

5774

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

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic

Field No. .... Office No. T-5774

LOCALITY

State Massachusetts

General locality Boston Harbor - Broad Sound

Locality Deer Island, Winthrop, Revere

194 1

CHIEF OF PARTY

L. W. Swanson

LIBRARY & ARCHIVES

DATE .....

B-1870-1 (1)

5774

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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-5774

REGISTER NO.

State Massachusetts

General locality Boston Harbor--Broad Bay

Locality Deer Island, Winthrop, Revere.

Scale 1:10,000 Date of Photographs July 17, 1938

////// Air Photographic Party No. 2.

Chief of party L. W. Swanson

Surveyed by Field Inspection by E. L. Jones, Sept. - Nov. 1939  
Shoreline--A. L. Wardwell

Inked by Detail-----Joe N. Henningsen

Heights in feet above \_\_\_\_\_ to ground to tops of trees

Contour, Approximate contour, Form line interval \_\_\_\_\_ feet

Instructions dated August 15 and Nov. 3, 1939

Remarks: \_\_\_\_\_

ADDITION TO THE DATA RECORD - T-5774

T-5774 was received in the Washington Office in August 1941, but the review and smooth drafting was delayed because of war mapping work until 1945.

During the interim, new single-lens photographs were taken in this area and the manuscript was revised in red ink to bring it up to the date of the new photographs, as listed below:

U.S.C. & G.S. - Single-lens - Scale 1:10,000

Numbers	Date	Time	Stage of Tide
1800 - 1846 incl.	6-8-44	6:15	M.L.W.
1847 - 1878 "	6-8-44	6:30	M.L.W.
2032 - 2037 "	6-9-44	7:15	M.L.W.
2055 - 2057 "	6-9-44	7:45	M.L.W.

U. S. Army - Single-lens - Scale 1:10,000

135 - 148 incl. 4-29-44 1-3 P.M.

GSF 13 - 05 to GSF 13 - 07 12-16-38 Single-Lens

The additions in red were applied to the manuscript in September 1944 and were reported to the Nautical Chart Section at that time in accordance with letters attached in the back of this report. See also the review under the heading "Comparison with Contemporary Hydrographic Surveys."

B. G. Jones  
Technical Assistant to the  
Chief, Div. of Photogrammetry

June 25, 1946



DATA RECORD T-5774PHOTOGRAPHS

<u>Numbers</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Altitude</u>	<u>Stage of Tides*</u>
2505-2507	7-17-38	8:45 to	1:10,000		About 1.0 ft. above M.L.W.
2509-2513	"	10:00 A. M.	"		"
2524-2526	"	"	"		"
2545-2548	"	"	"		"

\* Tide from prediction tables for Rainsford Island, Nantasket Roads, Mass.

Camera:-----U. S. Coast and Geodetic Survey nine lens camera.

Focal Length  $8\frac{1}{2}$  inches.

Negatives on file in Washington Office.

SUPPLEMENTAL SURVEYS

Graphic Control Sheets.....None.  
 Field Inspection.....W. G. Russell & E. L. Jones.....~~Feb.~~ & Sept.-Nov., 1940.  
 Name Investigation.....E. L. Jones.....Sept.-Nov., 1939.  
 Hydrographic Surveys.....None.

GENERAL INFORMATION

Chief of Party.....L. W. Swanson.  
 Projection by.....Washington Office, Rule Machine.....Oct. 27, 1939.  
 Projection checked by.....Washington Office.....Oct. 27, 1939.  
 Control Plotted by...A. L. Wardwell & R. A. Gilmore.....Dec. 22, 1939.  
 Control Checked by..I. M. Zeskind, L. W. Swanson & R. A. Gilmore.....Dec. 29, 1939.  
 Radial plot made by.....A. L. Wardwell.....Jan. 8, 1940.  
 Radial points pricked by .....A. L. Wardwell.....Jan., 1940.  
 Shoreline Inked by.....A. L. Wardwell.....Feb., 1940.  
 Detail inked by (rough draft).....Joe N. Henningsen.....July, 1941.  
 Scale.....No scale factor.....1:10,000.

