

5776

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

5776

Form 504 Rev. April 1933	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic <del>Hydrographic</del>	Sheet No. T-5776
State MASSACHUSETTS	
LOCALITY Boston Harbor	
WEYMOUTH and HINGHAM, MASS.	
9 lens Photos. dated July 17, Aug 9, 1938 Single lens 4/8/44, 4/9/44 and 7/14/44	
1938 3 44	
CHIEF OF PARTY L.W. STANSON	

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- 5776

REGISTER NO.

State MASSACHUSETTS

General locality Boston Harbor

Locality Weymouth and Hingham, Mass.

Scale 1:10,000 Date of <sup>photographs</sup> ~~survey~~ July 17, 1938, from 8:45 to 10:00 a.m.

Vessel Air Photographic Survey Party No. 2

Chief of party L.W. Swanson

Field Inspection--- E.L. Jones

Surveyed by Radial Plot -----D.A. Jones

Shoreline --- D.A. Jones

Inked by Detail ----- J. Steinberg

Heights in feet above ----- to ground to tops of trees

Contour, Approximate contour, Form line interval ----- feet

Instructions dated August 15 and November 3, 19 39

Remarks: -----

1451 photo corrections applied to  
paper copy as Bp 48714  
1/29/57 J. Helmer

DATA RECORD T-5776

PHOTOGRAPHS

Number	Date	Time	Scale	Alt.	Stage of Tide*
2516 to 2521	July 17, 1938	8:45-10:00 a.m.	1:10,000	Unknown	0.5 Ft. above M.L.W.
2529 to 2534	"	"	"	"	"
2538 to 2543	"	"	"	"	"
GSF 3 122	Nov. 9, 1938	Unknown	"	"	Unknown
GSF 3 121	"	"	"	"	Unknown

\*Tide from predicted tables for Boston, Mass. (Commonwealth Pier 5), with time correction to Weymouth Fore River Bridge, Mass. Mean range 9.5 ft. spring range 11.0 ft.

Cameras: U.S. Coast & Geodetic Survey Nine Lens (Focal length  $8\frac{1}{2}$  inches).  
U.S. Dept. of Agriculture single lens (Focal length unknown).  
All negatives on file in Washington Office.

SUPPLEMENTAL SURVEYS

Graphic Control Sheets..... None  
Field Inspection..... E.L.Jones ..... Sept. 6 to Nov. 7, 1939  
Name Investigation..... E.L.Jones ..... Sept. 6 to Nov. 7, 1939

GENERAL INFORMATION

Chief of Party..... L.W.Swanson  
Projection by ..... Ruling Machine, Washington Office.... Date Unknown  
Projection checked by ..... Washington Office ..... Date Unknown  
Control plotted by ..... A.L.Wardwell..... Dec. 18-20, 1939  
Control checked by ..... I.M.Zeskind ..... Dec. 21, 1939  
Radial plot by ..... D.A.Jones ..... Jan. 8-15, 1940  
Radial points pricked by..... E.L.Jones ..... December, 1939  
Additional radial points pricked by D.A.Jones ..... January, 1940  
J.Steinberg..... Sept.-Nov., 1941  
Shoreline inked by ..... D.A.Jones ..... Jan. 16-Feb. 3, 1940  
Detail inked by ..... J.Steinberg ..... Sept. 2-Dec. 12, 1941  
Scale ..... 1:10,000 ..... (no scale factor)

STATISTICS

Area (land) ..... 20.0 Square Statute Miles  
Shoreline (more than 200 m. from opposite shore)..... 28.0 Statute miles  
Shoreline (less than 200 m. from opposite shore)..... 9.0 Statute miles  
Roads, streets, trails ..... Metropolitan area  
Railroads ..... 11.0 Statute miles  
Time required for detailing..... 74 Days

REFERENCE STATION

MYLES, 1933

Latitude 42° 14' 58.831" (1815.2 meters)  
Longitude 70° 56' 33.334" (764.1 meters)

Datum: N.A. 1927 (adjusted)

X = 750.918.27 ft.  
Y = 455.870.10 ft.

26. CONTROL

34 triangulation stations added  
during review.

53	CY	MGS
	CZ	"
53	DA	"
	DB	"
	DC	"
	DD	"
	DE	"
	DF	"
	DG	"
	DH	"
	DJ	"
	DK	"
	DL	"
85	H	"
	J	"
	K	"
	L	"
	M	"
	N	"
	P	"
	Q	"
85	AA	"
	AB	"
	AC	"
	AD	"
	AE	"
	AF	"
	AG	"
	AH	"
	AJ	"
	AK	"
	AL	"
85	HA	"
	JA	"



DESCRIPTIVE REPORT  
TO ACCOMPANY  
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-5776  
STATE OF MASSACHUSETTS  
BOSTON HARBOR

WEYMOUTH AND HINGHAM

Date of this report ..... December 15, 1941

INSTRUCTIONS:

This map drawing is a part of project HT-227. Instructions are dated August 15 and November 3, 1939. For authority to detail this sheet rough, see the Director's letter of February 2, 1940.

