

# 6060

Graphic Control

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Form 504  
Ed. June, 1923

## DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton *Director*

State: Maryland

## DESCRIPTIVE REPORT

Topographic  
Hydrographic

Sheet No. B 6060

### LOCALITY

Patapsco River, Md.

Baltimore Harbor

Project No. WT-183

1934

### CHIEF OF PARTY

John A. Bond, H. & G. Engr.

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DEPARTMENT OF COMMERCE  
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TOPOGRAPHIC TITLE SHEET

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REG. NO.

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. \_\_\_\_\_ B \_\_\_\_\_

Graphic Control

REGISTER NO. 6060

State Maryland

General locality Patapsco River

Locality Baltimore Harbor

Scale 1:10,000 Date of survey June, 1934

Vessel USCGC

Chief of Party John A. Bond

Surveyed by C. E. Chenworth

Inked by C. E. Chenworth

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

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

Instructions dated May 15, 1934

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

## DESCRIPTIVE REPORT

To Accompany Topographic Sheet B

Baltimore Harbor  
Patapsco River

Instructions dated May 15, 1934

Project No. HT-183

### GENERAL DESCRIPTIONS

This sheet takes in the shore line along the Patapsco River from Port McHenry south east to Fishing Point on the south west side of the River and to Sollers Point on the north east side of the River.

The most important developments within the limits of this sheet are the Canton Terminals, near Lazaretto Point; the Western Electric Plant north west of the entrance to Colgate Creek; and the Airport south east of the entrance to Colgate Creek. On the south west side of the River, there are several shipyards near the northern portion and some oil refineries and storage tanks near the southern portion.

The wrecks which are located on this sheet are in the shoal water near the shore. The ones which are submerged are shown by the conventional symbol, but those showing above the surface are shown by dotted lines, with notes in order to preserve the rod readings taken on the actual limits of the wreckage.

In compliance with the instructions, no attempt was made to obtain the nature of the vegetation, bluffs, roads back from the shore line, etc.

### LANDMARKS

Landmarks falling within the limits of the sheet are being taken care of by a special report.

### CONTROL

The control was adequate. Triangulation stations were numerous and several could be seen from most of the set-ups.

There was no triangulation control on the east side of the River north of Lazaretto Point, and the area surveyed in this region was controlled by the triangulation stations at Port McHenry which could be seen, and by checking out on the graphic location of signals located by plane-table cuts.

#### SURVEY METHODS

Standard Coast Survey methods were used throughout. Because of the frequency of control points, it was not necessary to carry traverse for more than one or two set-ups between stations, and in most cases, it was possible to resect on several objects.

#### PLANE-TABLE POSITIONS

Because of the large number of triangulation stations in this vicinity and the fact that most prominent objects were located by triangulation, no plane-table positions are given for this sheet.


#### CHARACTER OF MARSHES

Practically the only marsh land on the sheet is at the head of Colgate Creek. The grass line was taken as the high water line although high water usually covers the bottom portion of the grass.

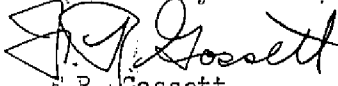
#### INSERT ON REVERSE SIDE OF SHEET

A small insert is on the reverse side of the sheet covering a small portion of the Patapsco River above the Hanover Street bridge. This small area was surveyed on a 1:10,000 scale and joins with the survey made on topographic sheet "A".

Submitted by:

  
C.F. Chenworth,  
Aid, U.S.C. & G.S.

Approved by:

  
F.R. Gossett,  
Jr. H. & G. Engr., U.S.C. & G.S.,  
Acting Chief of Party

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6060 (1934)

Baltimore Harbor, Patapsco River, Maryland

Surveyed: June, 1934

Instructions dated: May 15, 1934 (MIKAWA)

Plane Table Survey

Aluminum Mounted

Chief of Party - J. A. Bond.

Surveyed by - C. F. Chenworth.

1. Condition of Records.

The records conform to the requirements of the Topographic Manual, with the following exceptions:

- a. Notes regarding objects which do not cover at high water should have been in vertical lettering instead of slanting.

2. Compliance with Instructions for the Project.

The survey complies with instructions.

3. Junction with Contemporary Surveys.

Satisfactory junction was made with T-6055 (1934) on the west.

4. Comparison with Prior Surveys.

- a. T-218 (1846) T-401 (1852)  
T-219 (1849) T-1004 (1866)  
T-221 (1847)

These surveys embrace about the same area and were all compared with the present survey. Practically the entire shoreline has been changed since the prior surveys by dredging operations, dock construction and other improvements. It was impossible to identify any point or feature for an accurate comparison but it appears that if any discrepancy does exist, it does not exceed 25 meters.

- b. T-306 (1851 & 1855), T-983 (1865).

The southwest shore of the present survey is a part of the old surveys. The entire shore has been changed by construction so that a detailed comparison could not be made.

- c. T-2269 (1898).

An accurate comparison of this survey with the present survey was possible as a few of the old docks are still in existence. The agreement is good on the north shore. On the south shore there is a discrepancy of about 20 meters.

d. T-2326 (1897-98), T-2364 (1898).

A careful comparison of these surveys with the present survey shows good agreement in all features which have not been changed by construction. The geographic locations of the bridges across Colgate Creek check satisfactorily.

e. T-4065 (1924).

This survey was found to be in good agreement with the present survey. A considerable portion of the area is now the same as in 1924.

f. T-4547 (1930).

This survey appears to have been made primarily to locate the new airport which was formed by reclamation of land. It checks the present survey excellently except where new construction is responsible for a few minor and unimportant changes.

5. Field Drafting.

The field inking of this survey is satisfactory.

6. Additional Field Work Recommended.

The shoreline detail is fully covered and no additional field work is required.

7. Superseding Old Surveys.

Insofar as the topography actually covered on the present survey is concerned, it supersedes the following surveys for charting purposes:

T-218 (1846)	in part.	T-1004 (1866)	in part.
T-219 (1849)	" "	T-2269 (1898)	" "
T-221 (1847)	" "	T-2326 (1897-98)	" "
T-306 (1851-55)	" "	T-2364 (1898)	" "
T-401 (1852)	" "	T-4065 (1924)	" "
T-983 (1865)	" "	T-4547 (1930)	" "

8. Reviewed by - A. F. Jankowski, February, 1934.

Examined and approved:

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

*B. Borden*  
Chief, Section of Field Work.

*L. O. Dolbuit*  
Chief, Division of Charts.

*G. H. R.*  
Chief, Division of H. & T.