5421

Form 504
Rev. Dec. 1933

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

DESCRIPTIVE REPORT

Topographic / *Hydrographic* } *Sheet No.* 5421

State Maryland

LOCALITY

Chesapeake Bay

Sparrows Point, ~~Md.~~

Project No. HT-1/5

193

CHIEF OF PARTY

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

U. S. GOVERNMENT PRINTING OFFICE: 1934

5421

Applied to Chart 545 (New Compilation) Jun 29-1938 CRB Jr.

Applied to New Comp of Chart 549 May 23 1939 Chas R Bush Jr

Form 537a
Ed. Nov. 1929

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. 5421

REGISTER NO.

State Maryland

General locality Chesapeake Bay

Locality Sparrows Point, ~~Maryland~~

Date of Photographs Nov. 16, 1933.

Scale 1:10,000 Date of ~~Survey~~ Compilation Aug. 3, , 1935

~~Vessel~~ Photo Compilation Party # 25

Chief of party J.C.Partington Lieut.(J.G.) J.C.Partington Reviewed and recommended for approval Aug. 12, 1935.

Photographs Plotted By ~~Surveyed by~~ R. D. Cross, Feb. 22, 1935

Inked by J. W. Seager and J. F. Burns

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 Nos. 101-106, 107-121, 174-183, 184-187

Blueprint only, scale 1:9671. filed 2/28/36 4-GEo

STATISTICS

on

SHEET, FIELD NO. 5421, REG. NO. T-5421

Photos Nos. 101-106
107-121
174-183

Date of Photographs November 16, 1933; 10:15 A.M. to 12 noon
Instructions Dated March 14, 1934

	BY	DATE FROM	TO
Rough Radial Plot	S.M.Stoler	9-21-34	10-3-34
Scale Factor (1.034)	S.M.Stoler	9-29-34	10-3-34
Scale Factor Checked	R.D.Cross	10- 4-34	10-4-34
Projection	R.D.Cross	10-10-34	10-10-34
Projection Checked	J.W.Seager	10-10-34	10-10-34
Control Plotted	R.D.Cross	10-11-34	10-11-34
Control Checked	J.W.Seager	10-11-34	10-11-34
Topography Transferred	H.M.Turner	3- 7-35	3- 7-35
Topography Checked	R.D.Cross	3- 8-35	3- 8-35
Smooth Radial Line Plot	R.D.Cross	2- 8-35	2-22-35
Radial Line Plot Checked	J.C.Partington	2-23-35	2-23-35
Detail Inked	J.F.Burns, J.W.Seager	3-11-35	8- 3-35

Area of Detail Inked 13.2 sq. Statute Miles (Land Area)

Area of Detail Inked 0.1 sq. Statute Miles (Shoals in Water Area)

Length of Shoreline (more than 200meters from nearest opposite shore)
38.9 Statute Miles
Length of Shoreline (rivers and sloughs less than 200 meters wide)
15.2 Statute Miles
Lengths of Streets, Roads, R.R., etc. 120.5 Statute Miles

General Location -- Chesapeake Bay, Maryland.

Location -- Sparrows Pt., ~~Maryland.~~

Datum -- North American 1927

Station -- Howard 2, 1933-------

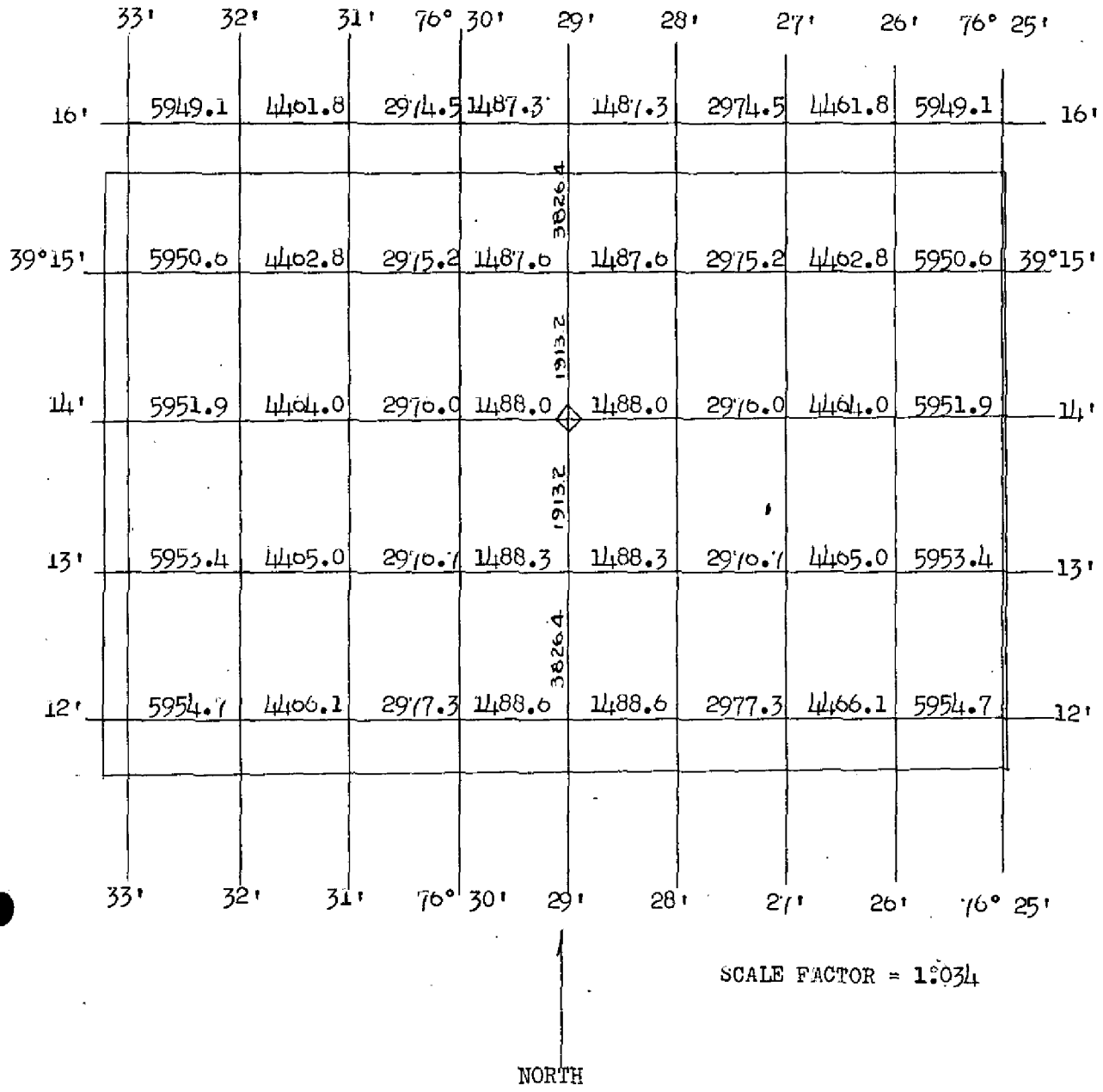
Latitude: 39° 11' 46.308" = 1428.05 m.