FIELD INSPECTION:

Field inspection and investigation of geographic names of this sheet were made by Edmund L. Jones, Jr. H. & G. E., from September 6 to November 7, 1939.

PHOTOGRAPHS:

The nine-lens photographs were taken with the U. S. Coast and Geodetic Survey nine-lens camera. The single-lens photographs were obtained from the U. S. Geological Survey. The single-lens photos were originally on a scale of 1:24,000 and were enlarged to a scale of 1:10,000 for use by this Party.

CONTROL:

The control used on this sheet consists of 36 U. S. Coast and Geodetic Survey, 10 U. S. Engineers Survey, and 6 Mass. Geodetic Survey stations. The stations that are listed as follows are within the detailed limits of this sheet:

U. S. Coast & Geodetic Survey

- x Braintree, Cities Service, Stack, 1934
- x Weymouth Edison, East Stack, 1934
- x Weymouth Edison, West Stack, 1934
- Quincy, N. Stack, 1934 - *destroyed*
- Quincy, S. Stack, 1934 - *destroyed*
- Quincy, Nut Island Stack, 1934
- x Great Quincy (Moonhead) Tank, 1916
- x Pig Rock Light, 1934
- x Fore River Light "2A", 1934
- x Weymouth, Bradley, Stack, 1934
- x Fore River Light No. 4, 1934
- x Myles, 1933 - Weymouth Myles Flagpole, 1934
- x Weymouth, Edison, N. Mast, 1934
- x Weymouth, Edison, S. Mast, 1934
- x Weymouth Transmission No. 1, 1934
- x Weymouth Transmission No. 2, 1934

*Bumkin 1934*

Myles  
1933

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WEYMOUTH MYLES  
Flagpole, 1934

- Weymouth Transmission No. 3, 1934
- Weymouth, King Oak Hill, Cupola, 1934
- Hingham, Small Tank, 1934
- Hingham, N. Tank, 1934
- Hingham, S. Tank, 1934
- N. Weymouth, Pilgrim Cong. Ch. Spire, 1885
- Hingham High School, Cupola, 1934
- Hingham Catholic Church, Spire, 1885
- Nantasket, Hull, Incinerator Black Stack, 1915
- Hull, Metro. Stack, 1934

Stations Quincy, N. & S. Stacks, 1934, which have been destroyed were used on this sheet because the photos were taken prior to the destruction of these stacks. The triangulation symbol for these two stations is not shown on this sheet.

#### Mass. Geodetic Survey

- \* 85 BC
- 53 CU
- \* 53 CX
- 53 DM

#### U. S. Engineers

- \* E 10, USE
- \* E 5, USE
- \* Grape Island, USE
- \* E 1, USE
- \* E 21, USE
- \* Otis Hill, USE, 1934
- \* Road, USE
- \* Roof, USE
- \* Langlee, USE /

The stations on the sheet that fall outside the detailed limits of this map drawing are as follows:

#### U. S. Coast & Geodetic Survey

- Weymouth, M. E. Church, Spire, 1934
- E. Weymouth, Catholic Church Spire, 1934
- Weymouth, Standpipe, 1934
- Weymouth, 1933
- Drive, 1934
- Quincy, Tower, 1934
- Quincy, Unitarian Ch., Cupola, 1847
- Quincy Granite Trust, Flag Staff, 1934
- Harry's Rock Light, 1934

#### Mass. Geodetic Survey

- 6A20
- 85N

#### U. S. Engineers

- Prince, USE



F.I.S. Stations  
 Myles, Flagpole, 1933  
 Grape, U.S.E.

RADIAL PLOT:

The main radial plot for this map drawing was made from January 8 to January 15, 1940. The following notes were made at that time, showing that the photographs did not have a paper distortion:

NOTES MAP DRAWING NO. 5776 -- WEYMOUTH AND HINGHAM, MASSACHUSETTS

All the photographs on this sheet are strongly fixed by existing triangulation control.

Each photograph was layed separately so that the radial lines through the control spotted on all but the center chamber of the photo resected as nearly as was possible the triangulation as plotted on the map drawing. The center of the photo was then pricked on the map drawing and is indicated by double blue circles. Good resections on triangulation and nearly perfect joining of flight lines at adjacent photo centers was possible with most of the photographs. Considerable tilt on the flight end photographs caused difficulty in orienting these particular photos. In a few cases errors in the printing of the center chambers and in the matching of the outer chambers during the printing of the photographs made it difficult to accurately locate the photo center on the map drawing.

