

TP-00837
ORIGINAL

TP-00837

NOAA FORM 76-35

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

Type of Survey Shoreline.....
Job No. CM-7415..... Map No. TP-00837..
Classification No. Edition No. 1.....
Field Edited Map

LOCALITY

State Maryland.....
General Locality Baltimore Harbor.....
Locality Northwest Harbor.....

1974 TO 1975

REGISTRY IN ARCHIVES

DATE

| | | | |
|--|--|--|--|
| NOAA FORM 76-36A (3-72) | | U. S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMIN. | |
| DESCRIPTIVE REPORT - DATA RECORD | | TYPE OF SURVEY <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> RESURVEY <input type="checkbox"/> REVISED | |
| PHOTOGRAMMETRIC OFFICE Coastal Mapping Division Atlantic Marine Center, Norfolk, VA OFFICER-IN-CHARGE Jeffrey G. Carlen, CDR | | SURVEY TP. <u>00837</u> MAP EDITION NO. <u>(1)</u> MAP CLASS <u>Final (F.E.)</u> JOB <u>PHX CM-7415</u> | |
| PHOTOGRAMMETRIC OFFICE Coastal Mapping Division Atlantic Marine Center, Norfolk, VA OFFICER-IN-CHARGE Jeffrey G. Carlen, CDR | | LAST PRECEDING MAP EDITION TYPE OF SURVEY <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> RESURVEY <input type="checkbox"/> REVISED JOB PH. _____ MAP CLASS _____ SURVEY DATES: 19__ TO 19__ | |
| I. INSTRUCTIONS DATED | | | |
| 1. OFFICE | | 2. FIELD | |
| Aerotriangulation February 7, 1975 Compilation March 12, 1975 | | August 16, 1974 | |
| II. DATUMS | | | |
| 1. HORIZONTAL: <input checked="" type="checkbox"/> 1927 NORTH AMERICAN | | OTHER (Specify) | |
| 2. VERTICAL: <input checked="" type="checkbox"/> MEAN HIGH-WATER <input checked="" type="checkbox"/> MEAN LOW-WATER <input type="checkbox"/> MEAN LOWER LOW-WATER <input type="checkbox"/> MEAN SEA LEVEL | | OTHER (Specify) | |
| 3. MAP PROJECTION Polyconic | | 4. GRID(S) STATE Maryland ZONE | |
| 5. SCALE 1:5,000 | | STATE ZONE | |
| III. HISTORY OF OFFICE OPERATIONS | | | |
| OPERATIONS | | NAME | |
| DATE | | | |
| 1. AEROTRIANGULATION BY METHOD: <u>Analytic</u> LANDMARKS AND AIDS BY | | I. Rayborn Apr, 1975 | |
| 2. CONTROL AND BRIDGE POINTS PLOTTED BY METHOD: <u>Calcomp</u> CHECKED BY | | R. Robertson Apr, 1975 R. Robertson Apr, 1975 | |
| 3. STEREOSCOPIC INSTRUMENT PLANIMETRY BY COMPILATION CHECKED BY | | J. R. Minton Aug, 1975 L. O. Neterer Aug, 1975 | |
| INSTRUMENT: <u>Wild B-8</u> CONTOURS BY SCALE: <u>1:7,500</u> CHECKED BY | | NA NA | |
| 4. MANUSCRIPT DELINEATION PLANIMETRY BY METHOD: <u>Smooth drafted</u> CHECKED BY | | D. Butler Sep, 1975 J. Byrd Oct, 1975 | |
| SCALE: <u>1:5,000</u> CONTOURS BY HYDRO SUPPORT DATA BY CHECKED BY | | NA NA NA NA | |
| 5. OFFICE INSPECTION PRIOR TO FIELD EDIT BY | | J. Byrd Oct, 1975 | |
| 6. APPLICATION OF FIELD EDIT DATA BY | | D. Butler Jan, 1976 | |
| 7. COMPILATION SECTION REVIEW BY | | A. L. Shands Jan, 1976 | |
| 8. FINAL REVIEW BY | | A. L. Shands Jan, 1976 | |
| 9. DATA FORWARDED TO PHOTOGRAMMETRIC BRANCH BY | | C. H. Bishop Feb, 1977 | |
| 10. DATA EXAMINED IN PHOTOGRAMMETRIC BRANCH BY | | C. H. Bishop May 1977 | |
| 11. MAP REGISTERED - COASTAL SURVEY SECTION BY | | J. B. Phillips June 1977 R. T. Carter July 1977 | |

NOAA FORM 76-36B
(3-72)U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEYTP-00837
COMPILATION SOURCES

1. COMPILATION PHOTOGRAPHY

| | | | | | |
|--|-----------|---|----------|-------------------|---|
| CAMERA(S) Wild RC-8"E" & RC-10"C" | | TYPES OF PHOTOGRAPHY LEGEND (C) COLOR (P) PANCHROMATIC (I) INFRARED | | TIME REFERENCE | |
| TIDE STAGE REFERENCE <input checked="" type="checkbox"/> PREDICTED TIDES Baltimore Ft. McHenry <input type="checkbox"/> REFERENCE STATION RECORDS <input type="checkbox"/> TIDE CONTROLLED PHOTOGRAPHY | | | | ZONE Eastern | <input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> DAYLIGHT |
| | | | | MERIDIAN 75th | |
| NUMBER AND TYPE | DATE | TIME | SCALE | STAGE OF TIDE | |
| 74E(C) 7326 - 7328* | 21 Oct 74 | 11:13 | 1:15,000 | 0.9 ft. above MLW | |
| 74E(C) 7346 - 7349* | 21 Oct 74 | 11:33 | 1:15,000 | 0.8 ft. above MLW | |
| 74E(C) 7359 - 7360* | 21 Oct 74 | 11:48 | 1:15,000 | 0.8 ft. above MLW | |
| 74C(C) 833** | 5 Oct 74 | 11:20 | 1:30,000 | 0.7 ft. above MLW | |
| 74C(C) 828** | 5 Oct 74 | 11:05 | 1:30,000 | 0.8 ft. above MLW | |

REMARKS

*Compilation photography.
**Bridge photography.

2. SOURCE OF MEAN HIGH-WATER LINE:

The MHWL was compiled from office interpretation of the above listed photographs and corrected by field edit as follows:

Bulkhead located by field methods at Lat. $39^{\circ} 17' 10''$, Long. $76^{\circ} 36' 36''$.
MHWL indicated on Photo 74E 7326 at Lat. $39^{\circ} 16' 03''$, Long. $76^{\circ} 37' 30''$
and on Photo 74E 6934 at Lat. $39^{\circ} 15' 01''$ between Long. $76^{\circ} 35' 15''$ to $45''$.

3. SOURCE OF MEAN LOW-WATER OR MEAN LOWER LOW-WATER LINE:

None compiled.