Longitude: 76° 26' 42.012" = 1008.3 m.

(Adjusted)

PROJECTION LAYOUT

Sheet No. 5421



SCALE FACTOR = 1.0034

Distances shown are true distances multiplied by the scale factor.

By-R.D.C.
Checked-E.C.B.

SHEET NO. 5421

SCALE FACTOR COMPUTATIONS

Photos 84-106

- - - - -

Station	to Station	Measured Distance	Computed Distance	Scale Factor Meas./Comp.
Miller 1934	Hart 1934	2835	2719	1.043
Miller 1934	Craighill Channel Rear Range Light 1897 r'34	4817	4630	1.040
Miller 1934	Bay Shore Cupola 1915 *	8651	8314	1.040
Miller 1934	North Point Lower Lighthouse 1842 *	10662	10243	1.041
Miller 1934	Lynch 1934*	7605	7314	1.040
Miller 1934	Clay 1934	5397	5190	1.040
Craighill Channel Rear Range Light 1896 r'34	Lynch 1934 *	4542	4376	1.038
Craighill Channel Rear Range Light 1890 r'34	Bay Shore Cupola 1915 *	3838	3688	1.041
Craighill Channel Rear Range Light 1896 r'34	Broring 1933 r'34	6620	6645	1.043
Craighill Channel Rear Range Light 1890 r'34	North Point Lower Lighthouse 1842 *	5846	5616	1.041
Broring 1933 r'34	North Point Lower Lighthouse 1842 *	11815	11331	1.043
Broring 1933 r'34	Bay Shore Cupola 1915 *	10100	9682	1.043
Broring 1933 r'34	Lynch 1934 *	6899	6628	1.041
Lynch 1934 *	Bay Shore Cupola 1915 *	5128	4922	1.042
Hart 1934	Craighill Channel Rear Range Light 1890 r'34	2131	2057	1.036

SHEET NO. 5421

SCALE FACTOR COMPUTATIONS

Photos 84-106 (Cont'd)

- - -

Station	to	Station	Measured Distance	Computed Distance	Scale Factor Meas./Comp.
Hart 1934		Broring 1933 r'34	4650	4440	1.047
Hart 1934		Bay Shore Cupola 1915 *	5937	5710	1.040
		Average Scale Factor	=		1.041

This average scale factor is computed for the entire flight but only part of this flight (101-106) falls on the tracing area of the sheet.

Triangulation stations marked (*) fall on this sheet.

Computed by S.M.S. 10/3/34
Checked by R.D.C.

SHEET NO. 5421

SCALE FACTOR COMPUTATIONS

Photos 107-137

Station	to	Station	Measured Distance	Computed Distance	Scale Factor Meas./Comp.
Cutoff Channel Front Range 1934*		Tank Bethlehem*1934	3094	2980	1.038
Cutoff Channel Front Range 1934*		Airway Beacon # 60 1933	15466	14954	1.034
Cutoff Channel Front Range 1934*		Bay Shore, cupola 1915*	2431	2360	1.030
Cut Off Channel Front Range 1934*		Large unpainted house, southwest chimney 1866 *	2614	2525	1.035
Cutoff Channel Front Range 1934*		Bar 1934 *	6608	6371	1.037
Cutoff Channel Front Range 1934*		Clay 1934	6499	6269	1.037
Cutoff Channel Front Range 1934*		Swan 1934	8534	8238	1.036
Cutoff Channel Front Range 1934*		Muddy 1934	9597	9251	1.037
Bar 1934 *		Bay Shore, cupola 1915 *	5899	5685	1.038
Bar 1934 *		Clay 1934	2029	1971	1.029
Bar 1934 *		Large unpainted house, southwest chimney 1866	4318	4159	1.038
Bar 1934 *		Green 1934 *	1715	1656	1.036
Bar 1934 *		Walnut 1934	3820	3679	1.040
Bar 1934 *		Muddy 1934	3030	2922	1.037
Airway Beacon #60 1933		Muddy 1934	6340	6158	1.030
Airway Beacon #60 1933		Green 1934 *	8721	8447	1.032

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SCALE FACTOR COMPUTATIONS

Photos 107-137 (Cont'd)

- - - - -

Station	to	Station	Measured Distance	Computed Distance	Scale Factor Meas./Comp.
Airway Beacon #60 1933		Bar 1934 *	8962	8682	1.032
Airway Beacon #60 1933		Clay 1934	9147	8856	1.033
Airway Beacon #60 1933		Craighill Channel Rear Range Light 1934 *	11137	10796	1.032
Airway Beacon #60 1933		Bay Shore, cupola 1915 *	14210	13734	1.035
Airway Beacon #60 1933		Large unpainted house, southwest chimney 1866*	13275	12840	1.034
Craighill Channel Rear Range Light 1934		Cutoff Channel Front Range 1934 *	6048	5841	1.035
Airway Beacon #60 1933		Tank Bethlehem 1934*	14336	13848	1.035
				Average Scale Factor =	1.035

This average scale factor is computed for the entire flight but only a portion of this flight (107-121) falls on the tracing area of this sheet.

Triangulation stations marked (*) fall on this sheet.

Comp. by S.M.S. 9/17/34
Checked R.D.C.

