finished maps. An ozalid print of each of the revised manuscripts showing the shoal areas, etc. will be registered with the completed planimetric maps until the hydrographic surveys have been verified and reviewed.

B. G. Jones

B. G. Jones



September 9, 1944

To: Supervisor, Northeastern District  
U. S. Coast and Geodetic Survey  
Tenth Floor, Customhouse  
Boston 9, Massachusetts

From: The Director  
U. S. Coast and Geodetic Survey

Subject: Revision of planimetric maps - Boston Harbor

Reference: Letter from this office dated August 16, 1944, entitled Project GS-246-Boston Harbor

Planimetric maps T-5771, T-5772, T-5774, T-5775, and T-5776 recently have been revised from the single-lens photographs taken June 8 and June 9, 1944. The stage of the tide when these photographs were taken was from +0.2 feet to -1.5 feet. The Army photographs taken in April, 1944, and furnished by your office were also used to a limited extent for pier line corrections.

The revisions have included low water line and apparent rocks and shoals outside of the low water line. Two solid prints of each of the revised planimetric maps have been forwarded to you.

Rocks and shoals outside of the low water line have been delineated for use of the hydrographic party. These details are subject to verification and correction during the progress of the hydrography. They will be charted from the completed hydrographic surveys and will not be shown on the finished planimetric maps.

The low water line as delineated on the planimetric maps is subject to some error due to the minus tide, but in general should be a close approximation. This line



is also subject to revision by the hydrography, but will be used in charting, pending completion of the hydrographic surveys, and will be shown on the planimetric maps.

On one set of the oxalid prints forwarded to you notes have been underscored in green requesting field inspection of certain details. These include possible run-ins of piers and also include certain uncharted areas. Please endeavor to inspect these areas, make necessary notes on one set of the oxalid prints, and return them to this office as soon as practicable.

It is thought that the copies of the revised planimetric maps will suffice, but prints of the low water line photographs will be furnished if requested.

Director



820  
POST-OFFICE ADDRESS: Room 1278, Hudson Terminal Bldg.  
New York, New York

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

October 17, 1944

To: The Director  
U. S. Coast and Geodetic Survey  
Washington 25, D. C.

From: Wilbur R. Porter, Lieut. Comdr.  
U. S. Coast and Geodetic Survey

Subject: Revision of planimetric maps - Boston Harbor

Reference: 826 - ycr

Areas underscored in green on the enclosed ozalid print have been inspected and each is reported upon as follows:

1. Piers shown at Lat.  $42^{\circ} - 19.8'$  and Long.  $71^{\circ} - 01.7'$  are floats maintained by the Boston yacht club from May 1 to October 20 and removed during the balance of the year.

2. Piers in question in Lat.  $42^{\circ} - 22.1'$  and Long.  $71^{\circ} - 03.2'$  are in ruins.

3. Piers in Lat.  $42^{\circ} - 22.3'$  and Long.  $71^{\circ} - 03.5'$  are in ruins.

4. The pier in slip in Lat.  $42^{\circ} - 22.9'$  and Long.  $71^{\circ} - 03.0'$  has been completely removed and the slip dredged. Prints are enclosed for the railroad docks.

5. (a) The pier at Lat.  $42^{\circ} - 23.1'$  and Long.  $71^{\circ} - 02.1'$  is a fuel pier with dolphins off the face of it and is in good repair.

(b) The pier in Lat.  $42^{\circ} - 23.1'$  and Long.  $71^{\circ} - 01.9'$





POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

X' is a privately owned pier and is in poor condition.

(c) Piers in Lat.  $42^{\circ} - 23.1'$  and Long.  $71^{\circ} - 01.8'$   
are in ruins.

6. The docks in question in Lat.  $42^{\circ} - 23.5'$  and  
Long.  $71^{\circ} - 01.2'$  is the fire - charred ruins of a railroad dock and  
is unserviceable. Abandoned spur to it is indicated on the enclosed  
ozalid print.