The following photographs were difficult to orient:

- 2518 - Tilted. Chambers 7 and 3 were adjusted when drawing radials.
- 2520 - Center chamber not used.
- 2521 - Center chamber not used.
- 2530 - Very difficult. Center chamber not used. Chambers 2 and 6 badly matched.
- 2531 - Tilted.
- 2532 - Tilted greatly. Used with caution.
- 2534 - Center chamber not used.
- 2541 - Not as strongly controlled as the other photographs on this sheet.
- 3-121 - Unable to orient through all the control. It was necessary to shift between triangulation in order to make radials intersect. Photo was used in plot only to check a few radial points that were doubtful.
- 3-122 - Unable to orient through all the control. Center doubtful. Center of the photo does not seem to be

the center of all radials to control points.

Radial points for detailing the shoreline, all hydrographic signals, and scattered radial points in the inshore areas were radial plotted by resecting from the photographs.

In detailing this sheet it was found that most of the photographs could not be oriented to hold to all of the triangulation pricked on them. This was possibly due mostly to paper distortion, some slight distortion of the map drawing itself, and twisted center chambers.

Radial points were plotted by orienting the photographs with the triangulation and previously established radial points in the area to be detailed. The radial points in the area covered by the center masks were obtained from adjoining pictures whose centers did not fall in these areas.

In using the single-lens photographs it was necessary to shift between triangulation. These photos were used only to check a few radial points and some detail which could not be seen on the nine-lens photographs.

It is to be noted that photographs 2541 and 2542, which are metal backed, could be oriented 100% with the triangulation and flight lines. The radials from these two photos were the controlling factor in determining radial points in the area covered by these pictures during the detailing of this map drawing.

#### DETAIL:

The shoreline and adjacent areas were detailed in compliance with Field Memorandum No. 1 (1938) directly from the photographs using the center chambers only. Because of the great amount of elevation and bluffs along the shoreline, the radial points used were in general all on the high water line. The scale of the center chambers of the photographs was such that all radial points and hydrographic signals not elevated matched favorably with the radial plot and very little adjusting between radial points was necessary.

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.

No sunken rocks have been indicated on this sheet. (See explanation of foul areas.)

In rock clusters where the existence and location of numerous rocks awash has been determined with certainty by field inspection or on two or more photographs, the rocks were shown without the dotted circle, except that rocks of the outer limits of the rock clusters considered detached were shown with the dotted circle.

To insure accurate locations of all rocks shown, sufficient additional radial points on the rocks were plotted.

Foul Areas: Doubtful areas in the photographs indicating



the presence of sunken rocks, sunken ledges, or shoals have been outlined by a dashed line and labeled foul or shoal. All areas outlined by a dashed line are to be investigated by a hydrographic party.

Sunken wrecks have been indicated by the standard symbol and labeled with the notes of the field investigator.

Roads were detailed according to the field inspector's notes as shown on the field inspection prints.

All roads except trails which have not been shown by double lines have been labeled and widths noted.

Attention is called to the area outlined in blue ink. This area should be plane table surveyed as accurate location of roads and houses was not possible due to heavy foliage on photographs. *Insure detail not of importance to nautical charts.*

All buildings were shown on the islands, since they were of small area and contained only several buildings.

On the mainland all buildings along the shoreline were shown as were all public and other large buildings of importance.

Only the boundaries and the water tanks which are triangulation stations have been shown for the U. S. Naval Reservation. The letters HI-X which are airplane warnings have also been shown around the boundary of the reservation. For authority on this subject see letter to the Director from The Hydrographer dated October 10, 1939.

The N.Y., N.H. & H. R.R. tracks have been removed from the peninsula from Nantasket Beach and are not shown.

Wooded areas not fully shown have been outlined and labeled.

The names of all streets have not been shown, but a sufficient number of street names have been indicated with which orientation is readily possible.

The southwestern corner of this sheet is somewhat weak due to the lack of photographs in this section. It was necessary to detail to the extreme limits of the photographs to get this area.

#### 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. *Changed to 2.5 mm.*

#### RECOVERABLE TOPOGRAPHIC STATIONS:

Descriptions on card Form No. 524 are submitted for two objects which are shown on the sheet, i.e. -

Front Range Light, Quincy Yacht Club  
Rear Range Light, Quincy Yacht Club



## BENCH MARKS:

Several bench marks radially plotted on this sheet are shown by black circles 2.5 mm. in diameter. These tidal bench marks are listed as follows:

## Weymouth Fore River Bridge

B.M. #1, 1926 (d)

B.M. #2, 1926 (d)

*Crow Point:**BM 2 1926 (d)**BM 3 1926 (d)*

## Nut Island

B.M. #3, 1916 (d)

B.M. #5, 1926 (d)

It has been recommended by the field inspection officer that Nut Island B.M. Nos. 3 and 5 be shown only, as the plotting of B.M. Nos. 1, 2, and 4 would congest this area.