SHEET NO. 5421

SCALE FACTOR COMPUTATIONS

Photos 160-183

- - - -

Station	to	Station	Measured Distance	Computed Distance	Scale Factor Meas./Comp.
Water Tank (highest of three) 1930 *		Eva 1934	7228	6959	1.039
Water Tank (highest of three) 1930*		Sewer 1934	7977	7680	1.039
Water Tank (highest of three) 1930*		Wether 1934	7666	7376	1.039
Water Tank (highest of three) 1930 *		Tank Sewage Disposal Plant 1934	7387	7123	1.037
Water Tank (highest of three) 1930*		Car 1934	8618	8299	1.038
Water Tank (highest of three) 1930*		Stein 1934	8878	8552	1.038
Water Tank (highest of three) 1930 *		Airway Beacon #59 1933 *	1849	1791	1.033
Airway Beacon #59 1933*		Stein 1934	7000	6797	1.039
Airway Beacon #59 1933*		Tank Sewage Disposal Plant 1934	5598	5398	1.037
Airway Beacon #59 1933*		Sewer 1934	6295	6066	1.038
Airway Beacon #59 1933*		Eva 1934	5885	5677	1.037
Tank Sewage Disposal Plant 1934		Eva 1934	3226	3091	1.044
Tank Sewage Disposal Plant 1934		Stein 1934	1563	1496	1.045

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SCALE FACTOR COMPUTATIONS

Photos 100-183 (Cont'd)

- - -

Station	to	Station	Measured Distance	Computed Distance	Scale Factor Meas./Comp.
Tank Sewage Disposal Plant 1934		Sewer 1934	1345	1293	1.040
Eva 1934		Stein 1934	4307	4127	1.044
Tank Essex 1934		Water Tank (highest of three) 1930 *	10445	10038	1.041

Average Scale Factor = 1.039

This scale factor is computed for the entire flight but only part of the flight (174-183) falls on the tracing area of this sheet.

Triangulation stations marked (*) fall on this sheet.

Computed by S.M.S. 9/11/34
Checked by R.D.C.

SHEET NO. 5421

SCALE FACTOR COMPUTATIONS

Photos 184-202

- - -

Station	to	Station	Measured Distance	Computed Distance	Scale Factor Meas./Comp.
Bay View Asylum 1863		Airway Beacon #59 1933*	5947	5689	1.045
Bay View Asylum 1863		Sanford Brooks Tank 1915	3705	3549	1.044
Bay View Asylum 1863		St. Helena (U.S.E.)* 1916 *	4252	4054	1.049
Bay View Asylum 1863		Chimney 1930	2736	2594	1.055
Bay View Asylum 1863		Wes 1930 r'34 *	4301	4112	1.046
Airway Beacon #59 1933*		Sanford Brooks Tank 1915	4470	4333	1.032
Airway Beacon #59 1933*		Wes 1930 r'34 *	2460	2368	1.039
Airway Beacon #59 1933*		St. Helena (U.S.E.) 1916*	1856	1787	1.039
Airway Beacon #59 1933*		Chimney 1930	3392	3269	1.038
Wes 1930 r'34 *		W.E. Chimney 1930 *	848	824	1.029
Wes 1930 r'34 *		Chimney 1930	1592	1536	1.036
St. Helena (U.S.E.) 1916 *		Sanford Brooks Tank 1915	2773	2701	1.027
Chimney 1930		Sanford Brooks Tank 1915	2056	2006	1.025
				Average Scale Factor =	1.039

This average scale factor is computed for the entire flight but only part of the flight (184-187) falls on the tracing area of this sheet.

Triangulation stations marked (*) fall on this sheet.

Computed by S.M.S. 7/21/34
Checked by R.D.C.

SHEET NO. 5421

SCALE FACTOR COMPUTATIONS

- - -

Flight	Average Scale Factor
84-106	1.041
107-137	1.035
160-183	1.039
184-202	1.039
Average Scale Factor for Sheet =	1.038

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

SHEET NO. 5421

CONTROL DATA

- - -

Station	North American Datum °	'	"	m.	N.A. 1927 Datum "	m.	x Scale Factor m.
						(324.1)	(335.1)
Airway Bn. 59, 1933 (N.A. 1927 Datum)	39	14			49.489	1526.1	1578.0
						(100.3)	(103.7)
	76	30			55.819	1338.8	1384.3
						(764.1)	(790.1)
Armistead 1915 r'34 (N.A. 1927 Datum)	39	12			35.226	1086.3	1123.2
						(1439.4)	(1488.3)
	76	32			00.003	0.1	0.1
						(1436.1)	(1484.9)
Bar 1934 (N.A. 1927 Datum)	39	15			13.432	414.2	428.3
						(1117.7)	(1155.7)
	76	26			13.386	321.0	331.9
						(794.6)	(821.6)
Base Monument, north (U.S.E.) 1915	39	12	34.591	1066.8		1055.8	1091.7
						(1360.4)	(1406.6)
	76	32	03.142	75.4		79.4	82.1
						(1442.8)	(1491.8)
Bay Shore Cupola 1915	39	12	13.569	418.5		407.5	421.4
						(920.8)	(952.1)
	76	25	21.462	515.0		519.0	536.6
						(522.4)	(540.2)
Bit 1930	39	14	43.417	1338.9		1327.9	1373.0
						(946.3)	(978.5)
	76	32	20.385	488.8		492.8	509.6
						(914.6)	(945.7)
Black Marsh house, north chimney 1896	39	12	30.70	946.7		935.7	967.5
						(446.2)	(461.4)
	76	25	41.24	989.5		993.5	1027.3
						(1473.6)	(1523.7)
Crane 1930	39	15	12.572	387.7		376.7	389.5
						(944.3)	(976.4)
	76	32	20.455	490.4		494.4	511.2
						(339.8)	(351.4)
Cutoff Channel Front Range 1934 (N.A. 1927 Datum)	39	11			48.982	1510.5	1561.9
						(120.8)	(124.9)
	76	26			54.951	1318.9	1363.7
						(68.2)	(70.5)
Cutoff Channel Rear Range 1934 (N.A. 1927 Datum)	39	12			57.788	1782.1	1842.7
						(310.3)	(320.8)
	76	27			47.054	1129.1	1167.5

