

5345

U. S. COAST & GEODETIC SURVEY  
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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
R. S. PATTON, Director

## DESCRIPTIVE REPORT

AIR PHOTO  
Topographic

~~Hydrographic~~

Sheet No. 5345

State Maryland

LOCALITY

~~Chesapeake Bay~~

Baltimore City

Project No. FT-175

1934½

CHIEF OF PARTY

J.C. Partington Jr. H. & G.E.

U. S. GOVERNMENT PRINTING OFFICE: 1934

5345

Applied to New Compilation of Chart 545 July 7-1938 Chas R. Bush Jr.

Applied to New Compilation of Chart 549 April 4-1939 by Chas R Bush Jr.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO.

**AIR PHOTO**  
**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. 5245

REGISTER NO. 7-5345

State Maryland

General locality Chesapeake Bay

Locality Baltimore City

Scale 1:10,000 Date of Photographs April 20, May 18, 1934  
Compilation June 25, 1935

~~Wesley Photo compilation Party # 25~~ Reviewed and recommended for approval

Chief of party Lieut. (J.G.) J.C. Partington, July 18, 1935

Photographs plotted by E.C. Broadwell and J.E. Cross, Jan. 12, 1935

Inked by A.V. Merkel, June 25, 1935

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

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

Instructions dated March 14, 1934, 19.....

Remarks: Compilation of aerial photographs:

No. 556-570; 709-720; 721-738

-STATISTICS-

on

SHEET, FIELD NO. 5345, REG. NO. 7-5345

Photos No. 556 - 570  
709 - 720  
721 - 738

Date of Photographs April 28, 1934; 11:20 A.M. to 1:00 P.M.

May 18, 1934; 9:45 A.M. to 1:50 P.M.

Instructions Dated March 14, 1934

	<u>BY</u>	<u>FROM</u>	<u>DATE</u>	<u>TO</u>
ROUGH RADIAL PLOT	S.M. Stoler	8- 3-34	8-18-34	
SCALE FACTOR (1.034)	S.M. Stoler	8-14-34	8-18-34	
SCALE FACTOR CHECKED	<i>R. D. Cross</i> R.D. Cross	8-20-34	8-20-34	
PROJECTION	<i>J. W. Seager</i> J.W. Seager	8-21-34	8-21-34	
PROJECTION CHECKED	E.C. Broadwell	8-21-34	8-21-34	
CONTROL PLOTTED	<i>J. W. Seager</i> J.W. Seager	8-22-34	8-24-34	
CONTROL CHECKED	D.J. Batte	8-31-34	9- 4-34	
TOPOGRAPHY TRANSFERRED	A.V. Merkel	3- 9-35	3- 9-35	
TOPOGRAPHY CHECKED	<i>R. D. Cross</i> R.D. Cross	3- 9-35	3- 9-35	
SMOOTH RADIAL LINE PLOT	<i>R. D. Cross</i> R.D. Cross	9-10-34	9-22-34	
	E.C. Broadwell	12-14-34	1-12-35	
RADIAL LINE PLOT CHECKED	<i>J. C. Partington</i> J.C. Partington	1-18-35	1-18-35	
DETAIL INKED	A.V. Merkel	3-11-35	6-25-35	
AREA OF DETAIL INKED	29.84 sq. Statute Miles (Land Area)			
AREA OF DETAIL INKED	0.02 sq. Statute Miles (Shoals in Water Area)			
LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)	37.3 Statute Miles.			
LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)	6.2 Statute Miles			
LENGTH OF STREETS, ROADS, TRAILS, R.R., etc.	523.5 Statute Miles			
GENERAL LOCATION	Chesapeake Bay, Maryland			
LOCATION	Baltimore Harbor, Baltimore City			
DATUM	North American 1927			

STATION Baltimore, Bromo-Seltzer Bldg., tower, light 1915 r'33

Latitude: 39° 17' 15.202" = 468.8  
Longitude: 76° 37' 15.346" = 307.8  
m.

Field Computations  
(Unadjusted)

# PROJECTION DIAGRAM

SHEET NO. 5345

Scale = 1:10,000

Scale Factor = 1.034

Measurements Multiplied by Scale Factor Are Given in Red

41°	76° 40'	39°	38°	37°	36°	70°	35°	34°	33°	32°
19°				(1486.3)	(2972.4)	2874.7	(4458.6)	(5944.9)		19°
				1437.4 (3826.4)			4312.0	5749.4		
				3700.6						
18°				(1486.6)	(2973.2)	2875.4	(4459.7)	(5946.3)		18°
				1437.7 (1913.3)			4313.1	5750.8		
				1850.3						
17°				(1486.9)	(2973.8)		(4460.8)	(5947.7)		17°
				1438.0	2876.0		4314.1	5752.1		
16°				(1487.3)	(2974.5)		(4461.8)	(5949.1)		16°
				1438.4	2876.7		4315.1	5753.5		
39° 15'				(1487.6)	(2975.2)		(4462.8)	(5950.6)		39° 15'
				1438.7	2877.4		4316.1	5754.9		
41°	76° 40'	39°	38°	37°	36°		35°	34°	33°	32°

LAYOUT BY J.W.S.  
CHECKED BY R.D.C.

## SHEET NO. 5345

## SCALE FACTOR COMPUTATIONS

Photos 550-570

- - - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Clifton, cupola vane, 1863 r'76*		Bay View Asylum 1863 r'15 *	4876	4616	1.056
Clifton, cupola vane, 1863 r'76*		York, U.S.E. 1915*	4951	4695	1.054
Clifton, cupola vane, 1863 r'76*		W.E. Chimney 1930	8043	7626	1.054
Clifton, cupola vane, 1863 r'76*		Recreation U.S.E. 1915 *	4763	4514	1.055
Clifton, cupola vane, 1863 r'76*		Pillar 1886 *	6613	6269	1.054
Clifton, cupola vane, 1863 r'76*		Baltimore, St. James Church spire, 1886 *	2662	2511	1.060
Bay View Asylum 1863 r'15 *		W.E. Chimney 1930	3457	3283	1.053
Bay View Asylum 1863 r'15		Baltimore, Johns Hopkins Hospital 1886 *	3898	3693	1.055
Bay View Asylum 1863 r'15*		York, U.S.E. 1915*	5378	5104	1.053
W.E. Chimney 1930		York, U.S.E. 1915*	6482	6157	1.052
Baltimore, Johns Hopkins Hospital 1886 *		Pillar 1886 *	3932	3734	1.053
York, U.S.E. 1915 *		Pillar 1886*	3145	2988	1.052

Average Scale Factor = 1.054

This scale factor computed for entire flight but only part of this flight (550 -570) falls on the tracing area of this sheet.

Triangulation stations marked (\*) fall on this sheet.

Computed by S.M.S. 8/14/34  
Checked by R.D.C.

## SHEET NO. 5345

## SCALE FACTOR COMPUTATIONS

Photos '09-'20

- - - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Druid Hill Park House, 1863 *		Clifton, cupola vane, 1863 r'76*	51 1/2	5168	1.001
Druid Hill Park House, 1863 *		Electric plant, chimney, 1915 *	6629	6794	0.975
Druid Hill Park House, 1863 *		Our Lady of Conception Church, 1915*	7537	7692	0.979
Druid Hill Park House, 1863*		Recreation, U.S.E. 1915 *	6627	6740	0.983
Druid Hill Park House, 1863*		Baltimore, St. James Church spire, 1886*	4581	4531	1.011
Clifton, cupola vane, 1863 r'76*		Our Lady of Conception Church, 1915 *	5641	5805	0.971
Clifton, cupola vane, 1863 r'70*		Recreation, U.S.E. 1915 *	4392	4514	0.972
Clifton, cupola vane, 1863 r'70*		Electric plant, chimney, 1915*	7097	7313	0.970
Clifton, cupola vane, 1863 r'76*		Baltimore, St. James Church spire, 1886*	2484	2511	0.989
Electric plant, chimney, 1915 *		Our Lady of Conception Church, 1915 *	3115	3253	0.957
Electric plant chimney, 1915*		Recreation, U.S.E. 1915*	3573	3727	0.958
Baltimore, Washington Monument, head of statute, 1863 *		Maryland Casualty Tower, 1915 *	898	931	0.964
Baltimore, Washington Monument, head of statute, 1863 *		Clifton, cupola vane, 1863 r'76*	3518	3564	0.987
Baltimore, Washington Monument, head of statute, 1863*		Druid Hill Park House, 1863 *	3933	3955	0.994

4.

SHEET NO. 5345

SCALE FACTOR COMPUTATIONS

Photos 709-720 (Cont'd)

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Baltimore, Wash- ington Monument head of statue 1863*		Knabe's piano factory, cupola vane, 1870 *	2210	2304	0.959

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Average Scale Factor = 0.978

All the above flight falls on tracing area of this sheet.