STATISTICS

Area land.....5.0 sq. stat. miles..  
 Shoreline (more than 200 meters from opp. shore).....16.0 " "  
 Shoreline (less than 200 meters from opp. shore).....2.5 " "  
 Time required for detailing interior.....11.7 days..  
 Time required for ~~inking~~ shoreline.....17.0 "  
 Streets, streams, roads and trails.....51.3 stat. miles..  
 Railroads.....5.6 " "

REFERENCE STATION

Banks, 1934

Datum North America 1927 Adj.

Latitude:----- 42° 23' <sup>02.144"</sup> 66.2 m.

Longitude:----- 70° 58' <sup>52.137"</sup> 1192.7 m.

X Coordinate: 740181.63'  
 Y Coordinate: 504727.51'

Mass., (Mainland Zone)



DESCRIPTIVE REPORT  
to accompany  
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5774  
STATE OF MASSACHUSETTS  
BOSTON HARBOR--BROAD SOUND--WINTHROP

Date of this report.....July 31, 1941.

INSTRUCTIONS:

This map drawing is a part of project HT-227, dated September 28, 1938. For authority to detail this sheet rough draft, see the Director's letter of February 2, 1940.

FIELD INSPECTION:

Field inspection and investigation of names of this sheet were made by Edmund L. Jones, Jr. H. & G. E.; and W. C. Russell, Jr. H. & G. E. from September 8 to November 1, 1939.

26 CONTROL:

The following is a list of control and its sources:

U. S. C. & G. S.

- ✓ *Revere Beach Bath House Cupola, 1919 (listed in D. Rep. T-5773)*
- ✓ Revere, Spanish Gables, Cupola, 1919; r. 1934 *(Crescent Beach Landis Ballroom.)*
- ✓ Heath N. W. radio mast, 1934
- ✓ Heath N. E. radio mast, 1934
- ✓ Heath S. E. radio mast, 1934
- ✓ Grovers, 1934
- ✓ Banks, 1934
- ✓ Winthrop Catholic Church Tower, 1934
- ✓ Winthrop Baptist Church Spire, 1934
- ✓ Winthrop Town Hall Cupola, 1934 *(Same as Town, 1934 M.G.S.)*
- ✓ Winthrop, Newton Cupola, 1934
- ✓ Winthrop, Methodist Church Spire, 1934
- ✓ Winthrop, 1934--Station Destroyed. F.I.S. RM. #2 used.
- ✓ Winthrop, <sup>head</sup>Standpipe, 1915
- ✓ Winthrop, Light, 1934
- ✓ Deer Island Black Cupola, 1908
- ✓ Deer Island Stack No. 3, 1909
- ✓ Great Faun Stone Beacon, 1860
- ✓ Deer Island Metropolitan Sewage Plant Stack, 1902
- ✓ Penal, 1933 not used. F.I.S. Res. N. W. corner of Reservoir.
- ✓ Deer Island Light House, 1902
- ✓ The Graves Light House, 1909

M. G. S.

- ✓ Traverse Station 37 Y, 1938
- ✓ Apple Island No. 2, 1934. F. I. S. Win (willow tree) used.

U. S. E.

Green Id. Bolt, (See U.S.E. data file on this station)\*

M.G.S. (Mass. Geodetic Survey)

37U, 37V, 37W, 37X,  
48A, 48B, 48C, 48D, 48E, 48F, 48G, 48H, 48J, 48K, 48L, 48M  
Court, 1934  
Thorn, 1934

U. S. C. & G. S.

Revere Beachmont, Flagstaff, 1934.  
Shea, 1938-Source - CPB Boston.