7. This is a log storage for the adjacent lumber  
yard.

Respectfully submitted,

*Wilbur R. Porter*

Wilbur R. Porter  
In Charge, Launch FARIS

WRP/wcm





## GEOGRAPHIC NAMES

Survey No. T-5771

Name on Survey	On Chart 246, 36 No. 248, 38		On previous survey No. T-2190		On U. S. quadrangle Maps (1903)		From local information		On local Maps		P. O. Guide or Map		Rand McNally Atlas 1941 Edition		U. S. Light List	
	A,	B,	C,	D	E	F	G	H	K							
✓ <u>Somerville</u>	X	X	X	X		a b c d e f i k m o p	X									1
✓ <u>Everett</u>		X	X	X		b c e f g i k m o p	X	X								2
✓ <u>Chelsea</u>	X	X	X	X	8	a b c f g i k m o p	X									3
✓ <u>Cambridge</u>	X	X	X	X		a b c d e h i k m o p	X									4
✓ <u>Brookline</u>				X		a b c d h i k m p	X									5
✓ <u>Leverett Pond</u>						h m	X									6
✓ <u>Charlestown</u>	X	X	X	X		a b c g i k m o p	X									7
✓ <u>East Boston</u>	X	X	X	X		a b c g i k m o p	X									8
✓ <u>Boston</u>	X					a b c d e f h k m o p	X	X								9
✓ <u>South Boston</u>	X	X		X		a b c k m o p	X									10
✓ <u>Roxbury</u>	X	X				a b c i k m p	X									11
✓ <u>Old Harbor</u>	X			X	6,8	b c o p	X	X								12
✓ <u>Pleasure Bay</u>	X	X			6,7,8	b k o	X	X								13
✓ <u>Reserved Channel</u>	X	X			7,8	a i o										14
✓ <u>Fort Point Channel</u>	X	X			20,21	a, b i k o p										15
✓ <u>Charles River</u>	X	X		X	7	a, b c d h i k m p	X									16
✓ <u>Muddy River</u>		X			6,7	k										17
✓ <u>The Back Bay Fens</u>		X		*	6,7	a i p	*									18
✓ <u>Millers River</u>	X	X				e o										19
✓ <u>Mystic River</u>	X	X	X	X	17	b c e f g k m o p	X	X								20
✓ <u>Island End River</u>	X	X	X	X	8	b f g k o	X	X								21
✓ <u>Chelsea <del>Break</del> River</u>	*	*	*	X	8,17,18 20,21	a b c g i k m o p	X	*								22
✓ <u>Allston</u>				X	8,20,21	a b k m p	X									23
✓ <u>Breeds Island</u>	X	X	X		7,8,20 21	b g o		X								24
✓ <u>Noddle I. Flats</u>	X				8,20,21			X								25
✓ <u>Jeffries Pt.</u>					8,20,21											26
✓ <u>Governors I.</u>	X	X		X	8	a, b, c i m o p	X	X								27
✓ <u>Governors I. Flats</u>	X				8,20,21			X								M 234



	Remarks	Decisions
1		423710 U.S.G.B.
2		424710
3		423710
4		" U.S.G.B.
5		423711
6		423710
7		423710
8		"
9		423711 U.S.G.B.
10		423710
11		"
12		"
13		"
14		"
15		"
16		423710
17		423711
18	* i Back Bay Fens p	423710
19		"
20		423710
21		"
22	* b Chelsea River k Shown both ways - River & Creek m U.S.G. decision - River	423710 Pending with U.S.G.B.
23		423711
24		423710
25		"
26		"
27		423710 423709

for And in?

OK to apply Chelsea Creek

where?



## GEOGRAPHIC NAMES

Survey No. T-5771

Name on Survey	GEOGRAPHIC NAMES									
	Survey No. T-5771									
	On Chart No. 246, 36 No. 248, 1938									
	On previous survey No.									
	On U. S. quadrangle Maps (1903)									
	From local information									
	On local Maps									
	P. O. Guide or Map									
	Rand McNally Atlas									
	U. S. Light List									
	A.	B.	C.	D.	E.	F.	G.	H.	K.	
Bird I Flats	X	X		7						1
Ft. Independence	X	X	X	6,7	b m p		X			2
Castle Island	X	X	X	6,7	a b c i k m o p					3
City Point	X	X	X	7,8	b					4
Navy Yard	X	X	X	6,8,20, 21	b, c k o p	i	*			5
Navy Yard Annex No. 1	X	X		7,8	a o					6
Boston Army Base				7,20,21	a i k o					7
North Station	X	X		6,8	a b c i k o p					8
South Station	X	X		20,21	a, b c k m o p					9
Boston Airport	X	X		7,8	a c i k p		*			10
Larz Anderson Bridge				8,20,21	a d k p					11
Weeks Bridge				7,8	a d k p					12
Western Ave. Bridge				8,20,21	a d p					13
River St. Bridge				8,20, 21	a d p					14
Cottage Farm Bridge		X		6,8,20, 21	c d h k p					15
Harvard Bridge		X		6,7,20, 21	b c d k p					16
Longfellow Bridge		X		7,20,21	a c d i k o p					17
Craigie Bridge				7,8,20						18
Warren Bridge		X		6,7,8,20, 21	a c i k o p					19
Charlestown Bridge		X		6,8,20, 21	a c i k o p					20
Wellington Bridge				8,17,18	c					21
Malden Bridge		X	X	6,17	c i k o					22
Chelsea Bridge		X		8,20,21	c g k o			*		23
Charles River Dam		X		6,21	a d i k o p					24
Little Mystic Channel										25
Walden Park										26
Thomas Park										27