All above triangulation stations fall on this sheet.

Computed by S.M.S. 8-4-34  
Checked by R.D.C.

## SHEET NO. 5345

## SCALE FACTOR COMPUTATIONS

Photos 721-752

- - - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Druid Hill Park House, 1863 *		Roland 1933	2219	2217	1.028
Druid Hill Park House, 1863 *		Arlington 1933	3778	3680	1.027
Druid Hill Park House, 1863 *		Baltimore, Bromo- Seltzer Bldg., tower, light, 1915 r'33 *	4638	4592	1.010
Druid Hill Park House, 1863 *		Linthicum, tank 1933	13289	13177	1.008
Baltimore, Bromo- Seltzer Bldg., tower, light, 1915 r'33 *		Roland 1933	6180	6072	1.018
Baltimore, Bromo- Seltzer Bldg., tower, light, 1915, r'33 *		Arlington 1933	7952	7828	1.016
Baltimore, Bromo- Seltzer Bldg., tower, light, 1915 r'33 *		Plant 1934 *	2481	2487	0.997
Linthicum Tank 1933		Arlington 1933	14987	15100	0.989
Linthicum Tank 1933		Roland 1933	15384	15512	0.992
Linthicum Tank 1933		Baltimore, Bromo- Seltzer Bldg., Tower, light, 1915 r'33 *	9666	9919	0.975
Linthicum Tank 1933		Plant 1934 *	7189	7436	0.967
Plant 1934 *		Nira 1934 *	677	690	0.982
Plant 1934 *		Beer 1934 *	643	662	0.971
Beer 1934 *		Rail 1934 *	708	725	0.977

SHEET NO. 5345

## SCALE FACTOR COMPUTATIONS

Photos 721-752 (Cont'd)

- - - - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Roland 19333		Arlington 1933	4595	4479	<u>1.026</u>

Average Scale Factor = 0.999

This scale factor computed for entire flight but only part of this flight (721-738) falls on the tracing area of this sheet.

Triangulation stations marked (\*) fall on this sheet.

Computed by S.M.S. 8/28/34  
Checked by R.D.C.

SHEET NO. 5345

## SCALE FACTOR COMPUTATIONS

Flight	Average Scale Factor
556 to 570	1.054
709 to 720	0.978
721 to 752	<u>0.999</u>
Average Scale Factor	= 1.010

However, Scale Factor used for this sheet was 1.034 in order to agree with adjacent sheets.

## SHEET NO. 5345

## CONTROL DATA

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Atlantic (U.S.E.) 1915 r'24	39	16	40.181	(611.2) 1239.1	(622.2) 1228.1	(643.4) 1269.8
	76	34	50.021	(239.5) 1198.9	(235.5) 1202.9	(243.5) 1243.8
Baltimore, Bromo- Seltzer Bldg., tow- er, light 1915 r'33 (N.A. 1927 Datum)	39	17	15.202		(1381.5) 468.8	(1428.5) 484.7
	76	37	15.346		(1070.2) 367.8	(1106.6) 380.2
Baltimore, City Hall, Cupola 1886	39	17	27.12	(1014.0) 836.3	(1025.0) 825.3	(1059.8) 853.4
	76	36	39.68	(487.0) 950.9	(483.0) 954.9	(499.4) 987.4
Baltimore, Holy Cross German Catholic Church, cross, 1886	39	16	34.28	(793.2) 1057.2	(804.2) 1046.2	(831.5) 1081.8
	76	36	41.33	(447.6) 990.7	(443.6) 994.7	(458.7) 1028.5
Baltimore, Johns Hopkins Hospital, 1886	39	17	50.25	(300.7) 1549.7	(311.7) 1538.7	(322.3) 1591.0
	76	35	36.91	(553.4) 884.4	(549.4) 888.4	(568.1) 918.6
Baltimore, St. James Church spire, 1886	39	18	04.54	(1710.3) 140.0	(1721.3) 129.0	(1779.8) 133.4
	76	36	07.59	(1255.8) 181.9	(1251.8) 185.9	(1294.4) 192.2
Baltimore Trust Co. Bldg., finial, 1933 (N.A. 1927 Datum)	39	17	20.963		(1233.9) 646.5	(1244.8) 668.5
	76	36	51.719		(199.5) 1239.6	(205.2) 1281.7
Baltimore, Washing- ton Monument, head of statue, 1863	39	17	51.076	(275.2) 1575.1	(286.2) 1564.1	(295.9) 1617.3
	76	36	57.341	(64.0) 1374.0	(60.0) 1378.0	(62.0) 1424.9
Baugh's (U.S.E.) 1916 r'24	39	15	33.521	(816.6) 1033.7	(827.6) 1022.7	(855.7) 1057.5
	76	34	08.741	(1229.1) 209.6	(1225.1) 213.6	(1266.8) 220.9
Bay View Asylum 1863 r'15	39	17	23.332	(1130.5) 719.5	(1141.5) 708.5	(1180.3) 732.6
	76	33	06.750	(1276.2) 161.8	(1272.2) 165.8	(1315.4) 171.4

## SHEET NO. 5345

## CONTROL DATA (Cont'd)

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Beer 1934	39	16	17.634	(1306.5) 543.8 (646.1)	(1317.5) 532.8 (642.1)	(1362.3) 550.9 (663.9)
	76	37	33.048	792.3	796.3	823.4
Canton (U.S.E.) 1915 r'34	39	15	22.755	(1148.6) 701.7 (257.3)	(1159.6) 690.7 (253.3)	(1199.0) 714.2 (261.9)
	76	33	49.274	1181.4	1185.4	1225.7
Center of Draw, W.M. Ry. Bridge, 1934	39	15	54.156	(180.2) 1670.1 (792.0)	(191.2) 1659.1 (788.0)	(197.7) 1715.5 (814.8)
	76	37	26.970	646.1	650.1	672.7
City, 1915 r'34	39	14	49.107	(335.9) 1514.4 (646.0)	(346.9) 1503.4 (642.0)	(358.7) 1554.5 (663.8)
	76	34	33.061	792.9	796.9	824.0
Clifton, cupola vane, 1863 r'76	39	19	14.986	(1388.2) 462.2 (1076.8)	(1399.2) 451.2 (1072.8)	(1446.8) 466.5 (1109.3)
	76	35	15.050	360.6	364.6	377.0
Cupola, N.E. Tower Hanover St. Bridge 1934	39	15	28.813	(961.7) 888.5 (30.6)	(972.7) 877.5 (26.6)	(1005.8) 907.3 (27.5)
	76	36	58.725	1408.1	1412.1	1460.0
Curb 1934	39	15	30.689	(903.9) 946.4 (44.2)	(914.9) 935.4 (40.2)	(946.0) 967.2 (41.6)
	76	36	58.157	1394.4	1398.4	1445.9
Dock 1934	39	15	27.199	(1011.5) 838.8 (932.2)	(1022.5) 827.8 (928.2)	(1057.3) 855.9 (959.4)
	76	33	21.119	506.4	510.4	527.8
Druid Hill Park house, 1863	39	19	24.480	(1095.4) 754.9 (228.8)	(1106.4) 743.9 (224.8)	(1144.0) 769.2 (232.4)
	76	38	50.448	1208.4	1212.4	1253.6
Drydock 1934	39	14	58.336	(51.3) 1799.0 (1434.5)	(62.3) 1788.0 (1430.5)	(64.4) 1848.8 (1479.1)
	76	35	00.178	4.2	8.2	8.5

SHEET NO. 5345  
CONTROL DATA (Cont'd)

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Dugan 1934				(1281.1)	(1292.1)	(1336.0)
	39	15	18.458	56 9.2	558.2	577.2
	76	35	06.811	(1275.4) 163.3	(1271.4) 167.3	(1314.6) 173.0
Dump 1934				(216.1)	(227.1)	(234.8)
	39	14	52.994	1634.3	1623.3	1678.5
	76	35	55.134	(116.7) 1322.0	(112.7) 1326.0	(116.5) 1371.1
Electric plant, chimney, 1915				(319.8)	(330.8)	(342.0)
	39	15	49.63	1530.6	1519.6	1571.3
	76	37	47.63	(296.6) 1141.9	(292.6) 1145.9	(302.5) 1184.9
Electric (U.S.E.) 1915 & 1934				(180.9)	(191.9)	(198.4)
	39	15	54.133	1669.4	1658.4	1714.9
	76	37	41.543	(442.6) 996.2	(438.6) 1000.2	(453.5) 1034.2
Elevator, 1915 & 1934				(634.8)	(645.8)	(667.8)
	39	15	39.416	1215.6	1204.6	1245.6
	76	36	26.837	(795.2) 643.4	(791.2) 647.4	(818.1) 669.4
End 1934				(179.3)	(190.3)	(196.8)
	39	15	54.186	1671.0	1660.0	1716.4
	76	37	14.339	(1094.9) 343.8	(1090.9) 347.8	(1128.0) 359.6
Fill (U.S.E.) 1915 & 1934				(459.8)	(470.8)	(486.8)
	39	16	45.09	1390.5	1379.5	1426.4
	76	35	16.45	(1044.0) 394.3	(1040.0) 398.3	(1075.4) 411.8
Ferry Bar (U.S.E.) 1916 & 1934				(1047.7)	(1058.7)	(1094.7)
	39	15	26.027	802.6	791.6	818.5
	76	36	37.154	(547.8) 890.8	(543.8) 894.8	(562.3) 925.2
Fill 1934				(57.2)	(68.2)	(70.5)
	39	14	58.144	1793.1	1782.1	1842.7
	76	36	50.171	(235.7) 1203.0	(231.7) 1207.0	(239.6) 1248.0
Flagpole, Maryland Yacht Club, 1934				(1331.5)	(1342.5)	(1388.1)
	39	15	16.822	518.8	507.8	525.1
	76	36	56.728	(78.5) 1360.1	(74.5) 1364.1	(77.0) 1410.5