4. CONTEMPORARY HYDROGRAPHIC SURVEYS (List only those surveys that are sources for photogrammetric survey information.)

| SURVEY NUMBER | DATE(S) | SURVEY COPY USED | SURVEY NUMBER | DATE(S) | SURVEY COPY USED |
|---------------|---------|------------------|---------------|---------|------------------|
| | | | | | |

5. FINAL JUNCTIONS

| NORTH | EAST | SOUTH | WEST |
|---------------------------|----------|----------|----------|
| No contemporary survey | TP-00838 | TP-00841 | TP-00836 |

REMARKS

NOAA FORM 76-36C
(3-72)U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

TP-00837

HISTORY OF FIELD OPERATIONS

I. ☒ FIELD INSPECTION OPERATION☐ FIELD EDIT OPERATION

| OPERATION | NAME | DATE |
|---------------------------------------|--|-----------|
| 1. CHIEF OF FIELD PARTY | R. S. Tibbetts | Sep, 1974 |
| 2. HORIZONTAL CONTROL | R. S. Tibbetts | Sep, 1974 |
| RECOVERED BY | None | |
| ESTABLISHED BY | R. S. Tibbetts | Sep, 1974 |
| PRE-MARKED OR IDENTIFIED BY | None | |
| 3. VERTICAL CONTROL | NA | |
| RECOVERED BY | NA | |
| ESTABLISHED BY | NA | |
| PRE-MARKED OR IDENTIFIED BY | None | |
| 4. LANDMARKS AND AIDS TO NAVIGATION | None | |
| RECOVERED (Triangulation Stations) BY | None | |
| LOCATED (Field Methods) BY | None | |
| IDENTIFIED BY | None | |
| 5. GEOGRAPHIC NAMES INVESTIGATION | TYPE OF INVESTIGATION | |
| | <input type="checkbox"/> COMPLETE | |
| | <input type="checkbox"/> SPECIFIC NAMES ONLY | |
| | <input checked="" type="checkbox"/> NO INVESTIGATION | |
| 6. PHOTO INSPECTION | CLARIFICATION OF DETAILS BY | NA |
| 7. BOUNDARIES AND LIMITS | SURVEYED OR IDENTIFIED BY | NA |

II. SOURCE DATA

| | | | |
|---|--------------|--|---------------------|
| 1. HORIZONTAL CONTROL IDENTIFIED | | 2. VERTICAL CONTROL IDENTIFIED | |
| Premarked | | NA | |
| PHOTO NUMBER | STATION NAME | PHOTO NUMBER | STATION DESIGNATION |
| 74C(C)829 | LEX, 1940 | | |
| 74C(C)807 | CURB 2, 1971 | | |
| 3. PHOTO NUMBERS (Clarification of details) | | | |
| None | | | |
| 4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED | | | |
| None | | | |
| PHOTO NUMBER | OBJECT NAME | PHOTO NUMBER | OBJECT NAME |
| | | | |
| 5. GEOGRAPHIC NAMES: <input type="checkbox"/> REPORT <input checked="" type="checkbox"/> NONE | | 6. BOUNDARY AND LIMITS: <input type="checkbox"/> REPORT <input checked="" type="checkbox"/> NONE | |
| 7. SUPPLEMENTAL MAPS AND PLANS | | | |
| None | | | |

8. OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)

2 Form 152 Control Station Identification

TP-00837

HISTORY OF FIELD OPERATIONS

I. ☐ FIELD INSPECTION OPERATION☒ FIELD EDIT OPERATION

| OPERATION | NAME | DATE |
|-------------------------------------|---|------------|
| 1. CHIEF OF FIELD PARTY | George W. Jamerson | Sept. 1975 |
| 2. HORIZONTAL CONTROL | RECOVERED BY G.W.J. ESTABLISHED BY NA PRE-MARKED OR IDENTIFIED BY NA | Sept. 1975 |
| 3. VERTICAL CONTROL | RECOVERED BY NA ESTABLISHED BY NA PRE-MARKED OR IDENTIFIED BY NA | |
| 4. LANDMARKS AND AIDS TO NAVIGATION | RECOVERED (Triangulation Stations) BY G. W. Jamerson LOCATED (Field Methods) BY NA Verified XXXXXXXX BY G. W. Jamerson | Sept. 1975 |
| 5. GEOGRAPHIC NAMES INVESTIGATION | TYPE OF INVESTIGATION <input type="checkbox"/> COMPLETE <input type="checkbox"/> SPECIFIC NAMES ONLY BY <input checked="" type="checkbox"/> NO INVESTIGATION | Sept. 1975 |
| 6. PHOTO INSPECTION | CLARIFICATION OF DETAILS BY G. W. Jamerson | Oct. 1975 |
| 7. BOUNDARIES AND LIMITS | SURVEYED OR IDENTIFIED BY NA | |

II. SOURCE DATA

| | |
|--|--|
| 1. HORIZONTAL CONTROL IDENTIFIED None | 2. VERTICAL CONTROL IDENTIFIED None |
| PHOTO NUMBER | STATION NAME |
| | |
| PHOTO NUMBER | STATION DESIGNATION |
| | |

3. PHOTO NUMBERS (Clarification of details)

74 E(C) 6934, 7327, 7328, 7346, 7347, 7348, 7359, 7360

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

Data for objects located by field methods are listed under 8. below.

| PHOTO NUMBER | OBJECT NAME | PHOTO NUMBER | OBJECT NAME |
|--------------|-------------|--------------|-------------|
| | | | |
| | | | |

5. GEOGRAPHIC NAMES: ☐ REPORT ☒ NONE6. BOUNDARY AND LIMITS: ☐ REPORT ☒ NONE

7. SUPPLEMENTAL MAPS AND PLANS

None

8. OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)

2 Field Edit Ozalids (1 paper, 1 film)

1 Field Edit Report

5 Form 76-40

NOAA FORM 76-36D
(3-72)U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATIONTP-00837
RECORD OF SURVEY USE

I. MANUSCRIPT COPIES

| COMPILATION STAGES | | | DATE MANUSCRIPT FORWARDED | |
|--|-----------|------------------------------------|---------------------------|---------------|
| DATA COMPILED | DATE | REMARKS | MARINE CHARTS | HYDRO SUPPORT |
| Compilation complete, pending Field Edit | Sep, 1975 | Class III manuscript Superseded | 24 Nov 1975 | 9 Oct 1975 |
| Field Edit applied, compilation complete. | Jan, 1976 | Class I manuscript Superseded | 7 Jun 1976 | |
| Final Review | Feb, 1977 | | 26 May 1977 | |
| | | | | |

II. LANDMARKS AND AIDS TO NAVIGATION

1. REPORTS TO MARINE CHART DIVISION, NAUTICAL DATA BRANCH

| NUMBER | CHART LETTER NUMBER ASSIGNED | DATE FORWARDED | REMARKS |
|--------|---------------------------------|-------------------|-------------------------|
| 3 | | 2 Jul 1976 | Landmarks for charts. |
| 1 | | 2 Jul 1976 | Landmarks for deletion. |
| 1 | | 2 Jul 1976 | Aids for charts. |
| | | | |
| | | | |
| | | | |

2. ☐ REPORT TO MARINE CHART DIVISION, COAST PILOT BRANCH. DATE FORWARDED: July 2, 19763. ☐ REPORT TO AERONAUTICAL CHART DIVISION, AERONAUTICAL DATA SECTION. DATE FORWARDED: _____

