

4547

Form 504  
Ed. June, 1928

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

G. & B. SURVEY

L. & A.

NOV - 5 1930

Acc. No.

State: Maryland

DESCRIPTIVE REPORT

Topographic  
Hydrographic

Sheet No. ~~4507~~

4547

LOCALITY

Point Breeze

Baltimore Harbor

1930

CHIEF OF PARTY

W. H. Bainbridge

Descriptive Report  
to accompany

Topographic Sheet No. 4547 (Register Number)

Revision of Section of  
Baltimore Harbor

Scale 1:10,000  
Project No. 71

Date of Instructions: September 27, 1930.

Topographer: W. H. Bainbridge.

PURPOSE OF WORK was to make a topographic survey of the area in the vicinity of Point Breeze changed in the construction of the Western Electric Plant and the new Municipal Airport for the correction of Chart No. 545.

CONTROL: The work was controlled by triangulation stations: Bit, Chimney, Crane, Dundalk, Ft. Carroll Light House, St. Helena, F. S. Royster, W. E. Chimney and topographic stations Pipe and Dot, located by planetable triangulation.

CLOSURES and CHECKS: The southeastern end of the Municipal Airport bulkhead and immediate vicinity was located from station Pipe. The northern end of this bulkhead and vicinity was located from station St. Helena.

The setups west of station Wes were checked by resection on three triangulation stations. The stadia work east and north of station Wes was closed on station Chimney with an error of minus 2.5 meters which was adjusted.

GENERAL: The area between the new Municipal Airport bulkhead and the old shore line which runs almost on a line determined by stations Pipe and Dundalk and the east end of the swing bridge over the mouth of Colgate Creek, is now covered by water, but is being filled in by a dredge. According to the resident engineer the time estimated to complete the fill is three years. Blue-print C. & G. S. File No. 23606 gives the plan of this area.

On Point Breeze beginning at station Wes the topography was added in to the west as far as the old Thompson's Seag<sup>15</sup> House, and from station Wes up Colgate Creek to the pier at Camp Holabird. Blue-print C. & G. S. <sup>File No.</sup> No. 23607, gives the location of present structures and proposed construction of the Western Electric Company and the depth of channels dredged in Colgate Creek by the Ferguson Engineering Company.

Sufficient points were identified on the blue-print and located on the topographic sheet to control the reduction and application of this print.

The buildings on the eastern side of Colgate Creek just north of the swing bridge were taken from the Baltimore City Topographic Map and transferred to topographic sheet using planetable position control points.

The shore line from a point about 350 meters north to a point 310 meters south of station Water Tank was found to have been changed from that shown on Chart No. 545.

The shore line and structures were taken from the City Topographic Map, checked in the field and transferred to the topographic sheet using stations F. S. Royster and Water Tank and the unchanged piers as control points.

The topography shown in black was determined by regular field methods, and that shown in red was transferred from maps and blue-prints checked in the field.

According to information secured at the Engineering Office of the Western Electric Company, the channels as shown on blue-print No. 23607 are deeper in places than the indicated depth, because in making the fill on the Western Electric property additional material was needed.

The information that soundings were being taken along the western face of the Airport bulkhead was obtained at the office of the Harbor Board. The Coast Survey was promised a record of these soundings when the work was completed.

LANDMARKS: A group of three aluminum colored water tanks on skeleton steel structures about 375 meters north of Sollers Point is very prominent. The position of the middle and highest tank was determined by triangulation. This group is shown on Chart No. 545.

A lone red brick chimney now shown on Chart No. 545 about 1000 meters north by east of Sollers Point is fairly prominent.

The wooden water tank, painted red, on skeleton structure, and the brick chimney, square in cross-section, both about 75 feet in height, the water tank is a few feet the highest, situated within 25 meters of each other, on the property of the Central Foundry Company., Dundalk, <sup>are</sup> a good landmark for the area about Point Breeze.

The tank was topographic signal "Dun" on topographic sheet No. 4065a and is shown on Chart No. 545.

The large stationary crane, triangulation station Crane, at the southeastern corner of the Western Electric Bulkhead is a very prominent object for the area about Point Breeze.

The red brick chimney, triangulation station W. E. Chimney, surmounting the Western Electric power plant, is a very prominent object and should be charted.

The red brick chimney, triangulation station Chimney, 1930, of the Camp Holabird power plant shown on Chart No. 545, is of sufficient prominence to be retained on the chart.

The black steel water tank on skeleton steel structure, triangulation station Water Tank, 1930, on the grounds of the Shell Eastern ~~Products~~ Petroleum Company, is of sufficient importance as a landmark to be charted.

RECOVERABLE TOPOGRAPHIC STATIONS:

Station Pipe, and the city topographic survey bronze disc set in concrete near the southeastern end of the airport bulkhead, and a fire plug and three manholes on the grounds of the Western Electric Company are recoverable stations and are described on form No. 524, Description of Recoverable Hydrographic or Topographic Stations.

CHANGES: Photostats of enlarged sections of Chart No. 545 were forwarded to the Director with the buildings and structures that have been demolished or removed marked out with blue-ink.

See chart letters 548 and 565, 1930.

Planetable Positions.

Object	Name given on Topo Sheet No.4065a	Latitude	D.M. Meters	Longitude	D.P. Meters
Red brick chimney	Brick	39-14	344	76 30	843
City Topographic Survey Mark		39-14	1399	76 31	518
Pipe		39-14	1422	76 31	528
Dot		39-15	207	76 31	1120
Brick Chimney		39-15	331	76 31	700
Wooden water tank	Dun.	39-15	340	76 31	680
Fire Plug		39-15	984	76 32	351
Recoverable Manhole "A"		39-15	1122	76 32	480
Recoverable Manhole "B"		39-15	1266	76 32	579
Recoverable Double Manhole		39-15	1356	76 32	639

Respectfully submitted,

*W. H. Bainbridge*  
W. H. Bainbridge,  
Chief of Party.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

Washington, D. C.

~~October 29,~~ 19 ~~30~~

DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

W. H. Bainbridge

Chief of Party.

[illegible]

A list of objects which are of sufficient prominence for use on the charts, together with a description of the same, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report. The selection, determination, and description of these points are of primary importance.

The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstuffs and like objects are not sufficiently permanent to chart.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4547

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. 1

REGISTER NO. 4547 **4547**

State Maryland

General locality Baltimore Harbor

Locality Point Breeze

Scale 1:10,000 Date of survey Oct. 9-14, 19 30

Vessel Shore Party

Chief of Party W. H. Bainbridge

Surveyed by W. H. B.

Inked by W. H. B.

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

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

Instructions dated Sept. 27., 19 30

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