It is also recommended that B.M. No. 1 be checked with an instrument to determine if the bench mark has been recovered correctly, since bolt or disc in top of granite monument is missing.

## COMPARISON WITH PREVIOUS SURVEYS:

## Topographic Survey No. T-2114 (1892):

Nut Island is now joined to Houghs Neck by a narrow strip of land about 3 mm. wide. *At position {42° 16' 39" Lat. 70° 57' 12" Long.} a wreck shown on survey T2114. This wreck can not be seen on photo, but another wreck 71 meters north could be seen. This wreck is shown on map manuscript T5776*

From Lat. 42° 15' 48" Long. 70° 58' 32" to Lat. 42° 15' 52" Long. 70° 58' 35" the shore line has receded to a maximum 3.0 mm.

From Lat. 42° 15' 53" Long. 70° 58' 48" to Lat. 42° 15' 54" Long. 70° 59' 05" the shore line has receded to a maximum of 3.5 mm.

At Lat. 42° 15' 59" Long. 70° 59' 32" the shore line for a distance of about 35 mm. has receded to a maximum of 3.0 mm.

From Lat. 42° 15' 57" Long. 70° 59' 51" to Lat. 42° 16' 12" Long. 70° 59' 51" the marsh has been filled to a width of about 6 mm. for a roadway.

At Lat. 42° 15' 57" Long. 70° 59' 51" a bridge is now across Blacks Creek.

At Lat. 42° 16' 17" Long. 70° 59' 51" the shore line has receded to a maximum of 3.5 mm.

At Lat. 42° 16' 45" Long. 70° 57' 18" the dock is now gone.

At Lat. 42° 16' 20" Long. 70° 57' 01" the 2 docks shown are gone.

At Lat. 42° 16' 12" Long. 70° 57' 04" the dock is now gone.

At Lat. 42° 16' 20" Long. 70° 57' 05" to Lat. 42° 16' 24" Long. 70° 57' 13" the cove has been filled in.



At Lat.  $42^{\circ} 14' 50''$  Long.  $70^{\circ} 57' 31''$  the shore has receded to a maximum of 6 mm.

The dock shown at Lat.  $42^{\circ} 15' 12''$  Long.  $70^{\circ} 56' 06''$  is now gone.

The railroad running through Houghs Neck is now gone. *The route reconstructed, now used for road.*

The inland detail that is common to the two surveys is in fair agreement.

Topographic Survey No. T-2180 (1894):

At Lat.  $42^{\circ} 14' 21''$  Long.  $70^{\circ} 58' 24''$  the shore line has moved outward about 5 mm. for a northerly distance of about 30 mm.

At Lat.  $42^{\circ} 14' 05''$  Long.  $70^{\circ} 58' 10''$  the shore has been bulkheaded and filled offshore a maximum of 15 mm. for a distance of about 28 mm.

At Lat.  $42^{\circ} 14' 30''$  Long.  $70^{\circ} 58' 00''$  the shoreline has filled outward to a maximum of 5 mm.

Except for the above, there is a good agreement of the shoreline between the two surveys.

All inland features common to each other are in fair agreement.

Topographic Survey No. 2115 (1892):

In general there is good agreement between this map drawing and T-2115. The main exceptions are listed.

At Lat.  $42^{\circ} 15' 48''$  Long.  $70^{\circ} 51' 30''$  the shoreline has built up a maximum of 9 mm.

The dock at Lat.  $42^{\circ} 14' 54''$  Long.  $70^{\circ} 52' 50''$  no longer exists.

At Lat.  $42^{\circ} 15' 42''$  Long.  $70^{\circ} 53' 36''$  the landing at this point is gone. The dock 15.5 mm. northwesterly has been removed.

Between Lat.  $42^{\circ} 15' 07''$  Long.  $70^{\circ} 55' 24''$  and Lat.  $42^{\circ} 15' 03''$  Long.  $70^{\circ} 55' 33''$  the shoreline has eroded to a maximum of 25 mm.

The dock shown at Lat.  $42^{\circ} 15' 12''$  Long.  $70^{\circ} 55' 13''$  no longer exists.

From the Weymouth Fore River Bridge northeasterly to Lat.  $42^{\circ} 14' 47''$  Long.  $70^{\circ} 57' 45''$  a bulkhead has been built and being filled in.

The point now known as shipyard point has been bulkheaded and filled to a maximum width of 18.7 mm.

The cove at Lat.  $42^{\circ} 14' 45''$  Long.  $70^{\circ} 58' 14''$  has been filled a maximum of 13 mm.

From Lat.  $42^{\circ} 14' 54''$  Long.  $70^{\circ} 58' 30''$  the shore has been bulkheaded northwesterly about 25 mm. and filled to a maximum of 3 mm.