## SHEET NO. 5345

## CONTROL DATA (Cont'd)

Station	North American Datum				1927	x Scale
	°	'	"	m.	Datum m.	Factor m.
Fort, 1934, Patapsco River	39	15	40.828	(591.2) 1259.1 (299.7)	(602.2) 1248.1 (295.7)	(622.7) 1290.5 (305.8)
	76	34	47.503	1138.9	1142.9	1181.8
Front Range Light, Ferry Bar Channel, 1934	39	15	18.623	(1276.0) 574.3 (453.0)	(1287.0) 563.3 (449.0)	(1330.8) 582.4 (464.3)
	76	36	41.107	985.6	989.6	1023.2
Front Range Light, Ft. McHenry, 1915, r'34	39	15	50.067	(306.0) 1544.1 (461.8)	(317.0) 1533.1 (457.8)	(327.8) 1585.2 (473.4)
	76	34	40.741	976.7	980.7	1014.0
Gas, 1915 r'34	39	15	53.786	(191.6) 1658.7 (1147.0)	(202.6) 1647.7 (1143.0)	(209.5) 1703.7 (1181.9)
	76	37	12.166	291.7	295.7	305.8
Key 1915, r'24	39	15	47.28	(392.3) 1458.0 (334.0)	(403.3) 1447.0 (330.0)	(417.0) 1496.2 (341.2)
	76	34	46.07	1104.4	1108.4	1146.1
Knabe's piano fac- tory, cupola vane, 1876.	39	16	38.69	(657.2) 1193.1 (930.9)	(668.2) 1182.1 (926.9)	(690.9) 1222.3 (958.4)
	76	37	21.17	507.4	511.4	528.8
Lazaretto Light- house 1934	39	15	45.270	(454.2) 1396.1 (987.0)	(465.2) 1385.1 (983.0)	(481.0) 1432.2 (1016.4)
	76	34	18.829	451.5	455.5	471.0
Lester 2 (U.S.E.) 1916 r'24	39	15	05.302	(1686.8) 163.5 (275.8)	(1697.8) 152.5 (271.8)	(1755.5) 157.7 (281.0)
	76	36	48.498	1162.9	1166.9	1206.6
Maryland Casualty Tower 1915	39	17	23.369	(1129.7) 720.7 (433.6)	(1140.7) 709.7 (429.6)	(1179.5) 733.8 (444.2)
	76	36	41.910	1004.4	1008.4	1042.7
Mill 1934	39	15	41.114	(582.4) 1267.9 (988.0)	(593.4) 1256.9 (984.0)	(613.6) 1299.5 (1017.4)
	76	35	18.797	450.7	454.7	470.1

## SHEET NO. 5345

## CONTROL DATA (Cont'd)

Station	North American Datum			1927 Datum	x Scale Factor	
	°	'	"	m.	m.	
Nira 1934	39	16	12.380	(1468.5) 381.8 (972.8)	(1479.5) 370.8 (968.8)	(1529.8) 383.4 (1001.7)
	76	37	19.421	465.6	469.6	485.6
Our Lady of Conception Church, 1915	39	16	07.304	(1625.0) 225.2 (626.8)	(1636.0) 214.2 (622.8)	(1691.6) 221.5 (644.0)
	76	35	33.852	811.5	815.5	843.2
Pen 1934	39	16	04.392	(1714.9) 135.4 (939.8)	(1725.9) 124.4 (935.8)	(1784.6) 128.6 (967.7)
	76	34	20.798	498.6	502.6	519.7
Pier 1934	39	15	43.729	(501.8) 1348.5 (69.9)	(512.8) 1337.5 (65.9)	(530.2) 1383.0 (68.1)
	76	35	57.086	1368.8	1372.0	1419.0
Pier 3 (U.S.E.) 1915	39	17	03.569	(1740.2) 110.1 (733.6)	(1751.2) 99.1 (729.6)	(1810.7) 102.5 (754.4)
	76	36	29.390	704.4	708.4	732.5
Pier 6 (U.S.E.) 1915 r'24	39	16	58.774	(37.8) 1812.5 (1031.7)	(48.8) 1801.5 (1027.7)	(50.4) 1862.8 (1062.6)
	76	36	16.962	406.5	410.5	424.4
Pillar 1886	39	15	51.86	(251.0) 1599.3 (1336.1)	(262.0) 1588.3 (1332.1)	(270.9) 1642.3 (1377.4)
	76	35	04.28	102.6	106.6	110.2
Plant 1934	39	15	56.889	(95.9) 1754.3 (475.6)	(106.9) 1743.3 (471.6)	(110.5) 1802.7 (487.6)
	76	37	40.167	963.1	967.1	999.9
Rail, 1934	39	15	54.138	(180.8) 1699.5 (667.2)	(191.8) 1658.5 (663.2)	(198.3) 1714.9 (685.7)
	76	37	32.177	771.4	775.4	871.8
Rear Range Light, Ferry Bar Channel 1934	39	15	18.573	(1277.5) 572.8 (80.4)	(1288.5) 561.8 (76.4)	(1332.3) 580.9 (79.0)
	76	36	56.646	1358.3	1362.3	1408.5

## SHEET NO. 5345

## CONTROL DATA (Cont'd)

Station	North American Datum				1927	x Scale
	°	'	"	m.	Datum m.	Factor m.
Rear Range Light Fort McHenry (proposed) 1934	39	16	15.170	(1382.5) 467.8	(1393.5) 456.8	(1440.9) 472.3
	76	35	07.242	(1264.7) 173.6	(1260.7) 177.6	(1303.6) 183.6
Recreation (U.S.E.) 1915	39	16	49.238	(331.9) 1518.4	(342.9) 1507.4	(354.6) 1558.6
	76	35	32.392	(661.8) 776.4	(657.8) 780.4	(680.2) 806.9
Reinle Salmon Co., tank 1915	39	16	34.00	(801.8) 1048.5	(812.8) 1037.5	(840.4) 1072.8
	76	37	29.74	(725.4) 712.8	(721.4) 716.8	(745.9) 741.2
Road 1934	39	15	24.805	(1085.3) 764.9	(1096.3) 753.9	(1133.6) 779.5
	76	37	40.754	(461.5) 977.2	(457.5) 981.2	(473.0) 1014.6
Sanford Brooks, tank 1915	39	15	32.74	(840.6) 1009.7	(851.6) 998.7	(880.6) 1032.6
	76	33	47.72	(294.6) 1144.1	(290.6) 1148.1	(300.6) 1187.1
Seawall 1886, r'15	39	15	56.188	(117.5) 1732.7	(128.5) 1721.7	(132.9) 1780.2
	76	34	42.003	(431.6) 1006.9	(427.6) 1010.9	(442.1) 1045.3
Stack, eastern of two on building, 1934	39	15	56.97	(93.4) 1756.9	(104.4) 1745.9	(107.9) 1805.3
	76	36	12.52	(1138.4) 300.3	(1134.4) 304.3	(1173.0) 314.6
Stack, northerly of two, Incinerator Plant, 1934	39	14	53.74	(193.2) 1657.1	(204.2) 1646.1	(211.1) 1702.1
	76	37	00.29	(1431.8) 6.9	(1427.8) 10.9	(1476.3) 11.3
Stack, southerly of two, Incinerator Plant, 1934	39	14	53.13	(212.3) 1638.5	(223.3) 1627.5	(230.9) 1682.3
	76	37	00.86	(1417.7) 20.6	(1413.7) 24.6	(1461.8) 25.8
Stack, western of two on building, 1934	39	15	56.78	(99.3) 1751.0	(110.3) 1740.0	(114.0) 1799.2
	76	36	12.82	(1131.0) 307.4	(1127.0) 311.4	(1165.3) 322.0