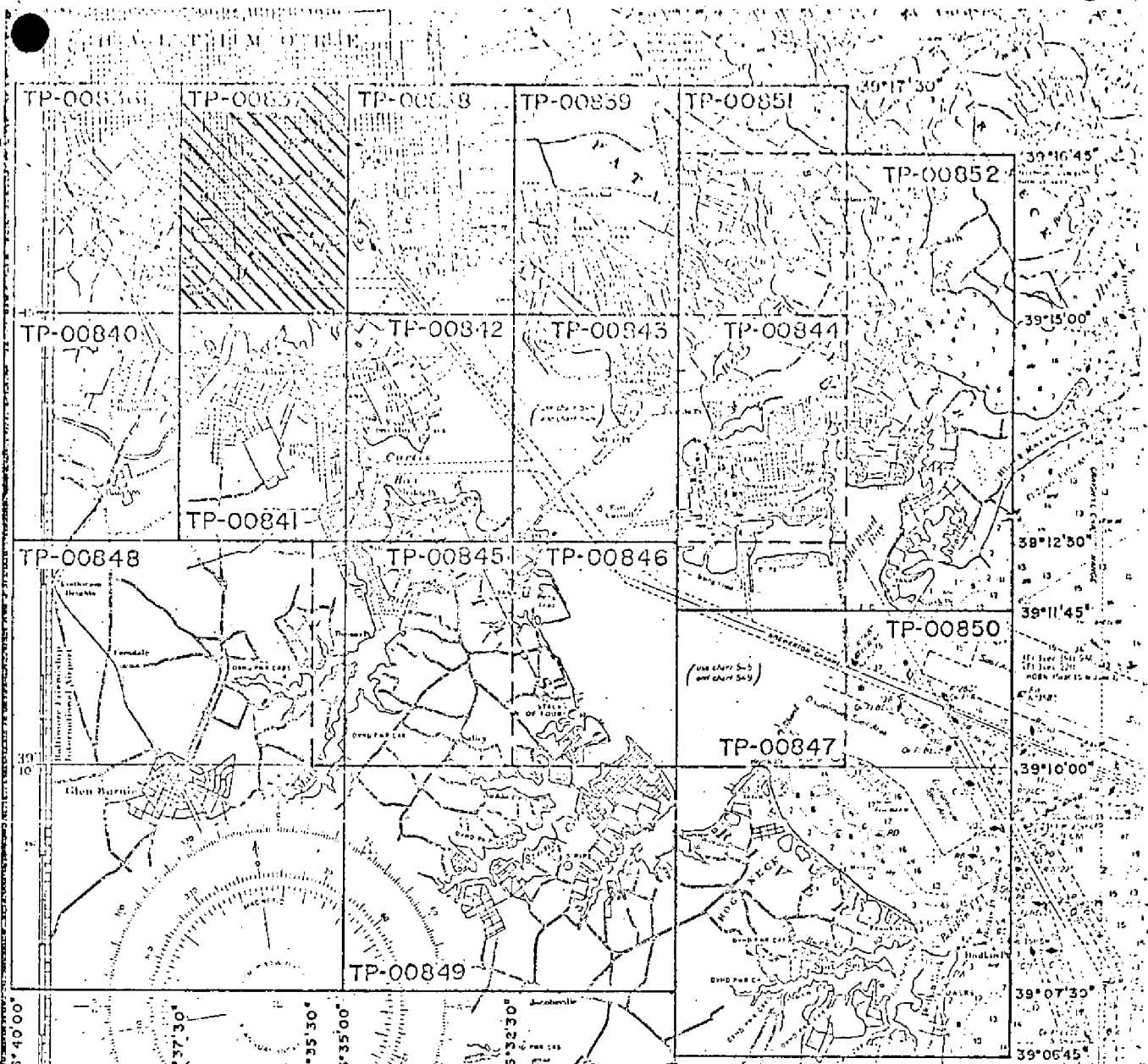
III. FEDERAL RECORDS CENTER DATA

1. ☒ BRIDGING PHOTOGRAPHS; ☒ DUPLICATE BRIDGING REPORT; ☒ COMPUTER READOUTS.
 2. ☒ CONTROL STATION IDENTIFICATION CARDS; ☒ FORM ~~76-40~~ ⁷⁶⁻⁴⁰ SUBMITTED BY FIELD PARTIES.
 3. ☒ SOURCE DATA (except for Geographic Names Report) AS LISTED IN SECTION II, NOAA FORM 76-36C.
 ACCOUNT FOR EXCEPTIONS:

4. ☐ DATA TO FEDERAL RECORDS CENTER. DATE FORWARDED: _____

IV. SURVEY EDITIONS (This section shall be completed each time a new map edition is registered)

| | | | |
|-------------------|---------------------------------|--------------------------|---|
| SECOND EDITION | SURVEY NUMBER TP - _____ (2) | JOB NUMBER PH - _____ | TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY |
| | DATE OF PHOTOGRAPHY | DATE OF FIELD EDIT | MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL |
| THIRD EDITION | SURVEY NUMBER TP - _____ (3) | JOB NUMBER PH - _____ | TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY |
| | DATE OF PHOTOGRAPHY | DATE OF FIELD EDIT | MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL |
| FOURTH EDITION | SURVEY NUMBER TP - _____ (4) | JOB NUMBER PH - _____ | TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY |
| | DATE OF PHOTOGRAPHY | DATE OF FIELD EDIT | MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL |



Official Mileage for Cost Accounts

| Sheet No. | Sq. Miles |
|-----------|-----------|
| TP-00836 | 1 |
| TP-00837 | 4 |
| TP-00838 | 2 |
| TP-00839 | 1 |
| TP-00840 | 2 |
| TP-00841 | 2 |
| TP-00842 | 4 |
| TP-00843 | 2 |
| TP-00844 | 3 |
| TP-00845 | 4 |
| TP-00846 | 2 |
| TP-00847 | 1 |
| TP-00848 | 3 |
| TP-00849 | 9 |
| TP-00850 | 6 |
| TP-00851 | 2 |
| TP-00852 | 11 |

TOTAL 59

JOB CM-7415
BALTIMORE HARBOR
MARYLAND
SHORELINE MAPPING
SCALE 1:5,000
& 1:10,000

SUMMARY TO ACCOMPANY

DESCRIPTIVE REPORTS

TP-00836 through TP-00852

Project CM-7415 covers the Patapsco River and Baltimore Harbor from the mouth of the river at Long. $76^{\circ} 25'$ westward to and including the Inner Harbor. The part of Back River within the limits of Maps TP-00851 and TP-00852 is not included in the project and was not mapped. Seventeen maps - four at 1:10,000 scale and thirteen at 1:5,000 scale - are included in the project.

Field work prior to compilation consisted of recovery and pre-marking of horizontal control required for bridging. This work was done in September 1974.

Color photography was flown in October 1974. The entire area is covered by 1:30,000 scale photography, which was used for bridging and compilation of the 1:10,000 scale maps. Supplemental photography used for compilation of the 1:5,000 scale maps was flown at 1:15,000 scale. Black and white ratio prints at map scale were prepared from the color transparencies for office use and field edit operations.

Bridging was done by analytic methods in the Rockville Office in April 1975. See Photogrammetric Plot Report, which is Page 7 of this Descriptive Report.

Compilation was done by the Coastal Mapping Section at the Atlantic Marine Center from July to November 1975, using the Wild B-8 stereoplotter. The location of the mean high water line and other details were determined by office interpretation of the photographs.

Field edit was done by a photogrammetric field unit from September to November 1975 and applied to the manuscripts at the Atlantic Marine Center from December 1975 to February 1976.

All original manuscripts are stabilene sheets. The 1:5,000 scale maps are on a two and one-half minute format and the 1:10,000 scale maps are on a five minute format. The original manuscripts were forwarded to the Rockville Office for preparation of registration copies.

7

Photogrammetric Plot Report
Baltimore Harbor, Maryland
CM-7415
April 1975

21. Area Covered

The area covered by this report pertains to the shoreline of Baltimore Harbor, Baltimore, Maryland. This area is covered by thirteen 1:5,000 scale sheets, TP-00836 thru TP-00847, TP-00851, and four 1:10,000 scale sheets TP-00848 thru TP-00850 and TP-00852.