Cat Island has eroded away except for a small area of marsh land.

All inland detail common to the two surveys are in generally fair agreement.

Topographic Sheet No. T-2154 (1893):

From Lat.  $42^{\circ} 16' 53''$  Long.  $70^{\circ} 52' 45''$  to Lat.  $42^{\circ} 17' 00''$  Long.  $70^{\circ} 52' 54''$  the shoreline has eroded a maximum of 7 mm.

The landing at Lat.  $42^{\circ} 16' 12''$  Long.  $70^{\circ} 51' 25''$  has been bulkheaded and widened.

The railroad shown on T-2154 has been removed.

All inland features that are common to the two surveys are in fair agreement.

Topographic Sheet No. T-2191 (1894):

~~Bents~~ Bents Creek has filled from Lat.  $42^{\circ} 14' 33''$  Long.  $70^{\circ} 58' 42''$  a max. of 19 mm.

Hayward Creek from Lat.  $42^{\circ} 14' 11''$  Long.  $70^{\circ} 58' 51''$  northeasterly to Lat.  $42^{\circ} 14' 15''$  Long.  $70^{\circ} 58' 30''$  is now marsh covered.

All inland features common to the two surveys are in generally fair agreement.

Chart No. 246, Revised to April 28, 1939 -- Due to the differences in scale between this map drawing and the above-mentioned chart, small differences in shoreline could not be ascertained. However, in general the differences enumerated above apply.

#### JUNCTIONS:

The junction with Sheet T-5775 on the north is in good agreement.

Sheet No. T-5777, E. side. The shoreline only has been completed at the time of writing of this report. The agreement of shoreline is good.

There are no map drawings on the south side of this sheet.

Sheet No. T-5772 -- The shoreline and interior detail are in good agreement with sheet T-5772 on the west.

#### 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 the Washington



Office on February 9, 1940.

# GEOGRAPHIC NAMES:

The geographic names in this area have been made the subject of a special report written by Edmund L. Jones, Jr. H. & G. E., on February 1, 1940--"Special Report on Investigation of Geographic Names in South Portion of Boston Harbor, Massachusetts." The names were investigated in accordance with Field Memo No. 4, 1935. Name Sheet No. 1 prepared on Chart No. 246, Name Sheets No. 2, 3, and 4 prepared on the quadrangle sheets of Cohasset, Weymouth and Blue Hills, Mass., covers the area of this map drawing and was forwarded to the Washington Office on February 8, 1940. 814

The name sheets show all the information resulting from the investigation except for a discussion of the reasons for the recommendation of the geographic names where a difference in name or spelling exists, which differences are discussed in the above noted report.

Due to the above-mentioned report, the usual geographic name forms were not made for this descriptive report. *Geog. Names list added, 7 Aug. 1942*  
*Additional " " " 27 Apr. 1946*

## LANDMARKS:

*filed with Chart letter #44 (1945)*  
A list of landmarks has been prepared on forms No. 567 covering Chart No. 246 for charting and deletion. These were forwarded to the Washington Office on March 27, 1940.

## RECOMMENDATION FOR FUTURE SURVEYS:

This sheet is believed to be complete in all detail of importance for charting and no additional surveys are required except for the area outlined in blue and mentioned in the aforepart of this report under the heading of "Detail".

The probable error of radial points and of well defined objects along the shore line is not greater than 0.5 mm. The error of inland radial points and detail of importance is not greater than 1.0 mm.

Respectfully submitted,

*Joseph Steinberg*

Joseph Steinberg  
Sr. Photogrammetric Aid (Field)

Approved *Dec 24, 1941*

*L. W. Swanson*  
L. W. Swanson  
Chief of Party



REVIEW OF AIR PHOTO COMPILATION NO. T-5776

Chief of Party: L. W. Swanson

Compiled by: D. A. Jones &  
J. Steinberg.

Project: H.T.227

Instructions dated: 8/15/39  
10/3/39

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)
3. 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.
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)  
Town Maps of Hingham, Braintree, Weymouth and Hull are forwarded with this Map Drawing.  
3 copies of the plan of the plant of the Bethlehem Ship Yard are also being forwarded.  
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, h, i)
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~~)
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. ~~28~~, ~~30~~, and ~~37~~)
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 Charts were forwarded to Washington 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) This information was forwarded as part of the Coast Pilot information forwarded to Washington, January 9, 1940.
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 ~~65~~) Geographic names for this Map Drawing were part of a special Report forwarded to Washington 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.

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.

(Par. 34, 35, 36, ~~37~~, 38, 39, 40, ~~41~~, 42, 43, 44, 45, 46, ~~48~~)

16. No additional surveying is recommended at this time.  
One small area outlined in blue on this Map Drawing, should have detailed field inspection in order to complete the street system.