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CONTROL DATA

- - -

Station	North American Datum °	'	"	m.	N.A. 1927 Datum "	m.	x Scale Factor m.
						(249.3)	(257.8)
Fort Carroll	39	12			51.921	1601.1	1655.5
Light House 1915						(1134.1)	(1172.6)
r'34	76	31			12.731	305.5	315.9
(N.A. 1927 Datum)							
						(1584.4)	(1638.3)
Fort Howard tank	39	12			08.622	265.9	274.9
1933						(218.6)	(226.0)
(N.A. 1927 Datum)	76	26			50.891	1221.2	1262.7
						(466.2)	(482.0)
Green 1934	39	15			44.881	1384.0	1431.0
(N.A. 1927 Datum)						(1213.9)	(1255.2)
	76	27			09.368	224.6	232.2
					46.308	(422.3)	(436.7)
Howard 2 1933 r'34	39	11			~~46.281~~	1428.0	1476.6
(N.A. 1927 Datum)					42.012	(432.1)	(446.8)
	76	26			~~42.031~~	1008.0	1042.3
						(1587.4)	(1641.4)
Large unpainted	39	13	08.88	273.8		262.8	271.7
house, southwest						(959.0)	(991.6)
chimney 1866	76	27	19.86	476.4		480.4	496.7
						(748.3)	(773.7)
Loyds Pt. Front	39	13			35.734	1102.0	1139.5
Range 1934						(237.8)	(245.9)
(N.A. 1927 Datum)	76	29			50.088	1201.6	1242.4
						(457.5)	(473.0)
Lynch 1934	39	14			45.163	1392.7	1440.0
(N.A. 1927 Datum)						(821.4)	(849.3)
	76	26			25.745	617.4	638.4
						(651.6)	(673.8)
North Point Lower	39	11	39.226	1209.6		1198.6	1239.4
Lighthouse 1842						(682.6)	(705.8)
	76	26	31.393	753.4		757.4	783.2
						(497.2)	(514.1)
Port 1934	39	14	44.235	1364.2		1353.2	1399.2
						(748.7)	(774.2)
	76	31	28.615	686.3		690.3	713.8
						(1516.9)	(1568.5)
Rein 1934	39	14			10.812	333.4	344.7
(N.A. 1927 Datum)						(568.7)	(588.0)
	76	25			36.287	870.3	899.9

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CONTROL DATA

- - - -

Station	North American Datum °	'	"	m.	"	North American 1927 Datum m.	m.
						(888.3)	(918.5)
Stack, Colgate Creek 1934	39	15	31.55	973.0		962.0	994.7
						(1377.0)	(1423.8)
	76	32	02.40	57.5		61.5	63.6
						(1119.1)	(1157.1)
St. Helena U.S.E. 1916	39	15	24.067	742.2		731.2	756.1
						(101.1)	(104.5)
	76	31	55.621	1333.6		1337.6	1383.1
						(103.8)	(107.3)
Soll 1934	39	13	56.991	1757.5		1746.5	1805.9
						(1372.7)	(1419.4)
	76	31	02.614	62.6		66.6	68.9
						(1029.5)	(1064.5)
Tank Bay Shore 1934	39	12			26.617	820.8	848.7
						(507.2)	(524.4)
	76	25			38.864	932.6	964.3
						(127.2)	(131.5)
Tank Bethlehem 1934	39	12			55.877	1723.1	1781.7
						(850.1)	(879.0)
	76	28			24.571	589.6	609.6
						(738.8)	(763.9)
Tank Gen. Aviation 1934	39	14			36.043	1111.5	1149.3
						(208.2)	(215.3)
	76	30			51.309	1230.6	1272.4
						(120.2)	(124.3)
Tank Humphrey Creek 1934	39	13	56.461	1741.1		1730.1	1788.9
						(796.6)	(823.7)
	76	29	26.617	638.5		642.5	664.4
						(264.0)	(273.0)
Tank, Highest of three 1930 r'34	39	13	51.802	1597.5		1586.3	1640.2
						(146.8)	(151.8)
	76	30	53.712	1288.6		1292.6	1330.5
						(662.8)	(685.3)
W.E. Chimney 1930	39	15	38.866	1198.5		1187.5	1227.9
						(465.7)	(481.5)
	76	32	40.411	968.8		972.8	1005.9
						(1446.3)	(1495.5)
Wes 1930 r'34	39	15			13.099	404.0	417.7
						(723.5)	(748.1)
	76	32			29.828	715.2	739.5

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CONTROL DATA

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Station	North American Datum °	'	"	m.	N.A. 1927 Datum "	m.	x Scale Factor m.
						(566.2)	(585.4)
Witch 1934	39	15			41.639	1284.1	1327.8
(N.A. 1927 Datum)						(814.1)	(841.8)
	76	26			26.045	624.4	645.6

DESCRIPTIVE REPORT

to Accompany

PHOTO COMPILATION SHEET NO. 5421

Chesapeake Bay: Sparrows Point Section

Directors 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 the 39° 15' 30" parallel (approximately), on the east by the 76° 25' 00" meridian, and on the south and west by the Patapsco River.

This may be classified as an industrial section since numerous steel mills, factories, etc., are located in the vicinity. Also there are numerous railroads and other facilities for shipping, both by land and by water. In the northern half of the area there are quite a few homes and summer cottages located along the main highways and along the shore of Back River.

(d) Photographs:

The following photographs were used in plotting this sheet:

Photo Numbers	Flight Strip Location	Date	Time	Stage of Tide
101 to 106	From northeast to southwest over North Point	11-16-33	10:15AM to 12 noon	High---5:44PM Low---11:01AM
107 to 121	North and south between the 76°26'00" and the 76°27'00" meridians.	11-16-33	10:15AM to 12 noon	High---5:44PM Low---11:01AM
174 to 183	North and south between the 76°29'00" meridian and the 76°30'00" meridian.	11-16-33	10:15AM to 12 noon	High---5:44PM Low---11:01AM

*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.

DESCRIPTIVE REPORT

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(d) Photographs (Continued)

Photo Numbers	Flight Strip Location	Date	Time	Stage of Tide
184 to 187	North and south between the 76°32'00" meridian and the 76°33'00" meridian	11-16-33	10:15AM to 12 noon	High-----5:44 PM Low-----11:01 AM

(e) Job Sheet:

Refer to statistics sheet.

2. CONTROL:

(a) Sources:

The positions of the following triangulation stations were obtained from the field computations of Lieut. (j.g.) J. C. Partington, Patapsco River 1934. These positions are on the NA 1927 Datum (unadjusted).

Armistead 1915 r'34
Cut Off Channel, Front Range 1934
Cut Off Channel, Rear Range 1934
Fort Carroll Light House 1915 r'34
Wes 1930 r'34
Tank, General Aviation 1934
Tank, Bethlehem 1934
Loyds Point, Front Range 1934
Tank, Bay Shore 1934

The positions of the following stations (triangulation) were obtained from the field computations of Lieut. Roland D. Horne, Project No. G-113, 1933. These positions are on NA 1927 Datum (unadjusted).