22. Method

Five strips of 1:30,000 scale color photography were bridged by analytic aerotriangulation methods. Sketch number 1 shows the layout of the sheets, compilation photographs, strips of bridging photographs, and the location of field identified control. Ties were made between all bridging strips. The strips were controlled by field identified control paneled in 1974 with the inclusion of one office identified station as a terminal for strip two. Office identified control was floated as checks. Common points were located between the bridging photography and the compilation photography to control the compilation and to determine the ratio scale. Points were located on the bridging photography to determine the ratio scale of the photographs that pertain to the 1:10,000 scale TP sheets. Data for ruling projection were furnished to the Calcomp to be plotted in the Maryland State plane coordinate system. 1:5,000 scale ratios were ordered for the 1:5,000 scale sheets and 1:10,000 scale ratios of the bridging photographs were ordered for the 1:10,000 scale sheets.

23. Adequacy of Control

The control was adequate with the inclusion of office identified control. Geodesy could not furnish a position for Curb 2, 1971, in order to compute a sub point for that station. An office identified control station was used as a terminal for strip number two, in place of Curb 2, 1971.

24. Supplemental Data

USGS Quadrangles were used to provide vertical control for the adjustment.

25. Photography

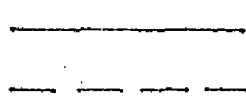
The photography was adequate as to coverage and overlap. Definition was poor due to haze at time of photography.

Approved and forwarded:

John D. Perrow, Jr.
John D. Perrow, Jr.
Chief, Aerotriangulation Section

Respectfully submitted,

Ivey O. Raborn
Ivey O. Raborn



BRIDGING PHOTOGRAPHY
COMPILED PHOTOGRAPHY

DESCRIPTIVE REPORT CONTROL RECORD

| MAP NO. | | JOB NO. | | GEODETTIC DATUM | | ORIGINATING ACTIVITY | | REMARKS | |
|---|-------------------------------|--------------------------------|--|--|--------|-----------------------|----------|-----------------|--|
| TP-00837 | | CM-7415 | | NA 1927 | | Division, Norfolk, VA | | Coastal Mapping | |
| STATION NAME | SOURCE OF INFORMATION (Index) | AEROTRIANGULATION POINT NUMBER | COORDINATES IN FEET STATE ZONE | GEOGRAPHIC POSITION φ LATITUDE λ LONGITUDE | | FORWARD | | BACK | |
| LEX, 1940 | G.P. Vol II P. 37 | | X= | φ 39 17 | 28.095 | 866.4 | (983.9) | | |
| | | | Y= | λ 76 37 | 02.512 | 60.2 | (1377.7) | | |
| BALTIMORE, BROMO SELTZER BUILDING, CLOCK TOWER, 1957 | G.P. Vol II P. 306 | | X= | φ 39 17 | 15.248 | 470.2 | (1380.1) | | |
| | | | Y= | λ 76 37 | 15.373 | 368.5 | (1069.5) | | |
| BALTIMORE, LORD BALTIMORE HOTEL PENTHOUSE, 1957 | G.P. Vol II P. 306 | | X= | φ 39 17 | 23.197 | 715.4 | (1134.9) | | |
| | | | Y= | λ 76 36 | 59.196 | 1418.6 | (19.3) | | |
| BALTIMORE, TELEVISION STATION WMAR MAST, 1957 | G.P. Vol II P. 69 | | X= | φ 39 17 | 20.706 | 638.6 | (1211.7) | | |
| | | | Y= | λ 76 36 | 51.680 | 1238.5 | (199.4) | | |
| BALTIMORE, FIRST NATIONAL BANK BUILDING, STACK, 1957 | G.P. Vol II P. 67 | | X= | φ 39 17 | 18.264 | 563.2 | (1287.1) | | |
| | | | Y= | λ 76 36 | 52.218 | 1251.4 | (186.5) | | |
| MARYLAND CASUALTY TOWER, 1915 | G.P. Vol I P. 322 | | X= | φ 39 17 | 23.004 | 709.4 | (1140.9) | | |
| | | | Y= | λ 76 36 | 42.081 | 1008.5 | (429.4) | | |
| FEDERAL (U.S.E.), 1915 | G.P. Vol I P. 519 | | X= | φ 39 16 | 48.754 | 1503.5 | (346.8) | | |
| | | | Y= | λ 76 36 | 30.382 | 728.2 | (709.9) | | |
| PROCTOR AND GAMBLE COMPANY TANK, 1934 | G.P. Vol I P. 234 | | X= | φ 39 16 | 27.877 | 859.7 | (990.6) | | |
| | | | Y= | λ 76 35 | 34.584 | 829.0 | (609.2) | | |
| WEBSTER (U.S.E.), 1916 | G.P. Vol I P. 516 | | X= | φ 39 16 | 56.396 | 1739.2 | (111.1) | | |
| | | | Y= | λ 76 35 | 10.261 | 245.9 | (1192.1) | | |
| BALTIMORE AND OHIO ELEVATOR, CUPOLA, 1915 | G.P. Vol I P. 322 | | X= | φ 39 16 | 10.676 | 329.2 | (1521.1) | | |
| | | | Y= | λ 76 35 | 02.231 | 53.5 | (1384.9) | | |
| COMPUTED BY A. C. Rauck, Jr. | | DATE 5/20/75 | COMPUTATION CHECKED BY F. Mauldin | | | DATE 5/27/75 | | | |
| LISTED BY A. C. Rauck, Jr. | | DATE 5/20/75 | LISTING CHECKED BY F. Mauldin | | | DATE 5/27/75 | | | |
| HAND PLOTTING BY A. C. Rauck, Jr. | | DATE 5/21/75 | HAND PLOTTING CHECKED BY F. Mauldin | | | DATE 5/28/75 | | | |