\* Confidential file Division of Geology.  
Dec. 3516

Plotted by  
reviewer



27  
RADIAL PLOT:

Due to an abundance of control and pictures this plot was run directly on the draft sheet by cuts taken from the photographs. Good intersections were obtained from all pictures with the exception of those from No. 2513. This picture was badly tilted and was not used either in the plot or in the detailing that followed. All other photos appear to have very little tilt.

28  
DETAILING:

The area within this sheet was covered on the whole by a sufficient number of photos. It was possible to get good cuts on all radial points. The photograph, No. 2513, listed in the radial plot was not used in detailing. The drainage on this sheet was examined under a stereoscope where there was any doubt of its position.

One highway, Route No. 1-A appears on this sheet. It was noted from the Plan of the Town of Revere 1936 edition by Whitman & Howard, Civil Engineers. Roads and streets were detailed according to the field inspectors notes when shown on the field inspectors prints.

All trails were shown with the dash symbol.-----

All ditches were labeled.

All first class roads or streets were shown as closely as possible in detail on the rough draft, as solid line roads. Secondary as double dash.

All public buildings noted on the field prints are believed to be shown as are all buildings of any consequence along the shore line.

~~Where the roads runs very close to the shoreling only one side is shown on the east shore in the lower corner of the town of Revere and along the S.W. shore of the suburb of Point Shirley.~~

~~Only one seawall is shown near Deer Island.~~ Due to the fact that seawalls wherever they appear on this sheet slightly back of the shoreline were too close to the shoreline to sharply delineate both, it was the judgment of the detailer that these seawalls should be left off the sheet.

All streets and roads are shown in detail. Overpasses are noted on the draft in all cases.

One railroad appears on this draft, The Boston Revere Beach and Lynn Railroad (Winthrop Branch). R.R. is now abandoned.

The names of all the streets are not shown on the draft. They may, however be found in the "Plan of the Towns of Winthrop and Revere", published by Whitman and Howard, Civil Engineers, 89 Broad st., Boston, Mass. It is enclosed.

*use of the projector was very helpful.*

35 RECOVERABLE HYDROGRAPHIC SIGNALS:

There are no marked recoverable hydrographic stations noted on this sheet. Form 524 has not been submitted but the recoverable hydrographic stations are described on the overlay sheet, and designated on the draft by  $1\frac{1}{8}$  mm. circles.

37 RECOVERABLE TOPOGRAPHIC STATIONS:

There are no recoverable topographic stations shown on this draft. Form 524 has not been submitted.

34 LANDMARKS FOR CHARTS:

Landmarks for charts and deletions were submitted Mar. 27, 1940.  
*Chart Letter 165(1940)*

JUNCTIONS:

This sheet joins completed sheet T-5775 on the south, there is no land Junction. Junctions with the exception of shoreline have not been completed on the West with T-5770 and T-5771 and on the North with T-5773.

*All junctions completed and are in agreement.*



38 GEOGRAPHIC NAMES:

This list was submitted Feb. 8, 1940; the subject of a special report. *List of approved names attached to this report.*

43 COMPARISON WITH PREVIOUS SURVEYS:

T-2154:---

This survey compares very favorably with T-5774.

T-2155:---

T-2155 compares favorably with this survey with the exception of some changes in interior detail. It is also to be noted that a small sandbar extending east from Deer Island is not shown on the previous survey.