## SHEET NO. 5345

## CONTROL DATA (Cont'd)

Station	North American Datum				1927 Datum	X Scale Factor
	°	'	"	m.	m.	m.
Stack, white, concrete, 1934	39	16	09.48	(1557.9) 292.4	(1568.9) 281.4	(1622.2) 291.0
	76	36	01.45	(1403.6) 34.8	(1399.6) 38.8	(1447.2) 40.0
Tank, Baughs Chemical Co. 1934	39	15	43.470	(509.8) 1340.5	(520.8) 1329.5	(538.5) 1374.7
	76	34	11.972	(1151.4) 287.1	(1147.4) 291.1	(1186.4) 301.0
Tank, Canton R.R. Co. 1934	39	15	41.519	(569.9) 1280.4	(580.9) 1269.4	(600.6) 1312.6
	76	33	34.770	(604.8) 833.7	(600.8) 837.7	(621.2) 866.2
Tank, Colgate warehouse, 1934	39	15	52.500	(232.2) 1619.0	(243.2) 1608.0	(250.5) 1662.7
	76	33	08.476	(1235.2) 203.2	(1231.2) 207.2	(1273.1) 214.2
Tank, Locke, 1934	39	15	35.554	(753.9) 1096.5	(764.9) 1085.5	(790.9) 1122.4
	76	36	42.862	(411.0) 1027.6	(407.0) 1031.6	(420.8) 1066.7
Tank, near Canton R.R. Terminal, 1934	39	15	42.471	(540.6) 1309.7	(551.6) 1298.7	(570.4) 1342.8
	76	33	48.158	(283.7) 1154.8	(279.7) 1158.8	(289.2) 1198.2
Tank, near concrete stack 1934	39	16	10.336	(1531.6) 318.7	(1542.6) 307.7	(1595.0) 318.2
	76	36	01.616	(1399.7) 38.7	(1395.7) 42.7	(1443.2) 44.2
Tank, Penn. R.R. Co., 1934	39	16	05.894	(1690.5) 181.8	(1679.5) 170.8	(1736.6) 176.6
	76	34	09.760	(1204.4) 234.0	(1200.4) 238.0	(1241.2) 246.1
Tank, Proctor & Gamble Co., 1934	39	16	28.245	(979.3) 871.0	(990.3) 860.0	(1024.0) 889.2
	76	35	34.423	(613.0) 825.2	(609.0) 829.2	(629.7) 857.4
Tank, Standard Plumbing Fixtures 1934	39	16	11.351	(1500.3) 350.0	(1511.3) 339.0	(1562.7) 350.5
	76	33	06.947	(1272.4) 166.5	(1268.4) 170.5	(1311.5) 175.8

## SHEET NO. 5345

## CONTROL DATA (Cont'd)

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Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Webster (U.S.E.) 1915 r'35	39	16	56.763	(99.8) 1750.5	(110.8) 1739.5	(114.6) 1798.6
	76	35	10.099	(1196.4) 242.0	(1192.4) 246.0	(1232.9) 254.4
Western, 1934	39	15	58.048	(60.2) 1790.1	(71.2) 1779.1	(73.6) 1839.6
	76	36	06.635	(1279.6) 159.1	(1275.6) 163.0	(1319.0) 168.5
Western Maryland Elevator Pier (U.S.E.) 1916 r'24	39	15	35.483	(756.1) 1094.2	(767.1) 1083.2	(793.2) 1120.0
	76	36	21.158	(931.4) 507.3	(927.4) 511.3	(958.9) 528.7
Woodall (U.S.E.) 1915 r'24	39	16	26.841	(1022.6) 827.7	(1033.6) 816.7	(1068.7) 844.5
	76	35	51.340	(207.6) 1230.6	(203.6) 1234.6	(210.5) 1276.6
York (U.S.E.) 1915 r'24	39	16	56.679	(102.4) 1747.9	(113.4) 1736.9	(117.2) 1796.0
	76	36	36.913	(553.5) 884.7	(549.5) 888.7	(568.2) 918.9
Zell or McLean (H.B.) 1915, r'35	39	15	46.739	(408.9) 1441.4	(419.9) 1430.4	(434.2) 1479.0
	76	35	40.152	(476.1) 962.6	(472.1) 966.6	(488.2) 999.5

## SHEET NO. 5345

## CONTROL DATA (Cont'd)

Stations of less than third order accuracy--Also on Form 524.

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Aged ( Baltimore City Engineers) (N.A. 1927 Datum)	39	17	36.746		(717.1) 1133.2	(741.5) 1171.7
	76	38	45.475		(348.1) 1089.9	(360.0) 1126.9
City Pier (U.S.E.)	39	17	10.539	(1525.3) 325.0	(1536.3) 314.0	(1588.5) 324.7
	76	36	42.158	(427.6) 1010.4	(423.6) 1014.4	(438.0) 1048.9
Excelsior 2 (Balt- imore City Engin- eers) (N.A. 1927 Datum)	39	15	37.272		(700.9) 1149.4	(724.7) 1188.5
	76	40	51.866		(195.0) 1213.7	(201.7) 1286.0
Hebrew A (Baltimore City Engineers) (N.A. 1927 Datum)	39	17	47.124		(397.1) 1453.3	(410.6) 1502.7
	76	39	45.688		(343.0) 1095.0	(354.7) 1132.2
Lee (U.S.E.)	39	16	56.271	(115.0) 1735.3	(126.0) 1724.3	(130.3) 1782.9
	76	36	47.521	(299.1) 1138.9	(295.1) 1142.9	(305.1) 1181.8
Pier 1 (U.S.E.)	39	17	05.982	(1665.8) 184.5	(1676.8) 173.5	(1733.8) 179.4
	76	36	40.369	(470.5) 967.5	(466.5) 971.5	(482.4) 1004.5
Pratt (U.S.E.)	39	17	10.885	(1514.6) 335.7	(1525.6) 324.7	(1577.5) 335.7
	76	36	49.643	(248.2) 1189.8	(244.2) 1193.8	(252.5) 1234.4
Service (Baltimore City Engineers) (N.A. 1927 Datum)	39	19	28.611		(968.0) 882.3	(1001.0) 912.3
	76	39	21.448		(923.6) 513.8	(955.0) 531.3
St. Joseph (Balt- imore City Engin- eers) (N.A. 1927 Datum)	39	16	59.630		(11.4) 1838.9	(11.8) 1901.4
	76	40	48.290		(280.7) 1157.7	(290.3) 1197.0
Traverse Station #13,341 (Balti- more City Engin- eers) (N.A. 1927 Datum)	39	15	12.482		(1465.4) 384.9	(1515.2) 398.0
	76	39	34.710		(606.4) 832.3	(627.0) 860.6
Wiesner (Baltimore City Engineers) (N.A. 1927 Datum)	39	18	33.619		(813.6) 1036.8	(841.3) 1072.1
	76	35	15.260		(1072.1) 365.7	(1108.6) 378.1

## DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5345

Chesapeake Bay: Baltimore City

Director's Instructions Dated March 14, 1934

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1. GENERAL INFORMATION: \*(a) Title:

Refer to title sheet.

(b) Statistics:

Refer to statistics sheet.

(c) General Report:

No general report covering this area is available. The area is bounded on the north by approximately the  $39^{\circ} 19' 22''$  parallel, on the east by the  $76^{\circ} 33' 00''$  meridian, on the south by approximately the  $39^{\circ} 15' 20''$  parallel, and on the west by the  $76^{\circ} 41' 00''$  meridian.

This compilation shows the northern part of Baltimore Harbor and approximately seventy-five percent of the area within the City Limits of Baltimore.

(d) Photographs:

The following photographs were used in plotting this sheet:

<u>Photo Numbers</u>	<u>Flight Strip Location</u>	<u>Date</u>	<u>Time</u>	<u>Stage of Tide</u>
556 to 570	North and south between the $76^{\circ} 34' 00''$ and the $76^{\circ} 35' 00''$ meridians.	4-28-34	11:20AM to 1:00PM	High---5:52 AM Low---12:43 PM
709 to 720	North and south between the $76^{\circ} 37' 00''$ and the $76^{\circ} 36' 00''$ meridians.	5-18-34	9:45AM to 1:50PM	High---9:58 AM Low---3:12 PM
721 to 738	North and south between the $76^{\circ} 39' 00''$ and the $76^{\circ} 40' 00''$ meridians.	5-18-34	9:45AM to 1:50PM	High---9:58 AM Low---3:12 PM

(e) Job Sheet:

Refer to Statistics Sheet.

\* N.B. The paragraphs (numbers and letters) listed refer to those shown on pages 22 and 23 of Notes on Compilation of Planimetric Line Maps.

18.

DESCRIPTIVE REPORT

SHEET NO. 5345

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2. CONTROL:

(a) Sources:

The positions for the following triangulation stations were obtained from the publication "Triangulation in Maryland". These positions were adjusted to N.A. 1927 Datum by subtracting 11 meters from the forward latitude position and adding 4 meters to the forward longitude.