DESCRIPTIVE REPORT CONTROL RECORD

| MAP NO. | JOB NO. | STATION NAME | SOURCE OF INFORMATION (Index) | AEROTRI- ANGULATION POINT NUMBER | GEODETIC DATUM | | COORDINATES IN FEET | | GEOGRAPHIC POSITION | | ORIGINATING ACTIVITY | | |
|--------------------------------------|---|----------------------|----------------------------------|---|-----------------|---------|--|------------------------------|---------------------|------------------------------|-----------------------|-----------------|------|
| | | | | | CM-7415 | NA 1927 | STATE ZONE | X Y | φ λ | φ LATITUDE λ LONGITUDE | Division, Norfolk, VA | Coastal Mapping | |
| TP-00837 | NIRA, 1934 | G.P. Vol I P. 230 | | | X= | Y= | φ λ | 39 16 12.015 76 37 19.573 | φ λ | 39 16 12.015 76 37 19.573 | REMARKS | FORWARD | BACK |
| | | | | | | | | | | | 370.5 (1479.8) | 469.2 (969.1) | |
| | BALTIMORE GAS & ELECTRIC COMPANY, GAS HOLDER, 1954 | G.P. Vol I P. 672 | | | X= | Y= | φ λ | 39 16 18.519 76 37 13.351 | φ λ | 39 16 18.519 76 37 13.351 | REMARKS | FORWARD | BACK |
| | | | | | | | | | | | 571.1 (1279.2) | 320.0 (1118.3) | |
| | FISHER (U.S.E.), 1954 | G.P. Vol I P. 672 | | | X= | Y= | φ λ | 39 15 53.811 76 37 14.968 | φ λ | 39 15 53.811 76 37 14.968 | REMARKS | FORWARD | BACK |
| | | | | | | | | | | | 1659.4 (190.9) | 358.8 (1079.6) | |
| | CHESAPEAKE PAPER BOARD COMPANY STACK, 1934 | G.P. Vol I P. 234 | | | X= | Y= | φ λ | 39 16 09.972 76 36 01.781 | φ λ | 39 16 09.972 76 36 01.781 | REMARKS | FORWARD | BACK |
| | | | | | | | | | | | 307.5 (1542.8) | 42.7 (1395.7) | |
| | CHESAPEAKE PAPER BOARD COMPANY STACK, 1934 | G.P. Vol I P. 235 | | | X= | Y= | φ λ | 39 16 09.117 76 36 01.610 | φ λ | 39 16 09.117 76 36 01.610 | REMARKS | FORWARD | BACK |
| | | | | | | | | | | | 281.2 (1569.1) | 38.6 (1399.8) | |
| | OUR LADY OF CONCEPTION CHURCH SPIRE, 1915 | G.P. Vol I P. 322 | | | X= | Y= | φ λ | 39 16 06.940 76 35 34.014 | φ λ | 39 16 06.940 76 35 34.014 | REMARKS | FORWARD | BACK |
| | | | | | | | | | | | 214.0 (1636.3) | 815.4 (623.0) | |
| | GAS AND ELECTRIC COMPANY STACK, EASTERN OF TWO, 1934 | G.P. Vol I P. 235 | | | X= | Y= | φ λ | 39 15 56.348 76 36 12.614 | φ λ | 39 15 56.348 76 36 12.614 | REMARKS | FORWARD | BACK |
| | | | | | | | | | | | 1737.7 (112.6) | 302.4 (1136.0) | |
| | GAS AND ELECTRIC COMPANY STACK, WESTERN OF TWO, 1934 | G.P. Vol I P. 235 | | | X= | Y= | φ λ | 39 15 56.675 76 36 13.053 | φ λ | 39 15 56.675 76 36 13.053 | REMARKS | FORWARD | BACK |
| | | | | | | | | | | | 1747.7 (102.6) | 312.9 (1125.5) | |
| | PIER, 1934 | G.P. Vol I P. 231 | | | X= | Y= | φ λ | 39 15 43.362 76 35 57.248 | φ λ | 39 15 43.362 76 35 57.248 | REMARKS | FORWARD | BACK |
| | | | | | | | | | | | 1337.2 (513.1) | 1372.5 (66.0) | |
| | ELEVATOR, 1915 | G.P. Vol I P. 229 | | | X= | Y= | φ λ | 39 15 39.052 76 36 26.998 | φ λ | 39 15 39.052 76 36 26.998 | REMARKS | FORWARD | BACK |
| | | | | | | | | | | | 1204.3 (646.0) | 647.3 (791.2) | |
| COMPUTED BY A. C. Rauck, Jr. | | | | | DATE 5/20/75 | | COMPUTATION CHECKED BY F. Mauldin | | DATE 5/28/75 | | | | |
| LISTED BY A. C. Rauck, Jr. | | | | | DATE 5/20/75 | | LISTING CHECKED BY F. Mauldin | | DATE 5/28/75 | | | | |
| HAND PLOTTING BY A. C. Rauck, Jr. | | | | | DATE 5/21/75 | | HAND PLOTTING CHECKED BY F. Mauldin | | DATE 5/29/75 | | | | |

DESCRIPTIVE REPORT CONTROL RECORD

| MAP NO. | JOB NO. | STATION NAME | SOURCE OF INFORMATION (Index) | AEROTRI- ANGULATION POINT NUMBER | GEODETTIC DATUM | | ORIGINATING ACTIVITY | | REMARKS | | | |
|--|------------------|--------------|----------------------------------|---|---------------------|---------|--------------------------|-----------------|---------|-----------|---------|----------|
| | | | | | NA | 1927 | Division, Norfolk, VA | Coastal Mapping | | | | |
| | | | | | COORDINATES IN FEET | | GEOGRAPHIC POSITION | | FORWARD | | BACK | |
| | | | | | STATE | ZONE | ϕ | λ | ϕ | λ | | |
| LOCKE TANK, 1934 | | | G.P. Vol I P. 236 | | X= | | ϕ | 39 15 | 35.189 | | 1085.2 | (765.1) |
| | | | | | Y= | | λ | 76 36 | 43.018 | | 1031.4 | (407.1) |
| LESTER 2 (U.S.E.), 1916 | | | G.P. Vol I | | X= | | ϕ | 39 15 | 04.938 | | 152.3 | (1698.0) |
| | | | | | Y= | | λ | 76 36 | 48.659 | | 1166.8 | (271.9) |
| HANOVER STREET BRIDGE, NORTHEAST TOWER CUPOLA, 1934 | | | G.P. Vol I P. 236 | | X= | | ϕ | 39 15 | 28.447 | | 877.2 | (973.1) |
| | | | | | Y= | | λ | 76 36 | 58.879 | | 1411.7 | (26.9) |
| | | | | | X= | | ϕ | | | | | |
| | | | | | Y= | | λ | | | | | |
| | | | | | X= | | ϕ | | | | | |
| | | | | | Y= | | λ | | | | | |
| | | | | | X= | | ϕ | | | | | |
| | | | | | Y= | | λ | | | | | |
| | | | | | X= | | ϕ | | | | | |
| | | | | | Y= | | λ | | | | | |
| | | | | | X= | | ϕ | | | | | |
| | | | | | Y= | | λ | | | | | |
| | | | | | X= | | ϕ | | | | | |
| | | | | | Y= | | λ | | | | | |
| | | | | | X= | | ϕ | | | | | |
| | | | | | Y= | | λ | | | | | |
| COMPUTED BY | A. C. Rauck, Jr. | | | | DATE | 5/28/75 | COMPUTATION CHECKED BY | | | DATE | 5/28/75 | |
| LISTED BY | A. C. Rauck, Jr. | | | | DATE | 5/28/75 | LISTING CHECKED BY | | | DATE | 5/28/75 | |
| HAND PLOTTING BY | A. C. Rauck, Jr. | | | | DATE | 5/29/75 | HAND PLOTTING CHECKED BY | | | DATE | 5/29/75 | |

COMPILATION REPORT

TP-00837

31. DELINEATION:

Delineation was by the Wild B-8 stereoplotter, using 1:15,000 scale color photography. Photograph quality and coverage was adequate.

32. CONTROL:

See the attached Photogrammetric Plot Report, dated April 1975.

33. SUPPLEMENTAL DATA:

None.

34. CONTOURS AND DRAINAGE:

Contours are not applicable to the project. Drainage was delineated by the Wild B-8 stereoplotter and by office interpretation of the photographs.

35. SHORELINE AND ALONGSHORE DETAILS:

Alongshore details were delineated by the Wild B-8 stereoplotter and by office interpretation of the photographs.

The mean high water line was delineated from office interpretation of the photographs.

36. OFFSHORE DETAILS:

No unusual problems were encountered, except that several charted wrecks were not visible on the photographs. These were referred to the field editor for resolution.

37. LANDMARKS AND AIDS:

Preliminary Forms 76-40 for Landmarks and Aids were prepared by the Compilation Office and forwarded to the Field Editor and/or Hydrographer for verification, location, or deletion in November 1975 and the final field edited forms were forwarded to the Rockville office on July 2, 1976.

38. CONTROL FOR FUTURE SURVEYS:

None.

39. JUNCTIONS:

See the attached Form 76-36B, Item #5 of the Descriptive Report, concerning junctions.