T-2146:---

The shoreline of this survey compares very favorably with map drawing T-5774. There is one change in "fill" between Point Shirley and Deer Island. It should be noted that the size and shape of Apple and Snake Islands are changed somewhat. There are many changes in the interior detail between these two surveys, but common roads, such as the Boston Revere Beach and Lynn Railroad (Winthrop Branch) compares exceptionally well in the town of Winthrop. There is a small discrepancy in the vicinity of Suffolk Downs and the lower part of the town of Revere with T-2146. Apparently it has been rerouted since the previous survey was completed. There seems to be no trace of a railroad at this location now. There are numerous rocks shown on this survey that were not shown on the previous survey. The rocks located by radial intersection are shown in blue circles and also black dotted circles. *and one south of Winthrop Beach* A breakwater has been built east of Winthrop Beach, and an additional one east of Cherry Island Bar, this was shown as a Pier on the previous survey. Triangulation stations Revere East Cupola 1934 and Revere West Cupola 1934 were used on this survey for control purposes as they were existing at the time of exposure. Since then the building on which they were located has burned down and they should be deleted when this map drawing has been verified. Foul areas are shown on this sheet in the vicinity of Short Beach, Grovers Cliffs and Cherry Island Bar and extend considerably further off shore than those shown on T-2146. Shoal areas extend East from Deer Island, Winthrop Beach and Great Head that are shown to a very small extent on the previous survey. These have been shown to help the party doing hydrography. The western shoreline compares very favorably.

*Stations  
deleted* →

45 COMPARISON WITH EXISTING CHARTS:

No. 240:---Revised to Sept. 27, 1939.

This chart compares very favorably with respect to shoreline and such detail that is shown with the exception, that there has been a large amount of fill accomplished between Latitude  $42^{\circ} 23'$  and  $42^{\circ} 24'$ , Longitude  $70^{\circ} 59'$  and  $70^{\circ} 60'$ . There is also a race track "Suffolk Downs" on T-5774 that does not appear on this chart.

No. 246:---Revised to Aug. 23, 1939.

This chart compares very favorably with this map drawing. The shoreline appears to follow very closely with that of this survey. The interior detail is reasonably the same but a number of revisions are to be noted throughout the sheet. "Suffolk Downs" race track does not appear on this sheet. *chart.*



ADDITIONAL NOTES:

It should also be noted that six submerged rocks were added in the vicinity of Roaring Bulls and they are enclosed by a foul line. These were added since the shoreline was submitted. *Symbolization of rocks changed to agree with hydro. survey.*

RECOMMENDATION FOR FUTURE SURVEYS:

The detail on this sheet is believed to be completed in all importance for charting and no additional surveys should be made.

The probably error of radial points and well defined objects along the shoreline is not greater than 5 meters. The error of other detail of importance on this sheet is probably not greater than 10 meters where our radial points have been determined by three or more photographs.

Respectfully submitted,

*Joe N. Henningsen*  
.....  
Joe N. Henningsen  
Photogrammetric Aid (Field)

Forward approved, *August 8, 1941*  
L. W. Swanson, Chief of Party,

*L. W. Swanson*  
.....

## REVIEW OF AIR PHOTO COMPILATION NO. T-5774

Chief of Party: J.W. Swanson

Compiled by: A.L. Wardwell  
J. Henningsen

Project: H.T. 227

Instructions dated: August 15, 1939  
Nov. 3, 1939.

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64)

2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)

X. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)

There are no ground surveys to supplement this survey.

4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)

A print of the Town of Winthrop is submitted with this Map Drawing.

X. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.

There are no contemporary surveys.

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; ~~44~~; and 66 c, ~~44~~)

7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and ~~44~~)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."



8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41) It should be noted that all rocks surrounded by a small dotted circle were pricked and a position for each determined by the radial plot. Great care both in the field and in the office detail were taken with the rocks and shoals. Definite indications of submerged
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)  
Form 524 is not submitted, as the objects that are recoverable are indicated and described on the map drawing.
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)  
Landmarks for this area were forwarded March 27, 1940.
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)  
The bridges shown on this map drawing are all fixed bridges and are over streams of no importance to navigation.
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 65K)  
The geographic names for this area were submitted as part of a special report forwarded February 8, 1940.
13. The geographic datum of the compilation is N.A. 1927 and the reference station is correctly noted.
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following:
  1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
  2. The degrees and minutes of Latitude and Longitude are correctly marked.

rocks were noted on several photographs vicinity of Roaring Bulls and these have been shown, a foul area has been added about these rocks.