Baugh's (U.S.E.) 1916 r'15  
 Bay View Asylum 1863 r'15  
 Clifton cupola vane 1863 r'1876  
 York (U.S.E.) 1915 r'24  
 Seawall 1886 r'15  
 Woodall (U.S.E.) 1915 r'24  
 Western Maryland Elevator Pier (U.S.E.) 1916 r'24  
 Baltimore Washington Monument, head of statue, 1863  
 Recreation (U.S.E.) 1915  
 Reinle Salmon Co., tank 1915  
 Baltimore, St. James Church spire 1886  
 Druid Hill Park house 1863  
 Atlantic (U.S.E.) 1915 r'35  
 Webster (U.S.E.) 1915 r'35  
 Zell or McLean (H.B.) 1915 r'35  
 Elevator 1915 r'24  
 Electric plant chimney 1915  
 Baltimore Holy Cross German Catholic Church, cross 1886  
 Baltimore, Johns Hopkins Hospital, 1886  
 Baltimore, City Hall, Cupola 1886  
 Fell (U.S.E.) 1915 r'24  
 Key 1915 r'24  
 Knabe's piano factory, cupola vane 1876  
 Lester 2 (U.S.E.) 1916 r'24  
 Maryland Casualty tower 1915  
 Our Lady of Conception Church 1915  
 Pier 6, (U.S.E.) 1915 r'24  
 Pillar 1886  
 Pier 3 (U.S.E.) 1915  
 Sanford Brooks, tank 1915.

The positions for the following triangulation stations were obtained from the field computations of Lieut. John A. Bond, Baltimore Harbor, 1934. These positions were adjusted to N.A. 1927 Datum by subtracting 11 meters from the forward latitude and adding 4 meters to the forward longitude.:

Beer 1934  
 Canton (U.S.E.) 1915 r'34  
 City 1915 r'34  
 Electric (U.S.E.) 1915 r'34  
 Lazaretto Lighthouse 1934  
 Pen 1934

DESCRIPTIVE REPORT

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Rear Range Light Fort McHenry (proposed) 1934  
Dook 1934  
Tank, near concrete stack, 1934  
Tank, Proctor and Gamble Co. 1934  
Tank, Penn. R.R. Co. 1934  
Tank, Baughs Chemical Co. 1934  
Tank, near Canton R.R. Terminal 1934  
Tank, Canton R.R. Co. 1934  
Tank, Colgate Warehouse 1934  
Stack, northerly of two, incinerator Plant 1934  
Stack, western of two on building 1934  
Western 1934  
Rail 1934  
Rear Range Light, Ferry Bar Channel 1934  
Curb 1934  
Center of Draw, W.M. Ry. Bridge 1934  
Drydock 1934  
Dump 1934  
Dugan 1934  
End 1934  
Front Range Light, Ferry Bar Channel 1934  
Flagpole, Maryland Yacht Club 1934  
Fill 1934  
Front Range Light, Ft. McHenry 1915 r'34  
Ferry Bar (U.S.E.) 1916 r'34  
Fort 1934 (Patapsco River)  
Gas 1915 r'34  
Stack, eastern of two on building 1934  
Stack, white, concrete 1934  
Stack, southerly of two, incinerator Plant 1934  
Tank, Standard Plumbing Fixtures 1934  
Tank, Locke 1934  
Mill 1934  
Nira 1934  
Cupola, N.E. Tower Hanover St. Bridge 1934  
Plant 1934  
Pier 1934  
Road 1934

The positions for the following triangulation stations were obtained from the field computations of Lieut. Roland D. Horne, Project No. G 113, Dec. 1933. These positions were on N.A. 1927 Datum, unadjusted.:

Baltimore Trust Co. Bldg., finial 1933  
Baltimore Bromo-Seltzer Bldg., tower, light 1915 r'33

In addition to the triangulation stations listed above there are several recoverable stations of less than third order accuracy plotted on the compilation. These stations are fully discussed under paragraph 7, Recoverable Objects.

## DESCRIPTIVE REPORT

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(b) Errors:

The triangulation station "Baltimore Trust Co., Bldg., final 1933" failed to check the radial plot by about six meters. This may be due to an error in pricking the station on the photographs as the field party did not know exactly which point on the tower to prick. The station was disregarded in running the plot as there are several other stations in the vicinity that can be used.

The following stations appear on the celluloid but were not used in running the plot:

Station	Remarks
Dock 1934	The station is hidden by a building on some of the photos and was not used in running the plot.
Baugh's (U.S.E.) 1916	Covered by a shed and cannot be pricked accurately.
Tank Baughs Chemical Co. 1934	Was not visited by the field party.
Rear Range Light Ft. McHenry (proposed) 1934	Was not visited by field party.
Fell (U.S.E.) 1915	Hidden by a smoke screen on some of the photos.
Western Maryland Grain Elevator (U.S.E.) 1916	Cannot be accurately located on photos.
Beer 1934	Cannot be accurately located on photos.
Road 1934	Cannot be accurately located on photos.
Knabe Piano Factory Cupola Vane 18'6	Wrong cupola picked by field party.
Webster (U.S.E.) 1915	Was not tied in by field party.

(c) Discrepancies:

No discrepancy in position of any control station established by other organizations was found by radial plot.

3. COMPILATION:(a) Method:

The usual radial line plot was used to determine the position of all radial points.

There are quite a few triangulation stations located on this compilation but most of them are in the immediate vicinity of Baltimore Harbor. However, there were enough triangulation stations to control the photos except in the western part of the sheet. In this area it was necessary to locate several stations established by the Baltimore City Engineers and use these stations to control the photos. These stations are discussed under paragraph 7 of this report.

## DESCRIPTIVE REPORT

SHEET NO. 5345

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(b) Adjustment of Plot:

Good intersections were obtained for the radial points and no adjustment in the plot was necessary.

(c) Interpretation:

Along the western boundary of the compilation and especially in the northwestern corner some difficulty was experienced in tracing the streets. This is because the area falls in the outer edge of the wing photos and the overhanging trees obscure the detail to some extent. In each case where the draftsman was doubtful about the street lines, field measurements were taken with a 100 foot tape to locate the street intersections. With this information the streets could be drawn in.

For the rest of the compilation very little difficulty was encountered in interpreting the photos and in each case of doubt a field inspection was made to make sure that the detail was correctly drawn.

(d) Information from other Sources:

The shore line from triangulation station "Gas 1915" to triangulation station "Western Maryland Elevator Pier (U.S.E.) 1916" was traced from a photostat of topographic sheet No. 6055. Also the piles in Middle Branch in the vicinity of Smith Cove and the piles near triangulation station "Pillar 1886" and the bulkhead near station "Beer 1934" were traced from the photostats of topographic sheets Nos. 6055 and 6060. This information could not be accurately traced from the photographs.

The Orleans Street Viaduct and the St. Paul Street Rearrangements have been traced on the compilation from information obtained from blue prints issued by the City of Baltimore, Bureau of Highways. These blue prints accompany this report and to assist in checking the compilation each of the above blue prints have been numbered in red pencil. These numbers refer to a large B & O Railroad Company blueprint upon which the locations of the street changes are indicated in red pencil.

The cable crossing from Ft. McHenry to Lazaretto Point was traced from information received from attendants at Ft. McHenry and at the Light House Depot at Lazaretto point. See photograph 570 C for measurements to the cable crossing on Fort McHenry side.

The bridge data that is shown on a separate sheet in this report was obtained from a photostat of topographic sheet No. 6055 and from the publication "List of Bridges Over Navigable Waters of U.S. 1927".

The names on the overlay were obtained from a map of Baltimore City issued by the Bureau of Plans and Surveys.

A new building located next to the charted landmark "Chimney, Coca-Cola Company" was drawn in from dimensions taken in the field.

All other information was obtained directly from the photographs.

# BRIDGES

<u>Mi. above Mouth</u>	<u>Nearest town, st., etc.</u>	<u>Owner</u>	<u>Kind</u>	<u>Clear Width</u>		<u>Clear Height</u>		<u>Completion Reported</u>	<u>Use of Bridge</u>
				<u>Normal to Channel</u>	<u>Left Center Right</u>	<u>M.L.W.</u>	<u>H.W.</u>		
		Patapsco River - Middle Branch							
13.4	Baltimore	Balto. City Double & Md. State Leaf Roads Comm. Bascule		150	149 *	34	32.8	Dec. 1916	Highway
						35*			
14.0	Baltimore	Western Md. Railway	Swing	85 *	80 *	10	8		Railway
						9*			

\* These figures were obtained from Topographic Sheet No. 6055

Other figures were obtained from publication "List of Bridges Over the Navigable Waters of U.S. - 1927".