40. HORIZONTAL AND VERTICAL ACCURACY:

No statement. See plot report.

46. COMPARISON WITH EXISTING MAPS:

A comparison has been made with the following U. S. Geological Survey Quadrangle: Baltimore East, MD, scale 1:24,000, dated 1953 and photo revised in 1966.

47. COMPARISON WITH NAUTICAL CHARTS:

A comparison has been made with the following National Ocean Survey chart: No. 12281, scale 1:15,000, 29th Edition, dated August 17, 1974.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None.

ITEMS TO BE CARRIED FORWARD

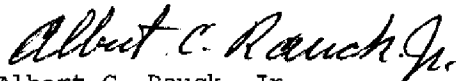
None.

Submitted by:



David P. Butler
Cartographic Aid
September 30, 1975

Approved:



Albert C. Rauck, Jr.
Chief, Coastal Mapping Section, AMC

ADDENDUM TO THE COMPILATION REPORT

TP-00837

FIELD EDIT

Station PIER 3 (USE), 1915 was not recovered. A station PIER 3-2, 8491, marked by a bronze disk, was found in the approximate location for PIER 3 (USE), which was considered not recovered and removed from the map.

A Form 526 for Station Knabes Piano Factory, Cupola Vane (no date) was submitted by the field editor. No description or geographic position of this station could be found. It was not mapped.

Numerous charted wrecks referred to the field editor were not found by the editor or the hydrographer.

Submitted by:

David P. Butler

David P. Butler
Cartographic Aid
January 1976

February 28, 1977

GEOGRAPHIC NAMES

FINAL NAME SHEET

CM-7415 (Baltimore, Md.)

TP-00837

Baltimore

Baltimore & Ohio (RR)

Basin

Cherry Hill

Federal Hill Park

Fells Point

Ferry Bar

Latrobe Park

Locust Point

Middle Branch

Northwest Harbor

Patapsco River

Riverside Park

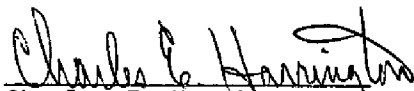
South Baltimore

Swann Park

Western Maryland (RR)

Winans Cove

Approved by:

Charles E. Harrington
Staff Geographer - C51x2

FORM C&GS-1002
(9-66)U.S. DEPARTMENT OF COMMERCE
E95A
COAST AND GEODETIC SURVEY

PHOTOGRAMMETRIC OFFICE REVIEW

TP-00837

| | | | |
|---|--|--|--|
| 1. PROJECTION AND GRIDS JLB | 2. TITLE JLB | 3. MANUSCRIPT NUMBERS | 4. MANUSCRIPT SIZE JLB |
| CONTROL STATIONS | | | |
| 5. HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY | 6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (Topographic stations) NA | | 7. PHOTO HYDRO STATIONS NA |
| 8. BENCH MARKS NA | 9. PLOTTING OF SEXTANT FIXES NA | 10. PHOTOGRAMMETRIC PLOT REPORT JLB | 11. DETAIL POINTS JLB |
| ALONGSHORE AREAS (Nautical Chart Data) | | | |
| 12. SHORELINE JLB | 13. LOW-WATER LINE NA | 14. ROCKS, SHOALS, ETC. | 15. BRIDGES JLB |
| 16. AIDS TO NAVIGATION | 17. LANDMARKS | 18. OTHER ALONGSHORE PHYSICAL FEATURES JLB | 19. OTHER ALONGSHORE CULTURAL FEATURES JLB |
| PHYSICAL FEATURES | | | |
| 20. WATER FEATURES JLB | 21. NATURAL GROUND COVER NA | | 22. PLANETABLE CONTOURS NA |
| 23. STEREOSCOPIC INSTRUMENT CONTOURS NA | 24. CONTOURS IN GENERAL NA | 25. SPOT ELEVATIONS NA | 26. OTHER PHYSICAL FEATURES |
| CULTURAL FEATURES | | | |
| 27. ROADS JLB | 28. BUILDINGS JLB | 29. RAILROADS JLB | 30. OTHER CULTURAL FEATURES JLB |
| BOUNDARIES | | | |
| 31. BOUNDARY LINES NA | | 32. PUBLIC LAND LINES NA | |
| MISCELLANEOUS | | | |
| 33. GEOGRAPHIC NAMES | 34. JUNCTIONS | | 35. LEGIBILITY OF THE MANUSCRIPT JLB |
| 36. DISCREPANCY OVERLAY | 37. DESCRIPTIVE REPORT JLB | 38. FIELD INSPECTION PHOTOGRAPHS | 39. FORMS |
| 40. REVIEWER Jim Byrd Jim Byrd | | SUPERVISOR, REVIEW SECTION OR UNIT Albert C. Rauck, Jr. Albert C. Rauck, Jr. | |
| 41. REMARKS (See attached sheet) | | | |
| FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT | | | |
| 42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43. | | | |
| COMPILER David Butler A. L. Shands | 19/75 1/23/75 | | SUPERVISOR Albert C. Rauck, Jr. Albert C. Rauck, Jr. |
| 43. REMARKS See Forms 76-36C, History of Field Operations, Field Edit and Field Inspection, Items #8. | | | |



FIELD EDIT REPORT

TP-00837

Baltimore Harbor, Md.

51. METHODS

An inspection of all shoreline and alongshore features was made, and all deletions, additions, and corrections are either shown or referred to on the field edit ozalid. All field edit notes are in purple ink for additions and corrections and in green ink for deletions.

Searches by boat for reported features below the mean high water line were made; because of the limited visibility into the water and lack of wire drag equipment, any negative findings noted in the field edit data should not be considered conclusive, unless otherwise stated. The latest hydrographic survey of the area should be consulted for more complete information.

Most of the field edit inspection was accomplished by boat. Features were located by either sextant fixes or photo identification.

52. ADEQUACY OF COMPILATION

Compilation of this sheet was very good. Only minor points were changed during edit of this sheet. The most significant problem was the compilation of many rocks along the shoreline in the vicinity of the South Baltimore General Hospital near Ferry Bar and also north of the Western Maryland Swing Bridge in Middle Branch. These numerous rocks were not found to exist, but were found to be trash, composed of tree stumps, old tires, and other types of trash which has entered the river from upstream or from the city. This trash was found in both areas, and was found to be of the temporary nature as many of the "rocks" compiled no longer exist

New construction is underway at latitude $39^{\circ}15'40''$, longitude $76^{\circ}35'15''$; this is shown on one of the photos. A new pier in the inner harbor at $39^{\circ}17'00''$, $76^{\circ}36'45''$, is under construction. This pier is shown on the manuscript. New construction is underway in the inner harbor at $39^{\circ}17'07''$, $76^{\circ}36'35''$; this construction is indicated on the manuscript.

Compilation will be complete with the application of field notes.



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U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY

56. GEOGRAPHIC NAMES

No discrepancies were found while editing this sheet.

57. LANDMARKS AND AIDS TO NAVIGATION

There are twenty-two landmarks on this sheet recommended for charting and four recommended for deletion. *There are six aids.*

58. Field Editor

Field edit was performed by Lt. George W. Jamerson in October, 1975.

Respectfully submitted,

George W. Jamerson

George W. Jamerson
Lt. NOAA
November 28, 1975

Replaces C&GS Form 567.