World War Memorial Park



	Remarks	Decisions
1		423 710
2		423 710
3		423 710
4		"
5	b c i U.S. Navy Yard k o p*	"
6	a-Dry Docks Pier Navy Dept. o-U.S. Navy South Boston Dry Dock	"
7	a-U.S. Army Supply Base, i k U.S. Army Base o-Boston Army Supply Base	
8	b-Union Station	423 70
9	b-South Terminal	"
10	*Boston Municipal Airport & Seaplane Port	423 710
11		"
12	a-Anderson Bridge	"
13	a-Weeks Memorial Bridge, c p John Weeks Bridge	"
14		"
15	a-Cambridge St. Bridge	"
16		"
17	a d-Cambridge Bridge 7,20,21 West Boston Bridge o	"
18		"
19		"
20		"
21		"
22		"
23	g-Chelsea St. Bridge	"
24	21-Charles Gate Dam	423 710
25		423 710 U.S.G.B.
26		423 710
27		"



## GEOGRAPHIC NAMES

Survey No. T-5771

GEOGRAPHIC NAMES		Survey No. T-5771									
Name on Survey	On Chart No. 246, 136 248, 138 On previous survey No. T-2190 On U. S. quadrangle Maps (1903) From local information On local Maps P. O. Guide or Map Rand McNally Atlas U. S. Light List										
	A	B	C	D	E	F	G	H	K		
Ft. Winthrop	X	X		X	g	m		X		1	
Broad Canal		X				d o p				2	
Dover St. Canal Bridge	X					a				3	
L St. Canal	X					g o				4	
Meridian St. Canal						a o				5	
Northern Ave Canal						a				6	
Summer St. Canal						a				7	
Fort Pt. Channel Canal						a				8	
Congress St. Canal Bridge						a				9	
Broadway Canal						a				10	
Lechmere Canal						d o p				11	
South Channel						a o *				12	
a, Planning Board, City of Boston (1934)										13	
b, Map by Parks Division, Metropolitan Dist. (1934)										14	
c, Division of Metropolitan Planning, Commonwealth of Mass. (1938)										15	
d City of Cambridge, Map, 1938										16	
e City of Somerville Map, 1937										17	
f City of Everett										18	
g City of Chelsea, 1927										19	
h Town of Brookline, 1936										20	
i Planning Board, City of Boston, 1932										21	
k City & Town Maps, Mass Geodetic Survey, 1938										22	
m Map of Middlesex Co. Walker Lithograph & Publishing Co. (1939)										23	
o Boston River Harbor Dept. Public Works of Mass. (1923)										24	
p Boston & Vicinity, Socony-Vacuum Oil Co. Inc. (1939)										25	
										26	
										27	

See Little Mystic ch. p. 2

M 234



	Remarks	Decisions
1		423 710
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		423 710
12	a-South Channel Mystic River * (Bridge List)	
13		
14	(6) Arnold G. Carey 84 South Border Rd., Medford, Mass.	Civil Engineer
15		
16	(7) Charles F. Johnson 46 Upland Rd., Stoneham, Mass.	M.D.C. Police Life in local knowledge
17		
18	(8) R. J. McKelleget 29 Ware St., Cambridge Mass.	Banker 30 years local knowledge
19		
20	(17) Walter Mason 12 Cleveland St., Malden, Mass.	20 years local knowledge
21		
22	(18) Forrest S. Balcomb 90 Salem St., Malden, Mass.	30 years local knowledge
23		
24	(20) George H. Peirce City Hall, Everett, Mass.	55 years local knowledge
25		
26	(21) Joseph F. Kelly City Hall, Everett Mass.	
27		
M 234		