3. ✓ All station points are exactly marked by fine black dots.
4. ✓ Closely spaced lines are drawn sharp and clear for printing.
5. ✓ Topographic symbols for similar features are of uniform weight.
6. ✓ All drawing has been retouched where partially rubbed off.
7. ✓ Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

16. No additional surveying is recommended at this time.

17. Remarks:

This is a rough draft Map Drawing, but due to the detailed road system they are shown complete rather than by center line.

18. Examined and approved; 8/9/41

*L. W. Hanson*  
Chief of Party

19. Remarks after review in office:

See Review Report

~~Reviewed in office by:~~

Examained and approved:

Chief, Section of Field Records

Chief, Section of Field Work

Chief, Division of Charts

Chief, Division of Hydrography  
and Topography.



Statements on this page are repeated in the Data Record Page 1 and in the Review Report which follows: ppg.

Low water line, shoal line, rocks, ledges, wrecks and shoreline structures such as piers, warehouses, docks, etc. have been corrected in the Washington Office from Coast and Geodetic Survey photos dated 6-8-44 and 6-9-44 taken at approximately low water. U. S. Army photos were used in areas not covered by Coast and Geodetic Survey photos. Corrections are in red. Shoal line is shown in a red dashed line and low water line has been dotted. All corrections are subject to revision by the hydrographic Survey Party.

Approved by:

L. C. Lande  
9-2-44.

Applied by:

D. L. Greene

D. L. Greene

Inshore details applied to the planimetry from the above photographs have been shown in red acid ink. Survey No. T-5774 has been compared with Hydrographic Surveys Nos. 6643, 6644, and 6609 and all discrepancies eliminated. Shoal lines, ~~mentioned above~~, have been deleted in areas covered by the previously mentioned hydrographic surveys because it is felt by the reviewer that these <sup>hydro</sup> surveys supersede any compilation made without field inspection.

M. S. Trisulcia

The above hydrographic surveys have been reviewed:  
(Refer to reviewer's report.)



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

See Perrier  
Report of Lock  
pg 6/46



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 CS-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 ozalid 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

\* See Review of book  
B.G.G.



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 remains 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

	Remarks	Decisions
1		423709
2		423708 USGB
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		423709
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		423710
23		423709
24		423709
25		424709
26		424709
27	Referred to USGB: apply this name pending its decision	423709



# GEOGRAPHIC NAMES

Survey No. T-5774

Sheet No. 1

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	
<u>Broad Sound</u>	✓								1
<u>The Graves</u>	✓								2
<u>Northeast Grave</u>	✓								3
<u>Green Island</u>	✓								4
<u>Calf Island</u>	✓								5
<u>Little Calf Island</u>	✓								6
<u>Middle Brewster</u>	✓								7
<u>Outer Brewster</u>	✓								8
<u>Roaring Bulls</u>	✓								9
<u>Deer Island</u>	✓								10
<u>Apple Island</u>	✓								11
<u>Point Shirley</u>	✓	(village—not point of land)							12
<u>Snake Island</u>	✓								13
<u>Winthrop</u>	✓								14
<u>Winthrop Beach</u>	✓								15
<u>Cottage Park</u>	✓								16
<u>Court Park</u>	✓								17
<u>Ocean Spray</u>	✓								18
<u>Grovers Cliff</u>	✓								19
<u>Winthrop Highlands</u>	✓								20
<u>Belle Isle Inlet</u>	✓								21
<u>Breeds Island</u>	✓								22
<u>Short Beach</u>	✓								23
<u>Beachmont</u>	✓								24
<u>Cherry Island Bar</u>	✓								25
<u>Revere Beach</u>	✓								26
<u>Great Faun Beacon</u>	✓	(name of old A is sufficient)							27