Fort Howard Tank 1933
Airway Beacon No. 59, 1933

The position of the following triangulation station was obtained from the field computations of Lieut. Roland D. Horne, Project No. G-136, 1934. This position is on NA 1927 Datum (unadjusted).

Howard 2, 1933 r'34

The positions of the following triangulation stations were obtained from the field computations of Lieut. John A. Bond, Back River, 1934. These positions are on NA 1927 Datum (unadjusted).

Rein 1934
Bar 1934
Lynch 1934
Green 1934
Witch 1934

DESCRIPTIVE REPORT

Sheet No. 5421

The positions of the following triangulation stations were obtained from the field computations of Lieut. John A. Bond, Baltimore Harbor, 1934. These positions have been changed to NA 1927 Datum by subtracting 11 meters from the forward latitude position and adding 4 meters to the forward longitude position.

Stack, Colgate Creek 1934
Tank, Humphrey Creek 1934
Port 1934
Soll 1934
Tank, Highest of Three 1930 r'34

The positions of the following triangulation stations were obtained from the field computations of Lieut. W. H. Bainbridge, Project No. 71, 1930. These positions have been changed to NA 1927 Datum by subtracting 11 meters from the forward latitude position and adding 4 meters to the forward longitude position.

Bit 1930
Crane 1930
W. E. Chimney 1930

The positions of the following triangulation stations were obtained from the publication "Triangulation In Maryland". These positions have been changed to NA 1927 Datum by subtracting 11 meters from the forward latitude position and adding 4 meters to the forward longitude position.

Base Monument North (U.S.E.) 1915
Black Marsh House, North Chimney 1896
Large Unpainted House, Southwest Chimney 1866
North Point Lower Light House 1842
St. Helena (U.S.E.) 1916
Bay Shore Cupola 1915

(b) Errors:

No error in position of any station was found by radial plot. The triangulation stations listed below were not used in running the plot because the field party was not sure that the correct point was pricked on the photographs.

Black Marsh House, North Chimney 1896
Large Unpainted House, Southwest Chimney 1866.

(c) Discrepancies:

The triangulation station "Bay Shore Cupola 1915" is plotted on the celluloid and is also pricked on the photographs. However, after the photographs were taken this station was destroyed and will be reported as lost on the proper form. The station is shown on the celluloid because it was used in running the plot. but will not appear on printed compilation Egg.

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

BRIDGES

Mi. above mouth	Nearest town, st., etc.	Owner	Kind	Clear width Normal to Channel: Left	Center	Right	Clear Height: M.L.W.	H.W.	Completion Reported	Use of Bridge
	Colgate Creek (Md.)									
0.1	Baltimore	United Railways Co.	Swing	41' *		40' *	6'	4'*	June 1927	Elec. Railway
	Bear Creek (Md)									
0.5	Baltimore	Sparrows Pt. Railway Co.	Swing	81.5'		81.5'	8.2'	6.2'		Railway
0.5	"	United Railways Co.	Swing	85'		85'	7.6'	5.6'	Mar. 1903	Elec. Railway
1.5	"		Bascule		150.8'×		26.9'×	25.2'×		Highway
2.5	"	B. and O. R.R.	Swing	80'		80'	12.5'	11.3'		Railway
	Humphrey Creek (Md.)									
0.0	Sparrows Pt., Md.	Bethlehem Steel Co.	Fixed		30'		9'	7.8'		Highway
	Jones Creek (Md.)									
0.2	Sparrows Pt. Md.	United Railways	Swing		40'		5.6'	3.6	Aug.1906	Elec. Railway
	North Point Creek (Md.)									
1.5	Sparrows Pt., Md.	United Railways Co.	Swing		40'		5.4'	3.4'		Elec. Railway

* These figures obtained from Topographic Sheet No. 6060
× These figures obtained from field inspection party
Other figures were obtained from publication "List of Bridges Over the Navigable Waters of U.S. - 1927".

BRIDGES

Mi. above mouth	Nearest town, st., etc.	Owner	Kind	Clear Width Normal To Channel: Left	Center	Right	Clear Height: M.L.W.	H.W.	Completion Reported	Use of Bridge
	Shallow Creek (Md.)									
0.25	Sparrows Pt., Md.	United Railways Co.	Fixed	12'	12'	12'	5'	3'		Elec. Railway

(These figures obtained from publication "List of Bridges Over the Navigable Waters of U. S. - 1927)

DESCRIPTIVE REPORT

Sheet No. 5421

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3. COMPILATION:

(a) Method:

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

(b) Adjustment of Plot:

It was very difficult to get a satisfactory radial plot in this section due to the unusual distortion near the edges of the photographs. The plot was finally run using only the radial lines located in the central portion of the photographs. A very satisfactory plot was obtained by following the above procedure and we believe the compilation to be correct as shown. The compilation is well controlled BGG

(c) Interpretation:

It was somewhat difficult to interpret the photographs in the vicinity of Jones Creek. This is due to dim photographs and there is a possibility that all the piers have not been shown in this creek.

Also in the vicinity of some of the large industrial plants it was difficult to interpret the photographs due to the congestion of buildings, railroads, cranes, etc. In each case where the draftsman could not readily identify objects a field inspection was made in order to be sure that the detail was drawn correctly.

(d) Information From Other Sources:

The data for the bridge over Colgate Creek was obtained from Topographic Sheet No. 6060. The data for the highway bridge 1.5 miles above the mouth of Bear Creek was obtained from field inspection party. The data for all other bridges was obtained from the publication "List Of Bridges Over The Navigable Waters Of The United States, 1927".

All other information except names was obtained directly from the photographs.

(e) Names:

The names which appear on the overlay sheet were obtained from the following sources:

U. S. Coast and Geodetic Survey, Topographic Sheet No. 6060
U. S. Coast and Geodetic Survey Charts Numbers 77, 545, 549, 1226
U. S. Geological Survey, North Point Quadrangle.
Baltimore and Ohio Railroad Blueprint.