## DESCRIPTIVE REPORT

SHEET NO. 5345

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(e) Names:

No effort has been made to show all the names on the overlay sheet. These names should be taken from the small map of Baltimore City issued by the Bureau of Plans and Surveys. A copy of this map was sent to Washington with Photo Compilation No. 5340. The names may also be taken from the large B & O Railroad Company blueprint that accompanies this compilation. In obtaining these names, it is recommended that the map issued by the Baltimore City, Bureau of Plans and Surveys be accepted as correct. For any additional names that may be required, the blueprint mentioned above should be followed.

*Blueprints and City Map<sup>will be</sup> filed in library as soon as printing of this compilation is completed.*

4. COMPARISON WITH OTHER SURVEYS:

(a) Junctions with adjoining sheets have been examined and are satisfactory.

(b) The area adjoining Baltimore Harbor was compared with photostats of Topographic Sheets, Nos. 6055 and 6060 and some of the shore line was traced from these photostats. (See paragraph 3, sub-paragraph d). Attention is called to some of the wrecks shown on Topographic Sheet No. 6060 in the vicinity of triangulation station "Mill 1934". These wrecks have been removed and are not shown on the Photo Compilation. (See Field Photo on 570 c).

No recent surveys are available for comparison with the other detail and it is recommended that this photo compilation be accepted as correct.

5. LANDMARKS:

Copies of Form No. 567, "Landmarks for Charts", are enclosed herewith. All necessary information concerning landmarks is shown on these forms.

6. RECOMMENDATIONS FOR FURTHER SURVEYS:

(a) Except as noted under paragraph (b) below, the compilation is believed to have a probable error of 3 meters in position of well defined detail of importance for charting and of 5 meters for other data.

(b) There is one area where the accuracy of the compilation may be doubtful. This is a strip of territory one half mile wide extending along the western boundary of the sheet. This area is so far from the centers of the pictures from which it was traced that the probable error in position of detail may be as much as 10 meters.

## DESCRIPTIVE REPORT

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The widths of most of the streets (Curb to Curb) are shown correctly although in a few cases it was necessary to exaggerate the width in order to procure a well defined line when the sheet is reproduced. Also some of the small alleys have been omitted.

The electric railway tracks are not shown where they are located on city streets. In cases where suburban electric railway lines enter the city limits these tracks are shown up to the point where they enter the city streets. Also the electric railway elevated tracks on Guilford Ave. beginning at a point halfway between Lexington and Pleasant Streets and extending to a point halfway between Chase and Eager Streets have not been shown due to the congestion of lines that would occur if these tracks were drawn. Steam railroad tracks occupy the street level position underneath the elevated electric lines and these "street level" tracks are shown on the compilation.

It was not always possible to show the correct number of railroad tracks due to the congestion that would result. The outer limits of the tracks have been located accurately and the general railroad symbol has been shown in the space between these limits.

No houses are shown except those located near the water.

7. RECOVERABLE OBJECTS:

A special effort was made to locate all existing U.S. Engineer triangulation stations in order that they might be shown on the compilation as a matter of record for the Washington Office. All of the U.S.E. Stations that could be located by the field party are shown on the compilation. Those stations for which the U.S. Coast and Geodetic Survey has triangulation positions are shown as triangles and the source from which the position was obtained is listed under "Control Data" in this report. Those stations for which the U.S. Coast Survey does not have a triangulation position are shown as recoverable objects of less than third order accuracy and are listed on a separate sheet under "Control Data". Also, they are reported on Form No. 524 to accompany this report. The positions for the stations shown ~~on~~ Form. No. 524 were obtained by changing the U.S. Engineer position from plane rectangular co-ordinates to geographic co-ordinates.

In addition to the U.S.E. stations several stations of the Baltimore City Engineers were recovered and their positions changed from plane rectangular co-ordinates to geographic co-ordinates. These stations are shown as recoverable objects of less than third order accuracy and they are reported on Form No. 524 to accompany this report.

*Note There has been no check on The accuracy of location of those Engineer Stations which were plotted by conversion from coordinates to G.P.s. (See list on next page) except that several of these stations were connected to by the radial plot and no error in position found.*

*B.G.J. 12/26/35*

## DESCRIPTIVE REPORT

SHEET NO. 5345

- - - - -

Following is a list of the recoverable objects shown on this compilation:

Hebrew A	Baltimore City Engineers.
Service	Baltimore City Engineers.
Wiesher	Baltimore City Engineers.
St. Joseph	Baltimore City Engineers.
Aged	Baltimore City Engineers.
Excelsior 2	Baltimore City Engineers.
Trav. Sta. #13341	Baltimore City Engineers.
City Pier	U.S. Engineers.
Lee	U.S. Engineers.
Pratt	U.S. Engineers.
Pier 1	U.S. Engineers.

8. CABLE AREAS:

All the cable areas are not shown on the compilation. The cable crossing from Fort McHenry to Lazaretto Point is shown. (See paragraph 3, sub-paragraph (d) ) for source of the information about this cable.)

Respectfully submitted,



J.C. Partington  
Jr. H. & G. E.  
Chief of Party

Sheet 1 of 7 Sheets  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED  
~~TO BE DELETED~~ STRIKE OUT ONE

Baltimore, Md.

July 17, 1935, 193

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted on (~~deleted from~~) the charts indicated.  
The positions given have been checked after listing.

J. C. Partington

Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION			METHOD OF LOCATION	DATE OF LOCATION	CHARTS AFFECTED		
		LATITUDE ° ' " D. M. METERS	LONGITUDE ° ' " D. P. METERS	DATUM			HARBOR CHART	INSHORE CHART	OFFSHORE CHART
Chesapeake Bay, Baltimore Harbor	Unnamed; TANK (ELEVATED) (Δ Tank Colgate Warehouse, 1934)	39 15 1608.0	76 33 207.2	N.A. 1927	Triang. Radial	1934	x	51.5	51.5, 51.9
	CHV 100	39 16 163	76 33 361	N.A. 1927	Radial Plot	1935	x	51.5	51.5
	CHV 225	39 16 1058	76 33 1396	N.A. 1927	Radial Plot	1935	x	51.5	51.5
	Unamed; CHV (SQUARE) (approximately 1927) (1938)	39 15 1141	76 34 104	N.A. 1927	Radial Plot	1935	x	51.5	51.5
	Unamed; TANK (Δ Sanford Brooks, tank 1915)	39 15 998.7	76 33 1148.1	N.A. 1927	Triang. Radial	1915	x	51.5	51.5
	Unamed; CHV (SQUARE)	39 15 1492	76 34 203	N.A. 1927	Radial Plot	1935	x	51.5	51.5
	TANK 75	39 16 1151	76 34 877	N.A. 1927	Radial Plot	1935	x	51.5	51.5
	CHV 100	39 16 1135	76 34 857	N.A. 1927	Radial Plot	1935	x	51.5	51.5, 51.9
	TANKS 1	39 16 1236	76 34 815	N.A. 1927	Radial Plot	1935	x	51.5	51.5
	TANKS 2	39 16 1247	76 34 839	N.A. 1927	Radial Plot	1935	x	51.5	51.5
	Unamed; CHV (J.S. Young Co.)	39 16 1188	76 34 1055	N.A. 1927	Radial Plot	1935	x	51.5	51.5
	TANK 100 (Atlantic Can Co.)	39 17 101	76 35 270	N.A. 1927	Radial Plot	1935	x	51.5	51.5
	Unamed; TANK (Leaving and Co.)	39 16 1119	76 35 1118	N.A. 1927	Radial Plot	1935	x	51.5	51.5

Charted Landmarks - The Contingence of which is Recommended  
This form shall be prepared in accordance with 1934 Field Memorandum, LANDMARKS FOR CHARTS. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.  
U. S. GOVERNMENT PRINTING OFFICE By A.V.M. Checked R.D.C.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED }  
~~TO BE DELETED~~ } STRIKE OUT ONE

Baltimore, Md.

July 17, 1935 193

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks, be charted on ~~the~~ the charts indicated.  
The positions given have been checked after listing.