17. Remarks:

It should be noted that little difficulty was had when the original plot of this Map Drawing was run. But after the photographs were stored for a year and then work begun on them again the photographs could not be oriented as a whole. The two photographs that were metal mounted could be however. The detailing of this Map Drawing was materially hampered due to this paper distortion.

18. Examined and approved;

*Dec 24, 1941*  
*L. W. Swanson*  
Chief of Party

19. Remarks after review in office:

Reviewed in office by:

Examined and approved:

\_\_\_\_\_  
Chief, Section of Field Records

\_\_\_\_\_  
Chief, Division of Charts

\_\_\_\_\_  
Chief, Section of Field Work

\_\_\_\_\_  
Chief, Division of Hydrography  
and Topography.

REPORT ON CORRECTIONS APPLIED TO T-5776

The corrections to this sheet, applied in red ink to the original compilation, were made chiefly around the shipyard located near the mouth of the Weymouth Back River in lower Boston Harbor. All corrections were applied from Photo. 13406 and Photo 13407 flown 4-12-43. No trouble was experienced in fitting the corrections to the old compilation.

No field inspection was made of additions and deletions. Several deletions are shown, principally to buildings on or near the shore line. The corrected red shore line around and in the vicinity of the shipyard supersedes the original black line which was left on the compilation.

Corrections applied by C. A. White  
C. A. White

Corrections verified by L. V. Evans  
L. V. Evans

L. C. Lande  
L. C. Lande

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:

Jack L. Rihn

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 CG-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 -1.3 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 equal 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 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

Reply to this letter not found by reviewer

DMB 1/22/45

	Remarks.	Decisions
1		422708 USGB
2		"
3		"
4		"
5	Pending with USGB: apply this name pending decision	"
6	(USGB earlier decision for LANGLEE; resubmitted;	"
7	→ Apply Langley I pending its decision	"
8		"
9	Earlier USGB decision for Sailor Island; resubmitted; apply Sarah Island pending decision	"
10		"
11		"
12		"
13		"
14		"
15	Resubmitted to USGB for closer definition of feature, no change in name.	" USGB
16	Pending with USGB apply this name pending decision	"
17		"
18		"
19		"
20		"
21		"
22	Pending with USGB: apply this name pending decision	"
23	Pending with USGB, for whether Nantasket or Nantasket Beach at the SS docks; resubmitted. Apply Nantasket	" USGB
24	Pending with USGB for area covered by name Beach.	422709
25		"
26		"
27		"



# GEOGRAPHIC NAMES

Survey No. T-5776

Sheet No. 1

Name on Survey

	A	B	C	D	E	F	G	H	K	
Bunkin Island									✓	1 ✓
Hingham Channel									✓	2 ✓
Hingham Yacht Club									✓	3 ✓
Crow Point									✓	4 ✓
Walton Cove									✓	5 ✓
Broad Cove									✓	6 ✓
Langley Island									✓	7 ✓
Ragged Island									✓	8 ✓
Sarah Island									✓	9 ✓
Button Island									✓	10 ✓
Hingham Harbor									✓	11 ✓
Hingham									✓	12 ✓
Mill Pond									✓	13 ✓
Martins Well									✓	14 ✓
Weir River									✓	15 ✓
Nantasket Channel									✓	16 ✓
Worlds End									✓	17 ✓
Planters Hill									✓	18 ✓
Hampton Hill									✓	19 ✓
Otis Hill									✓	20 ✓
White Head Flats									✓	21 ✓
<sup>S</sup> Sunet Point									✓	22 ✓
Nantasket Beach									✓	23 ✓
Hingham Bay									✓	24 ✓
Sheep Island									✓	25 ✓
Pig Rock LT									✓	26 ✓
Grape Island									✓	27 ✓

9/27/46  
See Name sheets  
made up on U.S.G.S.  
"Nantasket", "Hull",  
"Cohasset" and "Weymouth".  
7 1/2' grade.

(name OK Lt Lt is to be used)

	Remarks	Decisions
1		422709
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10	Pending with USGB: apply this name pending decision	"
11		"
12		"
13		"
14		"
15		"
16		" USGB
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24	Pending with USGB: apply this name pending decision	"
25		"
26		"
27		"
M 234		



# GEOGRAPHIC NAMES

Survey No.