The names of all the streets are not shown on the overlay. These names may be obtained from the B. and O. blueprint that accompanies this report and the B. and O. Railroad blueprint that ac-

+ These Blueprints are at present in use in Room 1209 but will be placed in the Library when the check up work is completed BGG

Note This compilation is adequately controlled and has been carefully plotted but a better estimate of accuracy of location is 0.3 to 0.5 mm on the compilation for intersected points and 0.3 to 0.8 mm for other detail

BGJ 1/31/36

companied the report for compilation number 5420. An accompanying page is enclosed showing a list of the discrepancies in names as found on the above charts.

4. COMPARISON WITH OTHER SURVEYS:

(a) Junctions with adjoining sheets have been examined and found to be satisfactory.

(b) The shoreline between triangulation station "Tank, Highest of Three", and the western boundary of the sheet has been compared with a photostat of ~~topographic~~ planetable sheet no. T 6060. The shoreline from these two sources checks very accurately.

For the remainder of the area no recent surveys were available for comparison and it is recommended that the photo compilation be accepted as correct.

5. LANDMARKS:

Copies of Form 567, "Landmarks For Charts", are enclosed herewith. All necessary information concerning landmarks are 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 positions of well defined detail of importance for charting and of 5 meters for other data. see opposite page.

(b) There is one place where the accuracy of the compilation is doubtful. This is the shoreline around the Bethlehem Steel Co. Plant, beginning at triangulation station "Cutoff Channel, Rear Range Light" and extending westward to approximately the 76°28'30" meridian. This area is covered with slag from the steel mills and the shoreline is continually changing. It is entirely possible that the present shoreline differs from that on the photographs by several meters.

The widths of roads have been exaggerated where necessary to procure well defined lines when the sheet is reproduced.

No houses are shown except those located near the waterfront and those located where there is no systematic street layout.

7. RECOVERABLE OBJECTS:

There are no recoverable objects in this area except those listed under "Landmarks". No additional objects are recommended in this area. Recoverable objects have been added from the recent planetable surveys. See reverse of back.

8. CABLE AREAS:

Cable areas are not shown on this compilation.

9. MILITARY RESERVATIONS:

Fort Howard is a military reservation located on the southern

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DISCREPANCIES IN NAMES

Name	U.S.C.S. Chart No. 77	U.S.C.S. Chart No. 545,549	U.S.C.S. Chart No. 1226	U.S.G.S. North Point Quad.	B & O Blueprint
Dundalk	Not Named	Dundalk	Dundalk	Dundalk	Dundalk Jct.
Claybank Pt.	Not Named	Claybank Pt.	Claybank Pt.	Coffin Pt.	Not named
Lovel Pt.	Not Named	Lovel Pt.	Lovel Pt.	Not named	Clement Pt.
Cattail Pt.	Not Named	Cattail Pt.	Cattail Pt.	Not Named	Cat Tail Pt.
Peach Orchard Creek	Not Named	Peach Orchard Creek	Peach Orchard Creek	Peach Orchard Creek	Peach Orchard Cove

The following names are recommended for use in charting:

Dundalk
Claybank Pt.
Lovel Pt.
Cattail Pt.
Peach Orchard Creek

DESCRIPTIVE REPORT

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end of North Point. In this area only the roads and natural features have been shown.

Respectfully submitted,

J. C. Partington

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

Form 567
Rev. March 1935

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE
TO BE DELETED }

Baltimore, Maryland Aug. 9, 1935, 193

I recommend that the following objects which have (~~have not~~) been inspected from seaward to determine their value as landmarks, be charted on (~~delete from~~) the charts indicated.

The positions given have been checked after listing.

Charted Landmarks - The Continuance of which is Recommended

J. C. Partington *Chief of Party.*

GENERAL LOCALITY **Chesapeake Bay, Sparrows Pt., Md.**

NAME AND DESCRIPTION	POSITION					METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
	LATITUDE		LONGITUDE		DATUM							
	° ′	D. M. METERS	° ′	D. P. METERS								
Destroyed Letter 277 (1938) TANK, Highest of Three 1930 r'34	39 13.8	1586.3	76 30.8	1292.6	N.A. 1927	Triang.	1934	x			545, 549, 1226	X
/ CRANE 1930	39 15.2	376.7	76 32.3	494.4	"	"	1930	x			"	✓
/ AERO (Approx. Pos.), Dundalk	39 14.8	1526.1	76 30.9	1338.8	"	"	1933	x			545, 549, 1226	✓
/ TANK (General Aviation) 1934	39 14.6	1111.5	76 30.8	1230.6	"	"	1934	x			545, 549	✓
Destroyed Letter 277 (1938) CHY 135	39 14.1	332.3	76 30.5	845.2	"	Radial Plot	1935	x			"	X
/ F.R. (Loyds Pt. 1934)	39 13.5	1102	76 29.8	1201.6	"	Triang.	1934	x			545, 549, 1226	✓
/ CHY 150 (Sparrows Point)	39 12.5	1071.4	76 29.5	818	"	Radial Plot	1935	x			"	✓
/ CHY (" ")	39 12.6	1285.5	76 29.5	772.5	"	"	"	x			"	✓
/ 2 CHYS (" ")	39 12.6	1324.2	76 29.4	584.1	"	"	"	x			"	✓
/ CHY (" ")	39 12.7	1421.8	76 29.3	494.9	"	"	"	x			"	✓
/ 2 CHYS (" ")	39 12.7	1338.7	76 29.3	387.1	"	"	"	x			"	✓
/ CHY (" ")	39 12	1440.1	76 29	333.6	"	"	"	x			545, 549	✓
/ STANDPIPE " ")	39 12	1271.9	76 29	276.1	"	"	"	x			"	✓

By J.F.B. Checked R.H.Y.

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

Form 567
Rev. March 1935

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

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

Baltimore, Maryland Aug. 9, 1935. 193

I recommend that the following objects which have (~~have not~~) 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.