# GEOGRAPHIC NAMES

Survey No. T-5774

Sheet No. 2

Name on Survey

	A.	B.	C.	D.	E.	F.	G.	H.	K.	
Winthrop Head	✓									1
Youngs Hill	✓									2
Winthrop Yacht Club	✓									3
Cottage Park Yacht Club	✓									4
Pleasant Park Yacht Club	✓									5
Beachmont Yacht Club	✓									6
<del>Crystal Lake</del> Lewis Lake	✓									7
<del>Centre</del>	✓									8
Chelsea Point	✓									9
Short Beach Creek	✓									10
Massachusetts Bay	✓									11
Atlantic Ocean	✓									12
Massachusetts	✓									13
State Route 1A	✓									14
Boston Harbor	✓									15
Apple Island Flats	✓									16
Snake Island Flats	✓									17
Fort Dawes	✓									18
Fort Banks	✓									19
Fort Heath	✓									20
Deer Island Lighthouse	✓									21
Sales Creek	✓									22
Suffolk Downs Race Track	✓									23
Orient Heights	✓									24
Revere										25
Half Tide Rocks										26
Hypocrite Channel										27

(in Belle Isle Inlet)  
(Position not certain - omit)

OK if desired to use it.

Names underlined in red approved  
by H. Heck on 8/7/42

(for title) N-B: another check  
needed when sheet  
is in final form  
L.H.

Title

Names underlined in red approved  
by H. Heck on 11/8/45

do not use the district name



# GEOGRAPHIC NAMES

Survey No. T-5774

3 Name on Survey

On Chart No.  
On previous survey No.  
On U. S. quadrangle Maps  
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
<u>President Roads</u>								1
<u>Flying Place</u>								2
<u>Cottage Hill</u>		this is same as Winthrop Head: delete Cottage Hill and shift Winthrop Head to its present position on sheet---see nautical chart 246.						3
<u>Winthrop Light</u>								4
<u>Massachusetts Bay</u>		(see also	No. 2, line 12)					5
<u>Boston &amp; Maine R.R.</u>								6
								7
								8
								9
								10
								11
								12
								13
								14
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Names underlined in red are approved  
7/21/48



## DIVISION OF PHOTOGRAMMETRY

### REVIEW OF PLANIMETRIC MAP T-5774

#### Control:

Twenty triangulation stations have been plotted by the reviewer for Map Drawing Survey No. T-5774. These stations have been shown by their conventional symbol in red acid ink. The names and sources of these horizontal control stations were noted under the control paragraph of the descriptive report.

Plotted by M.G. Misulia Jan. 29, 1945  
Checked by J.K. Wilson Feb. 3, 1945

#### Radial Plot:

The plot was amply controlled and has been accepted without checking during review.

#### Field Inspection and Detailing:

Field inspection was complete and the detailing of the manuscript satisfactory as of the date of the 1938 photographs.

However, due to the long delay in reviewing and drafting this map, it has been corrected from new photographs of June 1944, as noted in the Data Record, page 1. These additions are shown in red. They were made without field inspection but from clear single-lens photographs.

#### Comparison with Previous Topographic Surveys:

In general, common detail was found to be in good agreement with previous topographic surveys. Many roads and buildings have been added within the area of the survey. The Boston, Revere Beach, and Lynn R.R. is now abandoned. Numerous piers, jetties, and other shoreline structure have been added. Refer to the descriptive report for a detailed discussion of the comparisons made with topographic surveys T-2155 and T-2146.

The surveys (topographic) prior to Map Drawing Survey No. T-5774 are:

T-234	1:10,000 scale	1866
T-238	"	1849
T-833	1:5,000	1860
T-830	"	1860

T-2154	1:10,000 scale	1893
T-2235	"	1894
T-3767	"	1919
T-2197	"	1894-1895
T-2146	"	1893
T-2147	"	1893
T-2155	"	1893

The present survey supersedes all of the old surveys mentioned above except for contours.

Offshore Details and Comparison with Contemporary Hydrographic Surveys:

The single-lens photographs taken in June 1944 at mean low water were used to revise the low water line and to compile additional rocks awash, as discussed on page 1 of the Data Record and in the letters attached just preceding this review report. These offshore details added to the manuscript in September 1944 are shown in red.