T-5776

Sheet No. 2  
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
Slate Island ✓									✓ 1 ✓
Weymouth Back River ✓									✓ 2 ✓
Upper Neck ✓									✓ 3 ✓
Upper Neck Cove ✓									✓ 4 ✓
Lower Neck ✓									✓ 5 ✓
Lower Neck Cove ✓									✓ 6 ✓
Eastern Neck ✓									✓ 7 ✓
Stodders Neck ✓									✓ 8 ✓
Rose Cliff ✓									✓ 9 ✓
Weymouth Great Hill ✓									✓ 10 ✓
Harrys Rock Light									11 -
Prince Head									12 -
Nut Island ✓									✓ 13 ✓
Halftide Rock ✓									✓ 14
Quincy Great Hill ✓									✓ 15 ✓
Houghs Neck ✓									✓ 16 ✓
Raccoon Island ✓									✓ 17 ✓
Bass Rock ✓									✓ 18 ✓
Rock Island Cove ✓									✓ 19 ✓
Rock Island Head ✓									✓ 20 ✓
Rock Island ✓									✓ 21 ✓
Germantown ✓									✓ 22 ✓
Germantown Point ✓									✓ 23 ✓
Town River Bay ✓									✓ 24 ✓
Hole Point ✓									✓ 25 ✓
Sailors Snug Harbor ✓									✓ 26 ✓
Town River Yacht Club ✓									✓ 27 ✓

	Remarks	Decisions
1		422709
2	Pending with USGB: apply this name pending decision	"
3		"
4		"
5		"
6		"
7		"
8	Pending with USGB: apply this name pending decision	"
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		"
26		"
27		"



# GEOGRAPHIC NAMES

Survey No. T-5776

Sheet No. 3

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	
Gull Point ✓									✓	1 ✓
Bent Creek ✓									✓	2 ✓
Weymouth Fore River ✓									✓	3 ✓
North Weymouth Yacht Club ✓									✓	4 ✓
Wessagusset Beach ✓									✓	5 ✓
Wessagusset Yacht Club ✓									✓	6 ✓
Pine Point ✓									✓	7 ✓
Shipyards Point ✓									✓	8 ✓
Fore River Ship Yard ✓									✓	9 ✓
Beal Cove ✓									✓	10 ✓
Quincy Yacht Club ✓									✓	11 ✓
Quincy Point ✓ (TOWN)									✓	12 ✓
Mt. Wollaston ✓									✓	13 ✓
Mt. Wollaston Cemetery ✓									✓	14 ✓
Squirrel Hill ✓									✓	15 ✓
Baker Hill ✓ (not Bakers)									✓	16 ✓
Bradley Hill ✓									✓	17 ✓
North Weymouth ✓									✓	18 ✓
North Weymouth Yacht Club ✓									✓	19 ✓
East Braintree ✓									✓	20 ✓
Weymouth ✓									✓	21 ✓
Mill Cove ✓									✓	22 ✓
Monatiquoit River ✓									✓	23 ✓
Whale Island ✓									✓	24 ✓
Herring Brook ✓									✓	25 ✓
East Weymouth ✓									✓	26 ✓
Hewitts Cove ✓									✓	27 ✓

	Remarks.	Decisions
1		422709
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13	Pending with USGB: apply this name pending decision	"
14		"
15		"
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# GEOGRAPHIC NAMES

Survey No.

T-5776

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	
Newcomb Square ✓									✓	1
Fort Point ✓									✓	2 ✓
King Cove ✓									✓	3 ✓
Broad Meadows ✓									✓	4 ✓
Cat Island ✓ OK										5 ✓
Merrymount ✓									✓	6 ✓
Adams Shore ✓									✓	7 ✓
Post Island ✓									✓	8 ✓
Blacks Creek ✓									✓	9 ✓
Halfmoon Island										10 ?
Seal Rocks ✓									✓	11
Veazie Rocks ✓									✓	12
West Gut ✓									✓	13 ✓
Smelt Brook ✓									✓	14 ✓
Quincy Bay ✓									✓	15 ✓
(To be added)										
Names underlined in red approved										
by L. Heck on 8/7/42										16
N.B: additional names may be										17
needed when sheet is in										18
final form.										19
L. H.										20
Additional and final check 9/14/46										21
L. H.										22
see sheet #5 & #6										23
										24
										25
										26
										27

# GEOGRAPHIC NAMES

Survey No. T-5776

No. 5

Name on Survey

	A	B	C	D	E	F	G	H	K	
Since the first list of names was prepared, the limits of the sheet have been somewhat modified. Following are additional names, as well as some corrections:										1
										2
<u>White Head</u> / (not Whitehead: but Whitehead Ave. is OK)										3
<u>Sagamore Head</u> / (not Sagamore Hill)										4
<u>Surfside</u> /										5
<u>Kenberma</u> / (partly on this sheet, partly on one to north)										6
<u>Manet Beach</u> /										7
<u>Philip Head</u> /										8
<u>Town River</u> /										9
<u>Quincy Adams Yacht Yard</u> /										10
										11
<u>Triphammer Pond</u> /										12
<u>Towers Brook</u> /										13
<u>Cole Corner</u> /										14
<u>Hingham Center</u> /										15
<u>Great Hill</u> /										16
<u>U.S. Naval Reservation</u> /										17
<u>Lincoln Heights</u> /										18
<u>Central Square</u> /										19
<u>Civic Center</u> /										20
<u>King Oak Hill</u> /										21
<u>Baue Pond</u> /										22
<u>Brewer Pond</u> /										23
<u>Fresh River</u> /										24
<u>West Hingham</u> / (apply as on USGS "Weymouth" name sheet)										25
<u>Cranberry Pond</u> /										26
<u>Hayward Creek</u> / (not Haywards)										27



# GEOGRAPHIC NAMES

Survey No.