J.C. Farrington

Chief of Party

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION		DATUM	METHOD OF LOCATION	DATE OF LOCATION	CHARTS AFFECTED		
		LATITUDE	LONGITUDE				HARBOR CHART	INSHORE CHART	OFFSHORE CHART
Chesapeake Bay, Baltimore Harbor		° ' D. M. METERS	° ' D. P. METERS						
CHV (Pumping Station)		39 17 123	76 36 323	N.A. 1927	Radial Plot	1935	X		545
h CHVS	1	39 17 290	76 36 625	N.A. 1927	Radial Plot	1935	X		545
h CHVS	2	39 17 290	76 36 635	N.A. 1927	Radial Plot	1935	X		545
h CHV S	3	39 17 290	76 36 645	N.A. 1927	Radial Plot	1935	X		545
h CHVS	h	39 17 290	76 36 655	N.A. 1927	Radial Plot	1935	X		545
TOWER (Maryland Casualty Tower 1915)		39 17 709.7	76 36 1008.4	N.A. 1927	Triang.	1915	X		545
CITY HALL CUP (Baltimore, City Hall, Cupola 1886)		39 17 825.3	76 36 954.9	N.A. 1927	Triang.	1886	X		545
HENDERSON TOWER (Baltimore, Light Sexton Bldg., 11th St., 1915 1915 F. 1935)		39 17 168.8	76 37 367.8	N.A. 1927	Triang.	1935	X		545
TANK (Retain Salmon Co., tank 1915)		39 16 1037.5 1684.5	76 37 716.8	N.A. 1927	Triang.	1915	X		545
CHV, West	1	39 16 384	76 37 303	N.A. 1927	Radial Plot	1935	X		545
CHV, Middle	2	39 16 385	76 37 218	N.A. 1927	Radial Plot	1935	X		545
CHV, East	3	39 16 1693	76 36 907	N.A. 1927	Radial Plot	1935	X		545
SPIRE (Baltimore, Holy Cross German Catholic Church, cross, 1886)		39 16 1616.2	76 36 994.7	N.A. 1927	Triang.	1886	X		545, 549

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

TO BE CHARTED }  
~~TO BE DELETED~~ } STRIKE OUT ONE

July 17, 1935 193

Baltimore, Md.

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

The positions given have been checked after listing.

J.C. Partington										Chief of Party.		
GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION				METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
		LATITUDE		LONGITUDE								
		°	'	D. M. METERS	°							'
		39	16	804 <del>804.0</del> 804.0	76	36	774 <del>774.0</del> 774.0	Radial Plot	1935	x	545, 549	
		39	16	107	76	36	228	Radial Plot	1935	x	545	
		39	16	207	76	35	1212	Radial Plot	1935	x	545	
		39	16	909	76	35	970	Radial Plot	1935	x	545	
		39	16	898	76	35	989	Radial Plot	1935	x	545	
		39	16	885	76	35	1844 <del>1847</del>	Radial Plot	1935	x	545	
		39	16	214.2	76	35	815.5	Triang.	1915	x	545	
		39	16	416	76	35	378	Radial Plot	1935	x	545	
		39	15	1315	76	35	1416	Radial Plot	1935	x	545, 549	
		39	15	1779.1	76	36	163.0	Triang.	1934	x	545	
		39	15	1201.6	76	36	647.4	Triang.	1915	x	545	
		39	15	1085.5	76	36	1031.6	Triang.	1934	x	545	
		39	15	1110 <del>1114</del>	76	36	1040 <del>1040</del>	Radial Plot	1935	x	545	

Charted Landmarks - The Continuation of which is Recommended.

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS". The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

U. S. GOVERNMENT PRINTING OFFICE

By A.V.M. Checked R.D.C.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED  
~~TO BE DELETED~~ } STRIKE OUT ONE

Baltimore, Md.

July 17, 1935 93

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted on ~~(deleted from)~~ the charts indicated.  
The positions given have been checked after listing.

J.C. Partington

Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION				METHOD OF LOCATION	DATE OF LOCATION	CHARTS AFFECTED		
		LATITUDE ° ' "	D. M. METERS	LONGITUDE ° ' "	D. P. METERS	DATUM		HARBOR CHART	INSHORE CHART	OFFSHORE CHART
Chesapeake Bay, Baltimore Harbor	Unnamed; Cupola, N.E. Tower Hanover St. Bridge 1934)	39 15	892.5	76 36	1412.1	N.A. 1927	Triang.	1934	X	545
	Unnamed; Cup (N.W. Tower)	39 15	884	76 36	1435	N.A. 1927	Radial Plot	1935	X	545
	Unnamed; Cup (S.E. Tower)	39 15	881	76 36	1431	N.A. 1927	Radial Plot	1935	X	545
	Unnamed; Cup (S.W. Tower)	39 15	889	76 37	13	N.A. 1927	Radial Plot	1935	X	545
	CHTS (Electric Plant, chimney) 1915)	39 15	1519.6	76 37	1445.9	N.A. 1927	Triang.	1915	X	545
	CHTS (Middle One)	39 15	1529	76 37	1166	N.A. 1927	Radial Plot	1935	X	545
	CHTS (Westerly One)	39 15	1541	76 37	1192	N.A. 1927	Radial Plot	1935	X	545
	CHTS (Northerly of Two)	39 15	1634 <del>1440</del>	76 37	1114 <del>1110</del>	N.A. 1927	Radial Plot	1935	X	545
	CHTS (Southernly of Two)	39 15	1597	76 37	1139	N.A. 1927	Radial Plot	1935	X	545
	TANK (Corr-Lowrey Glass Co.)	39 15	1265	76 37	1296	N.A. 1927	Radial Plot	1935	X	545
Charted Landmarks - The Continuation of which is Recommended.										

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets.

**TO BE CHARTED**

**STRIKE OUT ONE**

# LANDMARKS FOR CHARTS

Baltimore, Md.

~~July 17, 1935, 193~~

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

The positions given have been checked after listing.

## AIDS TO NAVIGATION

J.C. Partington

*Chief of Party.*

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

## LANDMARKS FOR CHARTS

Baltimore, Md. July 17, 1935, 193

The positions given have been checked after listing.

*Chief of Party.*

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

TO BE CHARTED }  
TO BE RELEASED } STRIKE OUT ONE

## LANDMARKS FOR CHARTS

July 17, 1935, 1933

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

The positions given have been checked after listing.

## NEW LANDMARKS

**J.C. Partington**

Chief of Party.

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

Survey No. T - 5345

## GEOGRAPHIC NAMES

Date. July 29, 1935

Chart No. 549 & 545

**Maryland**

Diagram No. \_\_\_\_\_

Approved by the Division of Geographic Names, Department of Interior. ✱

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Call Jones for City Maps and Blueprints which will be filed in library when compilation stickup is completed.

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Walbrook</u> ✓				
	<u>Gwynns Falls Park</u> ✓				
	<u>Irvington</u> ✓				
	<u>Violetville</u> ✓				
	<u>Middle Branch</u> ✓				
	<u>Smith Cove</u> ✓				
	<u>Ferry Bar</u> ✓				
	<u>Basin</u> ✓				
	<u>Northwest Harbor</u>				
	<u>Fells Point</u> ✓				
	<u>Locust Point</u> ✓				
	<u>Ft McHenry</u> ✓				
	<u>Lazaretto Point</u> ✓				
	<u>Patapsco River</u> ✓				
	<u>Highlandtown</u> ✓				
	<u>Canton</u>				
	Note; Names underlined in red are approved,				
		W.J.Woods			
		<i>[Signature]</i>			

Date Sept 26, 1935 GEOGRAPHIC NAMES

Survey No. T-5345

Chart No. 545, 549, 1226

Diagram No. 77

Approved by the Division of Geographic Names, Department of Interior. \*

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Westport</u> ✓	same	Refused CITY MAP 1935 U.S.G.S. quads. P.O. guide R.Y. guide. Old Paper sheets Chart Pilot.	BY D. R. MAPS	
	<u>Mount Winans</u> ✓	same			
	<u>Curtis Bay Junction</u> ✓	same			
	<u>Camden Junction</u> ✓	same	none on any reference chart no guide or P.Y. guide.		
	<u>Bayview</u> ✓	same			
	<u>Mt Clare</u> ✓	same			
	<u>Highland Town Junction</u> ✓	OK. —			
	<u>Sparrows Point Junction</u> ✓	—			
	<u>Fulton Junction</u> ✓	—			
	<u>Mt Clare Junction</u> ✓	OK. —			
	<u>West Baltimore</u> ✓	—			
	<u>Morrell Park</u> ✓	—			
	<u>Herring Run</u> ✓	—			
	<u>Jones Falls</u> ✓	same			
	<u>Baltimore</u> ✓	same			
	<u>Port Channing Tunnels</u> ✓	—			
	<u>Maidens Choice Run</u> ✓	none			
	<u>Orangetown</u> ✓				
	<u>Latrobe Park</u> ✓				
	<u>Clifton Park</u> ✓				
	<u>Riverside Park</u> ✓				
	<u>Wyman Park</u> ✓				

Names undesignated in red approved  
by Chapman on 1/22/36

Date, Jan. 3, 1936.