Charted Landmarks - The Continuance of Which is Recommended

J. C. Partington *Chief of Party.*

GENERAL LOCALITY: Chesapeake Bay, Sparrows Pt., Md.	POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
NAME AND DESCRIPTION	LATITUDE			LONGITUDE								
	° ′	D. M. METERS		° ′	D. P. METERS	DATUM						
CHY (Sparrows Pt.)	39 12	1338.9		76 29	184	N.A. 1927	Radial Plot	1935	x			545. 549
~~P.R.~~ Light (" ")	39 12	1290.4		76 29	106.6	"	"	"	x			545. 549 1226
~~P.R.~~ Light (" ")	39 12	1467		76 29	123	"	"	"	x			"
TANK (Bethlehem Steel 1934)	39 12	1723.1		76 28	589.6	"	Trïang.	1934	x			"
~~CHY~~ 100 (Sparrows Pt.)	39 12	1470.6		76 28	1391.2	"	Radial Plot	1935	x			"
R.R. (Cut Off Channel) 1934	39 12	1782.1		76 27	1129.1	"	Triang.	1934	x			545.77 1226. 549
Ft. Carroll L. H. 1915 r'34	39 12	1601.1		76 31	305.5	"	"	1934	x			1226. 545. 549
TANK (Humphrey Creek 1934)	39 13	1730.1		76 29	642.5	"	"	1934	x			"
TANK (Fort Howard 1933)	39 12	265.9		76 26	1221.2	"	"	1933	x			549, 1226
F.R. (Cutoff Channel 1934)	39 11	1510.5		76 26	1318.9	"	"	1934	x			1226 77 549
F.R. (Tom Pt.)	39 13	1672		76 29	754.7	"	Radial Plot	1935	x			1226 77, 549
STACK (Colgate Creek 1934)	39 15	962		76 32	61.5	"	Triang.	1934	x			549
TANK (no name)	39 14	634.6		76 30	1069.6	"	Radial Plot	1935	x			545, 549

Omit, Not complete. letter 277 (1938)

By J.F.B. Checked F.H.V.

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

Form 567
Rev. March 1935

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED
TO BE DELETED } STRIKE OUT ONE

Baltimore, Maryland — August 9, 1935

I recommend that the following objects which have (~~have not~~) been inspected from seaward to determine their value as landmarks, be ~~charted~~ (*deleted from*) the charts indicated.

The positions given have been checked after listing.

Landmarks now charted - To be Deleted — J. C. Partington, *Chief of Party.*

GENERAL LOCALITY: Chesapeake Bay Sparrows Pt., Md.	POSITION									
NAME AND DESCRIPTION	LATITUDE ° ′	LATITUDE D. M. METERS	LONGITUDE ° ′	LONGITUDE D. P. METERS	DATUM	METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
TANK 75 (Non-existant)	39 14.2		76 30.2								545. 549
Unnamed (Non-existant)	39 14.3		76 30.2								545
TANK 75 (Not good as landmark)	39 15.3		76 31.5								545. 549
STACK (Non-existant)	39 14.9		76 31.5								549
			By J.P.B.		Checked	R.H.Y.					

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

Survey No. T-5421

Date. Nov. 25, 1935. GEOGRAPHIC NAMES

Chart No. 77

Diagram No. 545, 549, 1226.

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	Some Name on Chart –	New Names in local use	Names assigned by Field	Location
✓	Colgate Creek	545 549 1226			
✓	St Helena	545 549 1226			
✓	Dundalk	545 549 1226			
✓	Turner	545 549 1226			
✓	Sollers	545 549			
✓	Bullneck Creek	545 549 1226			
✓	Peach Orchard Creek	545 1226 549	Peachorchard Cove		name std-l.
✓	Sollers Point	545 549 1226			
✓	Claybank Point	545 549 1226	Coffin Pt		
✓	Lovel Point	545 549 1226			
✓	Clement Cove	545 549			
✓	Cattail Point	545 549 1226			
✓	Lynch Cove	545 549 1226			
✓	Bear Creek	545 549 1226			
✓	Humphrey Creek	545 549 1226			
✓	Sparrows Point	545 549 1226			
✓	Sparrows Point (town)	545 549 1226			
✓	Greys Creek	545 549 1226			
✓	Chink Creek	545 549 1226			
✓	Penwood Park	545 549 1226			
✓	Fritzell	549 : : FITZELL ON		USGS QUAD. North Point	
✓	Loyds Point	545 549			

Names unofficial & not approved by [illegible] 27-36 on [illegible]

(M-136)

GEOGRAPHIC NAMES

Survey No. T-5421

Date. Nov. 25, 1935.

Chart No. 77

Diagram No. 545, 549, 1226.

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	Some Name on Chart—	New Names in local use	Names assigned by Field	Location
✓	Jones Creek.	549 1226			
✓	Old Road Bay.	549, 1226			
✓	Todd Point	549, 1226			
✓	Lynch Point	549, 1226			
✓	North ~~Point~~ Pt. Creek	549, 1226			
✓	Shallow Creek.	549, 1226			
✓	Fort Howard. Military Res.	none.			
✓	North Point	549 1226			
✓	Porter ~~Bar~~ Pt.	549 1226			
✓	Black Marsh.	549 1226			
✓	Bay Shore Park.	549 1226			
✓	Tom. Point.	545 1226	Called NUMSENS PT ON B & O PRINT.		39° 13.7' 76° 29.4'
✓	Long Point.	545. 1226			39° 14.7' 76° 29.8'
✓	Chesterwood.	545			39° 15' 76° 30'
✓	Back River	545 1226 549			
✓	Patapsco River	545 1226 549			
✓	Patapsco River Neck.	549. 1226			
	Bear Creek Junction	Railway guide.			

Names underlined in red approved by C.H. Eagan on 1-27-36

(M-136)

REVIEW OF AIR PHOTO COMPILATION T 5421
Scale 1:10,000

Comparison with Contemporary Topographic Surveys

T 6060 (1934), 1:10,000 scale. Planetable survey on aluminum boatsheet

The survey for T 6060 was made about seven months after the photographs were taken. Considerable detail not visible on the photographs, as wrecks, piles, etc. were transferred from T 6060 to the compilation in this office. There is good agreement between T 6060 and this compilation.

Triangulation station Stack, Colgate Creek, 1934 has been recommended as a landmark. This stack is shown on the chart as a landmark as recommended by chart letter 598 (1934). T 6060 does not show the triangulation station but the topographic station "Ann, Large Chy." is within 7 meters of the position of this triangulation station. Whether this topographic station and the triangulation station are the same stack is undetermined. In any event, because of the close ~~proximity~~ proximity of the two, topographic station Ann, Large Chy. is not shown on the compilation.

All detail on T 6060 is shown on this compilation with the exception of non-recoverable planetable positions, buoys, topographic station Ann, Large Chy. and the magnetic declination.