T-5776

No. 6

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	
Weymouth Heights									1
Factory Pond									2
Morrison Pond			(not Morrisons)						3
Echo Lake			(as on drawing)						4
Patches Pond			(as on drawing)						5
Long Meadow									6
Faxon Park									7
Quincy Neck			A large area, of which Quincy Point is eastern extremity. omit this name.						8
Penns Hill									9
Fort Hill School									
Fort Hill Cemetery									10
Nantasket Beach P.O.									11
George Washington Boulevard			(not Washington Boulevard)						12
Delete name Hull in northeast corner of sheet: as a municipal body it does not extend that far.									13
									14
Middle Grounds:			apparently nothing in this area is bare at low water						15
Jackknife Ledge			name is OK, but from chart it is not bare at low water						16
Crow Point Flats			name is still on chart 246, if it is to be used						17
Delete Quincy in large type on left edge: name is sufficiently covered by Quincy Point and Quincy Neck									18
South Shore Country Club									19
New York, New Haven and Hartford									20
State Roads No. 3, 3A, and 128 and 135									21
Old North Cemetery									22
St. Pauls Cemetery									23
High St Cemetery									24
Burying Id			(delete this name: e bank Weymouth Fore R)						25
Fore River R.R.			(from East Braintree to Quincy Point)						26
Crow Point Golf Course									27

Names underlined in red approved  
by L. Heck on 9/27/46



## GEOGRAPHIC NAMES

Survey No.

T-5776

No. 7 Name on Survey

	A	B	C	D	E	F	G	H	K	
<u>School names:</u>										1
<u>Daniel Webster</u>										2
<u>Washington</u>										3
<u>Pollard</u>										4
<u>Adams</u>										5
<u>Abraham Lincoln</u>										6
<u>Watson</u>										7
<u>Jonas Perkins</u>										8
<u>Abigail Adams</u>										9
<u>Bicknell</u>										10
<u>Hingham High School</u>										11
										12
<u>Other names on sheet:</u>										13
<u>Old Ship Church</u>			(in Hingham)							14
<u>Wollaston Boat Yard</u>										15
<u>Watson Field</u>										16
<u>Norfolk Square</u>										17
<u>Weston Park</u>										18
<u>E. Braintree R.R. Sta.</u>										19
<u>Open Air Theater</u>										20
<u>Central Square</u>										21
<u>Braintree</u>										22
<u>Massachusetts</u>			(fortitle)							23
<u>Boston outer Harbor</u>			( " " )							24
										25
										26
										27

Names underlined in red are approved. 7/21/48

L. Heck



DIVISION OF PHOTOGRAPHY  
Review Report of  
Planimetric Map Manuscript T-5776

Subject numbers not used in the review report have been adequately covered in other parts of the descriptive report or special reports.

26. Control

Thirty-four Mass. Geodetic Survey traverse stations, which were added to the map manuscript during review, have been listed on a separate page attached to the descriptive report preceding page 1.

23. Detailing

The original compilation of map manuscript T-5776 was made from 1941 nine-lens photographs. Single-lens photographs of 8 and 9 June 1944 and 14 July 1944 were used to revise the map manuscript. Changes to shoreline and additions consisting of buildings, piers, roads, and railways are shown in red and green ink.

Buildings within the U. S. Military Reservation in the area of the map manuscript are omitted, although roads and a railroad are shown.

44. Comparison with previous surveys

T-2114	1/10,000	1892	T-2130	1/10,000	1894
T-2115	1/10,000	1892	T-2191	1/10,000	1894

For a detailed discussion, see pages 6-8 of the descriptive report.

The present survey supersedes the former surveys in all comparable detail for their common areas.

45. Comparison with Nautical Charts

246 1/20,000 1944

No changes fall within the comparable area.

46. Application of Charts

T-5776 has not been applied to nautical charts as of the date of this review.

Reviewed by:

Under the direction of:

*K. H. M. 10/28/48*  
W. W. St. John 22 Jan. 1945

R. M. Berry, Chief  
Review Section

Approved by:

*B. G. Jones 11/48*  
Technical Asst. to Chief  
Division of Photogrammetry

*J. H. L. L. L.*  
Chief, Nautical Chart Branch  
Division of Charts

*B. G. Jones 12 Nov 48*  
Acting Chief, Division of  
Photogrammetry

*C. K. Green*  
Chief, Division of Coastal  
Surveys