## GEOGRAPHIC NAMES

Survey No. T-5345

Chart No. 545, 549, 1226

Diagram No. 77

Approved by the Division of Geographic Names, Department of Interior. \*

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Lakeland</u> ✓				
	<u>Gwynns Falls</u> ✓				
	<u>Carroll Park</u> ✓				
	<u>Harlem Park</u> ✓				
	<u>Druid Lake</u> ✓				
	<u>Druid Hill Park</u> ✓				
	<u>Gwynns Falls Park</u> ✓				
	<u>Morrell Park</u> ✓				
	<u>Mt. Clare Junction</u>				
	<u>HANLON PARK</u> ✓				
	<u>Lake Ashburton</u>	Baltimore City Map 1935			
	<u>PATTERSON PARK</u>	" "			
	<u>LAKE CLIFTON</u>	" "			
	<u>CLAREMONT</u>				
	<u>SWANN PARK</u>	" "			

Names underlined in red approved  
by *[Signature]* on *Jan. 22 '36*

} added  
2/2/37  
by *[Signature]*

(M-136)

## REVIEW OF AIR PHOTO COMPILATION T 5345 (1935)

### Comparison with Graphic Control Surveys

#### (a) T-6055 (1934), 1:5,000

T-6055 is a complete survey of waterfront detail only and covers the section of this compilation along the north shore of Patapsco River. T 6055 was transferred to this compilation and furnished waterfront detail and control for this area which was not adequately covered by the photographs.

All detail on T 6055 within the area of the compilation is now on the compilation except for buoys, magnetic declination and temporary planetable stations.

The transfer of detail from T-6055 has been checked in this office and piling, dolphins, etc. missed by the compiler have been added to the compilation.

Refer to T-6055 for waterfront detail where the 1:5,000 scale is more desirable than the scale of this compilation, 1:10,000.

The wreck at the Beacon at Lat.  $39^{\circ} 15.3'$ , Long.  $76^{\circ} 37.3'$  was added to this compilation from H-5649 (1934).

#### (b) T-6060 (1934), 1:10,000

This planetable survey was made about one month after the photographs were taken. Considerable detail such as wrecks, dolphins and piles not visible on the photographs has been located on T-6060 and transferred to this compilation by the field party. T-6060 is in agreement with the compilation and all detail has been transferred from it to the compilation with the exception of buoys, the magnetic declination, non-recoverable plane table positions, the wrecks in approximate lat.  $39^{\circ} 15.2'$ , long.  $76^{\circ} 35.7'$  which have been removed since the survey for T-6060 was made, and triangulation station Fort McHenry Flagstaff, 1842 which has been removed since T-6060 was made. Two tanks shown on T-6060 as recoverable topographic stations are now triangulation stations and are shown on the compilation as triangulation Station Tank, Pennsylvania R. R. Co., 1934 and Triangulation Station Tank, Canton R. R. Co., 1934.

(c) Reports T-6055 and T-6060 give elevations of a number of stacks, tanks, etc. shown on these surveys and on this compilation. The elevations have not been transferred to this compilation. The method of determining these elevations on T 6055 and T 6060 is ~~not known~~. *not stated in the desc. report # T 5345 nor in the report T 6065 from which the elevations were apparently taken.*

### Comparison with Previous Topographic Surveys

Comparison with the old surveys listed below shows the compilation to be complete and adequate to supersede the sections of those surveys

which it covers except for detail specifically mentioned. There have been numerous and extensive changes due to the harbor development since the time of the old surveys and no detail<sup>ed</sup> discussion is made in this report except in the case of the 1924 survey, T-4065a, and T-4065b

1. T-216 (1845), 1:10,000) Contours on T-216 and T-217 are not shown
2. T-217 (1845), 1:10,000) on this compilation
3. T-936 (1864), 1:10,000) Contours on T 936, T-955 and T-977 are
4. T-955 (1864), 1:10,000)
5. T-977 (1865), 1:10,000) not shown on this compilation
6. T-1441a and T 1441b (1876), 1:1800 *scale*.
7. T-1442 (1876), 1:1800
8. T-1443a and T 1443b (1876), 1:3600 *scale*.
9. T-2269 (1898), 1:10,000 - Contours on T-2269 are not shown on this compilation
10. T-2364 (1898), 1:10,000 - Contours on T-2364 are not shown on this compilation.
11. T-4065a and T-4065b (1924), 1:10,000

A careful comparison has been made with T-4065a and T-4065b to see that all recoverable details on these surveys within this area and still in existence are shown on the compilation.

See the landmark list in the preceding descriptive report, T 5345, for prominent objects to be deleted as no longer in existence.

In addition to the landmarks the following objects shown on T 4065a and T 4065b and described in the report T 4065a and b are not on this compilation as they cannot be seen on the photographs. Their existence is not disproved. None of these objects is shown on the present charts.

Topographic station	Léz, T-4065a	(Cupola on building)
"	"	Crook, T-4065a (Square brick chimney)
"	"	West, T-4065a (Warehouse gable)
"	"	Engineer, T-4065b (Signal pole of U. S. Engineers)
"	"	Grant, T-4065b (Square brick chimney, U.S. Immigration Service.)

The following prominent objects shown on the present chart and located on T 4065a and T 4065b are in error from 3 to 7 meters on those surveys. Positions shown on this compilation are accepted as correct after checking the plot in this office.

Topographic station	Tower, T 4065a,	S.E. bridge tower,	Lat. 39°15.4',
			Long. 76°37'.
"	"	Late, T 4065a, Locke Co. Chimney,	Lat. 39°15.6',
			Long. 76°36.8'.
"	"	Lever, T 4065b, Tank, Levering Co.,	Lat. 39°16.7',
			Long. 76°35.8'.

Topographic station "Vania" (Tank 75) on T 4065a has been located by triangulation, triangulation station Tank Colgate Warehouse 1934.

There have been numerous changes in shore line detail since the 1924 surveys. This compilation is complete and adequate to supersede the sections of T 4065a and T 4065b which it covers.

Comparison with Charts 545 and 549

Refer to the list of landmarks and to pages 20 to 24 of the preceding descriptive report T 5345.

Three stacks are shown on this compilation in place of the two stacks on chart 545 at lat.  $39^{\circ} 16.2'$ , long.  $76^{\circ} 37.2'$ . These stacks appear to be of equal prominence when viewed under the stereoscope. Portions of this compilation do not agree with the chart. The plotting on the compilation has been checked in this office. Source of the positions given on the chart is not known.

A careful check has been made with photographs in this office and such additional plotting accomplished as necessary to make the waterfront area of this complete ~~complete~~ for all larger buildings (such as those crosshatched on chart 545). The more isolated of the small buildings (such as those shown in solid black on chart 545) have been shown on the compilation but otherwise all small buildings are not shown. The buildings as now shown on this compilation represent present conditions much more completely than do those shown on chart 545. However, buildings on this compilation, particularly in the more congested areas, are not in all cases precisely drawn as regards exact shape and size and location of corners. A varying degree of generalization has been necessary because of inadequacy of the photographs. One to ten thousand scale, 5 lens photographs are not adequate for this purpose unless flown with centers along the waterfront. For complete and accurate location of buildings in congested areas single lens 1:5,000 scale photographs are ~~required~~. *preferable.*

Careful examination has been made of all waterfront detail and a few places of doubtful interpretation have been referred to the field and checked before completion of the office verification.

The main trackage is shown but all small spurs are not shown as some are obscured by buildings on the photographs.

Baltimore and Ohio R. R. blue prints (large scale) showing detail over the entire area and the city map of the Baltimore Department of Plans and Surveys ~~have been~~ <sup>will be</sup> filed in the library *as soon as the stick up work is completed.*

A number of submerged wrecks on chart 545 are actually above water at some stage of the tide and are so shown on this compilation.

See pages 23 and 24 of the preceding report for discussion of the U. S. Engineer and Baltimore City Engineer stations.

Remarks

The office verification disclosed errors in location of short sections of waterfront detail up to two millimeters in the area at lat.  $39^{\circ} 16'$  to  $17'$ , Long.  $76^{\circ} 35'$  to  $36.5'$ . This error was corrected and the entire compilation checked. A number of streets were corrected where out of alignment from  $1/2$  to 2 millimeters.

The error in waterfront detail was caused by difficult adjustment where there was insufficient overlap of adjacent flight lines.

*Leonard A. McSauer*

*- B.G. Jones*  
*1/4/36*

REVIEW OF AIR PHOTO COMPILATION NO. *T-5345*

Chief of Party: *J.C. Partington*

Compiled by: *A.V. Merkel*

Project: *HT-175*

Instructions dated: *March 14, 1934*

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) ✓
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)  
*U.S. Engineers Blueprints of this area are on file in this office.  
also city maps prepared by Bureau of Plans and Surveys.*
5. 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. ✓
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. 29, ~~30~~, and 57)
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)
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)
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 66k)
13. The geographic datum of the compilation is *North American 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.

17. Remarks:

18. Examined and approved;

J. C. Partington  
Chief of Party

19. Remarks after review in office: *See preceding pages  
1 to 4 for detailed discussion of office review.*

Reviewed in office by: *Leonard C. McGraw*  
*B. G. Jones 1/4/36*

Examined and approved:

C. K. Green.  
Chief, Section of Field Records

L. O. Gilbert  
Chief, Division of Charts

T. S. Borden  
Chief, Section of Field Work

G. H. Hude  
Chief, Division of Hydrography  
and Topography.