☒ TO BE CHARTED
☐ TO BE REVISED
☐ TO BE DELETEDREPORTING UNIT
(If field party, ship or office)
Coastal Mapping Div.
A.M.C. Norfolk, Va.STATE
MarylandLOCALITY
Baltimore HarborDATE
Jan. 1976U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
LANDMARKS FOR CHARTSORIGINATING ACTIVITY
☐ HYDROGRAPHIC PARTY
☐ GEODETIC PARTY
☐ PHOTO FIELD PARTY
☒ COMPILATION ACTIVITY
☐ FINAL REVIEWER
☐ QUALITY CONTROL & REVIEW GRP.
☐ COAST PILOT BRANCH
(See reverse for responsible personnel)The following objects HAVE ☒ HAVE NOT ☐ been inspected from seaward to determine their value as landmarks.

OPR PROJECT NO. 514

JOB NUMBER

CM-7415

SURVEY NUMBER

TP-00837

DATUM

N.A. 1927

METHOD AND DATE OF LOCATION
(See instructions on reverse side)

FIELD

CHARTS
AFFECTED

CHARTING NAME

DESCRIPTION
(Record reason for deletion of landmark or aid to navigation.
Show triangulation station names, where applicable, in parentheses)

POSITION

LONGITUDE

OFFICE

CHARTS
AFFECTED

TOWER ✓

(Hanover Street Bridge, Northeast Tower, Cupola, 1934) Ht. = 76.

39 15

28.747

74E(C) 7327
Oct. 21, 197412273
12278
12281

TANK ✓

(Locke Tank, 1934) Ht. = 116(126) ✓

39 15

25.189

74E(C) 7327
Oct. 21, 197412273
12278
12281

ELEVATOR, FLAGSTAFF

(Elevator, 1915) ✓

39 15

39.052

74E(C) 7327
Oct. 21, 197412273
12278
12281

STACK ✓

(Gas and Electric Company Stack, Eastern Of Two, 1934) ✓

39 15

56.348

74E(C) 7359
Oct. 21, 197412273
12278
12281

STACK ✓

(Gas and Electric Company Stack, Western Of Two, 1934) ✓

39 15

56.675

74E(C) 7359
Oct. 21, 197412273
12278
12281

TANK ✓

Ht. = 130(140) ✓

39 15

57.69

74E(C) 7359
Oct. 21, 197412273
12278
12281

STACK ✓

(Chesapeake Paper Board Company, Stack, 1934) Ht. = 189(209) ✓

39 16

09.712

74E(C) 7359
Oct. 21, 197412273
12278
12281

TANK ✓

(Chesapeake Paper Board Company, Tank, 1934) Ht. = 117(137) ✓

39 16

09.972

74E(C) 7359
Oct. 21, 197412273
12278
12281

SPIRE ✓

(Our Lady Of Conception, Church Spire, 1915) Ht. = 105(125) ✓

39 16

08.940

74E(C) 7359
Oct. 21, 197412273
12278
12281

TANK ✓

Locust Point Marine Terminal Spheroid Tank Ht. = 160(180) ✓

39 16

12.03

74E(C) 7349
Oct. 21, 197412273
12278
12281

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

| CHARTING NAME | | CHARTING UNIT (Field Party, Ship or Office) | STATE | LOCALITY | DATE | METHOD AND DATE OF LOCATION (See instructions on reverse side) | | CHARTS AFFECTED |
|---|--|---|--|--|--|---|--|--|
| CHARTING NAME | | REPORTING UNIT (Field Party, Ship or Office) | STATE | LOCALITY | DATE | METHOD AND DATE OF LOCATION (See instructions on reverse side) | | CHARTS AFFECTED |
| CHARTING NAME | | REPORTING UNIT (Field Party, Ship or Office) | STATE | LOCALITY | DATE | METHOD AND DATE OF LOCATION (See instructions on reverse side) | | CHARTS AFFECTED |
| <input checked="" type="checkbox"/> TO BE CHARTED | <input type="checkbox"/> TO BE REVISED | <input type="checkbox"/> TO BE DELETED | <input type="checkbox"/> TO BE CHARTED | <input type="checkbox"/> TO BE REVISED | <input type="checkbox"/> TO BE DELETED | <input type="checkbox"/> TO BE CHARTED | <input type="checkbox"/> TO BE REVISED | <input type="checkbox"/> TO BE DELETED |
| The following objects HAVE <input checked="" type="checkbox"/> HAVE NOT <input type="checkbox"/> been inspected from seaward to determine their value as landmarks. | | | | | | | | |
| OPR PROJECT NO. | | JOB NUMBER | | SURVEY NUMBER | | DATUM | | |
| 514 | | CM-7415 | | TP-00837 | | N.A. 1927 | | |
| CHARTING NAME | | DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses) | | LATITUDE | | LONGITUDE | | POSITION |
| TANK | | (Proctor and Gamble Company Tank, 1934) Ht. = 130(150) | | 39 16 | | 76 35 | | 74E(G) 7348, Oct. 21, 1974 |
| STACK | | Western of Two | | 39 16 | | 76 35 | | F-V-Vis. Oct. 1975 |
| STACK | | Eastern of Two | | 39 16 | | 76 35 | | " " |
| SPIRE | | Ht. = 128(188) | | 39 16 | | 76 36 | | 74E(C) 7347, Oct. 21, 1974 |
| SPIRE | | Ht. = 187(220) | | 39 16 | | 76 36 | | " " |
| TANK | | (Baltimore Gas and Electric Company, Gas Holder, 1954) Ht. (when full) 237(257) | | 39 16 | | 76 37 | | 74E(C) 7326, Oct. 21, 1974 |
| EMERSON TOWER | | (Baltimore Bromo Seltzer Building, Clock Tower, 1957) Ht. = 300(350) | | 39 17 | | 76 37 | | 74E(C) 7347, Oct. 21, 1974 |
| TV TOWER | | (Baltimore Television Station, WMAR, Mast, 1957) Ht. not given | | 39 17 | | 76 36 | | " " |
| STACK | | Westerly of Four Ht. = 203(210) | | 39 17 | | 76 36 | | F-V-Vis. Aug. 1975 |
| STACK | | Ht. = 142(145) | | 39 17 | | 76 36 | | F-V-Vis. Oct. 1975 |

[illegible]

Replaces C&GS Form 567:

NONFLOATING AIDS TO NAVIGATION FOR CHARTS

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

ORIGINATING ACTIVITY

- ☐ HYDROGRAPHIC PARTY
☐ GEODETIC PARTY
☐ PHOTO FIELD PARTY
☒ COMPILATION ACTIVITY
☐ FINAL REVIEWER
☐ QUALITY CONTROL & REVIEW GRP.
☐ COAST PILOT BRANCH
(See reverse for responsible personnel)

☒ TO BE CHARTED /
☐ TO BE REVISED /
☐ TO BE DELETED /

REPORTING UNIT
(Field Party, Ship or Office)
Coastal Mapping Div.
A.M.C. Norfolk, Va.

STATE

Maryland

LOCALITY

Baltimore Harbor

DATE

Jan. 1976

The following objects HAVE NOT been inspected from seaward to determine their value as landmarks.

OPR PROJECT NO.