Apparently  
Cana  
instead  
of Bridge  
Should  
be Bridge



	Remarks	Decisions
1		423710
2	Upper Charles River above dam	"
3		"
4	May be off limits of sheet	"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13	Upper Charles River above dam	"
14	For title	
15		
16		
17		
18		
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22		
23		
24		
25		
26		
27		



# GEOGRAPHIC NAMES

Survey No. T-5771

Sheet No. 4

Name on Survey

	A, On Chart No.	B, On previous survey No.	C, On U. S. quadrangle Maps	D, From local information	E, On local Maps	F, P. O. Guide or Map	G, Rand McNally Atlas	H, U. S. Light List	K	
✓ <u>Columbus Park</u>										1
✓ <u>Union Boat Club</u>										2
? <u>East Boston Yacht Club</u>										3
? <u>Orient Heights Yacht Club</u>										4
? <u>Chelsea Yacht Club</u>										5
✓ <u>Jeffries Yacht Club</u>										6
✓ <u>South Boston Yacht Club</u>										7
X <u>Puritan Boat Club</u>										8
X <u>Columbia Yacht Club</u>										9
<u>Bunker Hill Yacht Club</u>										10
<u>Boston Yacht Club</u>										11
<u>Peninsula Yacht Club</u>										12
<u>Charles River Yacht Club</u>										13
✓ <u>Boston Inner Harbor</u>										14
✓ <u>New York, New Haven and Hartford</u>										15
<u>Boston and Maine</u>										16
<u>Boston and Albany</u>										17
<u>Foss Park</u>										18
<u>U.S. 1, 3, 20</u>										19
<u>State C1, 2, 2A, 3, 9A, C9,</u>										20
<u>28, C28, C37, 38, 30, 138, C 138</u>										21
✓ <u>Boston Common</u>										22
✓ <u>Soldiers Field</u>										23
✓ <u>Harvard University</u>										24
✓ <u>Mass. Inst. of Technology</u>										25
✓ <u>Fenway Park</u>										26
✓ <u>Braves Field</u>										27

Names underlined in red approved

by L. Heck on 8/8/41

N.B. further check  
needed when sheet  
is in final form



# GEOGRAPHIC NAMES

Survey No. T-5771

GEOGRAPHIC NAMES											
Survey No. T-5771											
5	Name on Survey	A	B	C	D	E	F	G	H	K	
	Suffolk Downs Race Track										1
	Riverway Park										2
											3
											4
											5
											6
											7
											8
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											25
											26
											27

Final check

Names uncorrected in red ink

by L. Heck in 2/21/46

M 234

Final check

Records unadjusted in red ink  
by L. Heck in 2/21/46



## Review of Planimetric Map T-5771

November 1944

Subject headings not used in this report have been adequately covered in the descriptive report.

### Control

Additional triangulation stations have been added to the map manuscript. Due to the great number of stations in the area, only selected stations have been plotted.

### Corrections to the Manuscript

The manuscript for T-5771 was corrected on several occasions between the original compilation in 1941 and the final printing:

Corrections were first made in 1943 from nine-lens photographs of 4-23-43.

The manuscript was again corrected and revised in 1944 from single-lens photographs taken 10-16-43.

The manuscript was further revised from single-lens photographs of June 8 and 9, 1944, and July 14, 1944.

The corrections and revisions applied to buildings, piers, shoreline, and roads. All were made in red ink, except those from single-lens photographs of 10-43 which were applied in blue. The revisions were made in the Washington Office without field inspection. These revisions are discussed in some detail in a memorandum and letter preceding this review.

### Comparison with Nautical Charts

Revisions to the manuscript were reported to the Nautical Chart Branch in a memorandum of September 9, 1944.



Reviewed by:

W. W. St. John  
W. W. St. John 11/8/44 *K.H.M.*

Approved by:

B. J. Gores 3/49  
Technical Asst. to Chief,  
Division of Photogrammetry

K. T. Adams  
Chief, Division of Photo-  
grammetry

Under the direction of:

D. H. Benson  
D. H. Benson, Chief *K.H.M.*  
Review Section

H. C. Edmonson  
Chief, Nautical Chart Branch  
Division of Charts

W. M. Seife  
Chief, Division of Coastal  
Surveys