Comparison with H-6643, 1:10,000, 1940 -

The review of H-6643 was completed in 1941 prior to the addition of offshore details mentioned above. However, the revised manuscript T-5774 has been compared with H-6643 (in September 1945) and since the additional details as shown in red on the manuscript do not conflict with the hydrography, they are being retained and will be shown on the printed copy of T-5774. The following rocks shown in red on the manuscript T-5774 and on the printed copy are not on H-6643 for the reason stated above:

(1) The east most of two rocks awash on the east side of Calf Island. These fall on the foul line shown on H-6643.

(2) The west most of four rocks awash in the group on the west side of Green Island. These fall within the foul line shown on H-6643.

(3) The rock awash, latitude  $42^{\circ}21.3'$ , longitude  $70^{\circ}56.6'$ . This falls on the edge of the low water line on H-6643.

(4) A group of three rocks awash on the eastern shore of Deer Island at latitude  $42^{\circ}21.2'$ , longitude  $70^{\circ}57.2'$ .

(5) One rock awash at latitude  $42^{\circ}21.9'$ , longitude  $70^{\circ}57.9'$ .



Comparison with H-6863, 1:10,000, 1945 -

Copies of the revised manuscript T-5774 were furnished to the hydrographic parties through the Boston Field Station for use on H-6863. The smooth sheet has not been revised, but has been compared with the revised manuscript T-5774 (June 24, 1946) and there are no important conflicts as regards low water line and rocks awash between T-5774 and H-6863.

Comparison with H-6644, 1:20,000 -

The revised manuscript T-5774 was compared with H-6644 in February 1945. There were no conflicts as regards low water line and rocks awash.

Comparison with H-6609, 1:10,000, 1941, Wire Drag -

The revised manuscript T-5774 was compared with H-6609 in 1945. There are no conflicts.

Fortified Areas:

There are two fortified areas within the area of the survey, namely, Fort Dawes and Fort Heath. All of the buildings and roads for these forts have been shown on the Map Drawing. There may be more buildings on Fort Dawes at present than as shown on the Map Drawing because of construction work being done at the time the single-lens, 1944, photographs were taken. The area under construction has been noted on the Map Drawing.

Fort Banks, a military reservation, lies in the urban district of Winthrop and except for the outlying buildings, only the streets have been shown on the Map Drawing.

Probable New Landmarks:

Two new elevated objects (probably water tanks) were visible on the 1944 single-lens photographs. They have been shown on the Map Drawing with small red acid ink circles accompanied by the note "Elevated Tank". One of the tanks is on Deer Island while the other is on Outer Brewster. Surrounding detail was held in determining the position of these two elevated objects.

Geographic Names:

More geographic names appear on Chart 246 than has been shown on the Map Drawing. A final check of geographic names is recommended and the smooth drawings will be sent to Mr. Heck prior to reproduction.

Comparison with Nautical Charts:


T-5774 was applied to Chart 246 Feb. 20, 1945, and to Chart 1207 May 23, 1945, in both cases after the review of the manuscript as discussed in this report.


Reviewed by Michael G. Misulia - Feb. 2, 1945

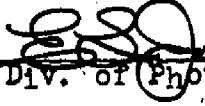
Under the direction of R. M. Berry

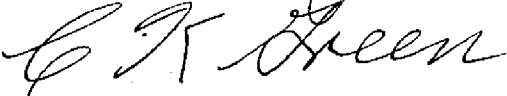
Report prepared from reviewer's notes by B. G. Jones *noted s.v.*

APPROVED BY:

  
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B. G. Jones, Technical Asst.  
Div. of Photogrammetry

  
\_\_\_\_\_  
Chief, Nautical Chart Branch  
Division of Charts

  
\_\_\_\_\_  
Chief, Div. of Photogrammetry  
Acting

  
\_\_\_\_\_  
Chief, Div. of Coastal Surveys