Detail transferred by L. A. McGann and checked by LAM FJE

Comparison with Previous Topographic Surveys

Vast changes in the position of the high water line and other topographic detail have occurred since the surveys of 1847 and 1898. Except as noted, T 5421 is adequate to supersede the following surveys over the common area:

T 218 (1849), 1:20,000
T 219 (1849), 1:20,000 - except for contours
T 221 (1847), 1:20,000
T 401 (1852), 1:20,000 - except for contours
T 436 (1853), 1:20,000
T 1004 (1866), 1:10,000 - except for contours
T 2032 (1891), 1:10,000
T 2326 (1897-98), 1:20,000 - except for contours
T 4065a (1898), 1:10,000 scale.

T 4065a covers the Patapsco River from Sparrows Point to Fort McHenry. T 4065a shows many non-recoverable planetable positions as well as recoverable positions. A number of these recoverable stations are now tri-

Note This compilation shows all large buildings on or near the waterfront. Most of the small buildings on the waterfront are also shown. Some of the small buildings have been left off due to poor definition on the photographs. A careful check with the photographs has been made in this office and the compilation is adequate for revision of buildings in this area on charts 545 and 549.

angulation stations ~~and are~~ shown on the compilation. Those which are landmarks on T 4065a are also shown on the compilation. ~~The~~ as located by the radial plot. ~~remaining topographic stations will not be shown on the compilation.~~

The prominent change of topography is the airport which has been constructed from filled material in lat. 39° 15', long. 76° 32'.

T 4065a is superseded over the common area by this compilation which is adequate.

T 4547 (1930), 1:10,000 scale.

T 4547 shows the topography in the vicinity of Colgate Creek. The following recoverable stations were transferred from T 4547 to this compilation. Transferred by L.A.M., checked by F.G.E. ~~F.E.~~

City topographic mark,	39° 14'	1388 m.,
	76° 30'	522 m.
Fireplug,	39° 15'	953 m.,
	76° 32'	355 m.

All other recoverable topographic stations on T 4547 are shown on this compilation as located by the radial plot except topographic station "Dot", topographic station "Rectangular Brick Chimney," and topographic station "Iron pipe." Of these, the first is non-recoverable, while the second and third are very close to recoverable stations already shown on the compilation. Except for the stations which have not been transferred as mentioned above, T 4547 is superseded by this compilation. Few changes of topographic detail have taken place here since 1930.

Comparison with Charts

~~Chart No. 545. An effort was made to show all large buildings, at least all of those in existence which are crosshatched on chart 545. In the Sparrow Point area there are conflicts in the representation of buildings on chart 545 with those on the compilation. A number of them shown in the town of Sparrows Point do not exist at the present time. Numerous changes have taken place in the industrial buildings at this point.~~ near the waterfront on the chart See opposite page

Attention is called to the following ~~discrepancies:~~ details on chart 545 which are not shown on this compilation

(1) The three objects (platforms) on the chart at 39° 12.7', 76° 28.5', are not visible in the photographs. ~~and are not shown on this survey.~~

(2) The railroad trestle on the chart across the water area at 39° 13.7', 76° 28.8' is not visible in the photographs. ~~and apparently no longer exists.~~ be not shown on

(3) The docks at 39° 14.2', 76° 28.1'; 39° 14.2', 76° 27.8'; 39° 14.5', 76° 28.2'; and 39° 14', 76° 29' are apparently in ruins and the shoreline has built around them.

(4) The dock at 39° 13.8', 76° 29.4' is not visible in the photographs. ~~and apparently no longer exists.~~

(5) The dock at 39° 15.2', 76° 28.5' is not visible in the photographs. ~~and apparently no longer exists~~.

(6) In Peach Orchard Creek (39° 14.5', 76° 30.3') all docks visible in the photographs are shown.

(7) The wreck indicated by a shoal line at 39° 14.3', 76° 30.1' is not visible in the photographs and is not shown on the compilation. but is not disproved.

(8) The three small docks between lat. 39° 14' and Lovel Point, long. 76° 30.2' are not visible in the photographs and are not shown on the compilation.

10. The railroad and bridge across the pond at Sollers Point (39° 13.9', 76° 30.7') are not visible in the photographs. ~~and apparently no longer exist.~~

Chart No. 549

In addition to the discrepancies mentioned under chart 545 the following are noted on chart 549.

(1.) All that is visible on the photographs of the docks on the west side of North Point is shown on the compilation.

(2.) There is no evidence in the photographs of the docks on the east side of North Point.

(3) The wreck on the chart in the ferry slip at 39° 12.8', 76° 25' is not shown on the compilation. This wreck is not visible in the photographs, but is not disproved.

(4) The dock at Todd Point (39° 15.1', 76° 26.7') is not shown on the compilation. The dock is not visible in the photographs, a sand spit being in its position.

(5) Triangulation station North Point Lower Light House, 1842 is shown on this survey. The light has been discontinued and is not shown on the chart. From the photographs this lighthouse is apparently on a small island, which is shown on the compilation. Attention is also called to the fact that there is a small island some 400 meters west of triangulation station Fort Howard Tank, 1933, ~~and also that~~ Cutoff Channel Front Range is also on a small island.

All of the ~~discrepancies~~ details mentioned above are being referred to the field for an inspection and a definitedecision as to ~~their~~ the existence or non-existence of the wrecks, and piling remains of the docks and trestles. Information received from the field will be noted in this report and corrections made on a supplemental to the compilation. Bgg. 1/31/36.

Charts Nos. 545, 549, 1226

Other corrections to these charts as a result of this compilation are discussed in the comparison with the contemporary and previous topographic surveys.

Remarks

The projection of this celluloid compilation has distorted unequally over the entire area.

November 27, 1935.

Leonard A. McGann
L. A. McGann

Frank G. Evans

REVIEW OF AIR PHOTO COMPILATION NO. T-5421

Chief of Party: J.C. Partington

Compiled by: J.W. Seager & J.F Burns

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)
No ground surveys used to supplement photo plot, except T-6060.

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)
Blue-prints used for checking names and to help identify railroads on photos.

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)
Highwater

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." M-67

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)
No form #524 submitted with this sheet.

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 pages immediately preceding for detailed report on office verification

Reviewed in office by: Frank G. Erskine BGJ
Leonard A. McKenney
Jan 31. 1936.

Examained and approved:

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

T S Borden
Chief, Section of Field Work

L. O. Colbert
Chief, Division of Charts

G Rude
Chief, Division of Hydrography and Topography.