514

JOB NUMBER

CM-7415

SURVEY NUMBER

TP-00837

DATUM

N.A. 1927

POSITION

LATITUDE

LONGITUDE

D.P. Meters

D.P. Meters

DESCRIPTION

(Record reason for deletion of landmark or aid to navigation.
Show triangulation station names, where applicable, in parentheses)

LATITUDE

D.M. Meters

LONGITUDE

D.P. Meters

METHOD AND DATE OF LOCATION
(See instructions on reverse side)

OFFICE

FIELD

CHARTS
AFFECTED

LIGHT

Ferry Bar Channel Light 21

39 15

18.26

41.28

74E(C)7327

F-2-6-L

12273

LIGHT

Locust Point Basin Entrance Range
Front Light

39 15

42.45

23.44

74E(C)7359

P-7-L

12281

LIGHT

Locust Point Basin Entrance Range
Rear Light and Locust Point Basin West
Range Rear Light

39 15

46.79

22.40

74E(C)7359

P-7-L

12281

LIGHT

Locust Point Basin West Range
Front Light

39 15

43.58

24.28

74E(C)7348

F-V-Vis.

12281

LIGHT

Fort McHenry Channel Range Rear Light

39 16

31.58

25.07

74E(C)7348

F-V-Vis.

12281

SIREN

Western Maryland Railroad Company
Fog Signal

39 15

42.58

59.28

74E(C)7359

P-5-L

12281

FTM

| RESPONSIBLE PERSONNEL | |
|---|---|
| TYPE OF ACTION | NAME |
| OBJECTS INSPECTED FROM SEAWARD | <i>George W. Jamerson</i> |
| POSITIONS DETERMINED AND/OR VERIFIED | |
| FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND <u>FINAL REVIEW</u> ACTIVITIES | <i>Charles W. Bishop</i> |
| INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION' (Consult Photogrammetric Instructions No. 64.) | |
| OFFICE I. OFFICE IDENTIFIED AND LOCATED OBJECTS Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object. EXAMPLE: 75E(C)6042 8-12-75 | FIELD (Cont'd) B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object. EXAMPLE: P-8-V 8-12-75 74L(C)2982 |
| FIELD I. NEW POSITION DETERMINED OR VERIFIED Enter the applicable data by symbols as follows: F - Field L - Located V - Verified 1 - Triangulation 2 - Traverse 3 - Intersection 4 - Resection P - Photogrammetric Vis - Visually 5 - Field Identified 6 - Theodolite 7 - Planetable 8 - Sextant A. Field positions* require entry of method of location and date of field work. EXAMPLE: F-2-6-L 8-12-75 | II. TRIANGULATION STATION RECOVERED When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery. EXAMPLE: Triang. Rec. 8-12-75 III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH Enter 'V-Vis.' and date. EXAMPLE: V-Vis. 8-12-75 **PHOTOGRAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods. |
| *FIELD POSITIONS are determined by field observations based entirely upon ground survey methods. | |

| RESPONSIBLE PERSONNEL | |
|--|---|
| TYPE OF ACTION | NAME |
| OBJECTS INSPECTED FROM SEAWARD | George W. Jamerson |
| POSITIONS DETERMINED AND/OR VERIFIED | |
| FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES | Charles R. Bishop |
| INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION' | |
| (Consult Photogrammetric Instructions No. 64.) | |
| OFFICE I. OFFICE IDENTIFIED AND LOCATED OBJECTS Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object. EXAMPLE: 75E(C)6042 8-12-75 | FIELD (Cont'd) B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object. EXAMPLE: P-8-V 8-12-75 74L(C)2982 |
| FIELD I. NEW POSITION DETERMINED OR VERIFIED Enter the applicable data by symbols as follows: F - Field P - Photogrammetric L - Located Vis - Visually V - Verified 1 - Triangulation 5 - Field identified 2 - Traverse 6 - Theodolite 3 - Intersection 7 - Planetable 4 - Resection 8 - Sextant A. Field positions* require entry of method of location and date of field work. EXAMPLE: F-2-6-L 8-12-75 | II. TRIANGULATION STATION RECOVERED When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery. EXAMPLE: Triang. Rec. 8-12-75 III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH Enter 'V-Vis.' and date. EXAMPLE: V-Vis. 8-12-75 **PHOTOGRAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods. |
| *FIELD POSITIONS are determined by field observations based entirely upon ground survey methods. | |

REVIEW REPORT
TP-00837

SHORELINE

February 17, 1977

61. GENERAL STATEMENT:

See Summary, which is Page 6 of this Descriptive Report.

One stack in a group of three stacks charted as landmarks at approximate Lat. $39^{\circ} 16.5'$, Long. $76^{\circ} 35.7'$ was recommended for deletion as a landmark by the field editor, but not included on his Form 76-40. It was removed from the manuscript when field edit was applied and returned to the manuscript as a map feature during final review.

Three of the four towers on the Hanover Bridge were reported by the field editor as not being needed for landmarks. They were removed from the manuscript when field edit was applied and returned to it during final review. Because these four towers are all equal in size and shape, it is the final reviewer's opinion that they should all be charted as landmarks.

Charted radio towers on Recreation Pier (Lat. $39^{\circ} 16.8'$, Long. $76^{\circ} 35.5'$) were verified by the field editor, then office identified and mapped during final review. There is nothing resembling a radar station at the position charted. Both the field editor and the hydrographer were consulted by the final reviewer and they both believe there is no radar station on Recreation Pier.

A comparison print is bound with the original of this report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

A comparison was made with a copy of Survey T-5345, 1:10,000 scale, mapped from photographs taken in April and May 1934, except the south shore of Middle Branch, which was compared with a copy of T-5346, 1:10,000 scale, also mapped from photographs taken in April and May 1934. Shoreline and piers have changed considerably, as may be expected in a developing area over a 40-year period. These changes are numerous and are not shown on the comparison print. A wreck on T-5346 at Lat. $39^{\circ} 15.4'$, Long. $76^{\circ} 37.4'$ is in the same position as a charted wreck which was searched for by the field editor but not found.

In the area compared, TP-00837 supersedes T-5345 and T-5346 for nautical chart construction purposes. T-5345 and T-5346 are the latest registered prior surveys of the area.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A visual comparison was made with USGS Quadrangle BALTIMORE EAST, MD, 1:24,000 scale, dated 1953 and photo revised in 1966. In general, the comparison was good. There are some changes in cultural features, which is to be expected over a 10-year period.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

A comparison was made with the boat sheet for Survey H-9565 (AHP 5-8-75) and with the sounding overlay for Survey H-9566 (AHP 5-6-75). On H-9565, just east of the USS CONSTELLATION, there is a shoreline discrepancy. The field edit location is mapped on the photogrammetric manuscript. At the time of field edit, the bulkhead had been constructed but all of the earth seaward of it had not been removed. On H-9566, an obstruction just west of the Hanover Street Bridge and a tree approximately 50 meters SSE of Ferry Bar Channel Light 21 are not visible on the photographs and were not located by the field editor; they are not mapped on TP-00837.

The area at the southeast corner of this map sketched as "foul" on the sounding overlay for H-9566 is not compatible with what is visible on the photographs. It apparently is a storage area for sections of old drydocks and other items. This fact was verified by discussions with the field editor and hydrographer. Since these items are floating and movable, the area is not outlined on the photogrammetric manuscript. See the comparison print.

65. COMPARISON WITH NAUTICAL CHARTS:

A Visual comparison was made with Chart 12281, 1:15,000 scale, 31st Edition, dated November 13, 1976. Several differences were noted. They are shown on the comparison print in red.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

This map complies with Project Instructions and meets requirements for Bureau Standards and National Standards of Map Accuracy.

Submitted by:

Charles H. Bishop

Charles H. Bishop
Cartographer
February 17, 1977

Approved for forwarding:

Joseph W. Vonasek

Joseph W. Vonasek
Chief, Photogrammetric Branch, AMC

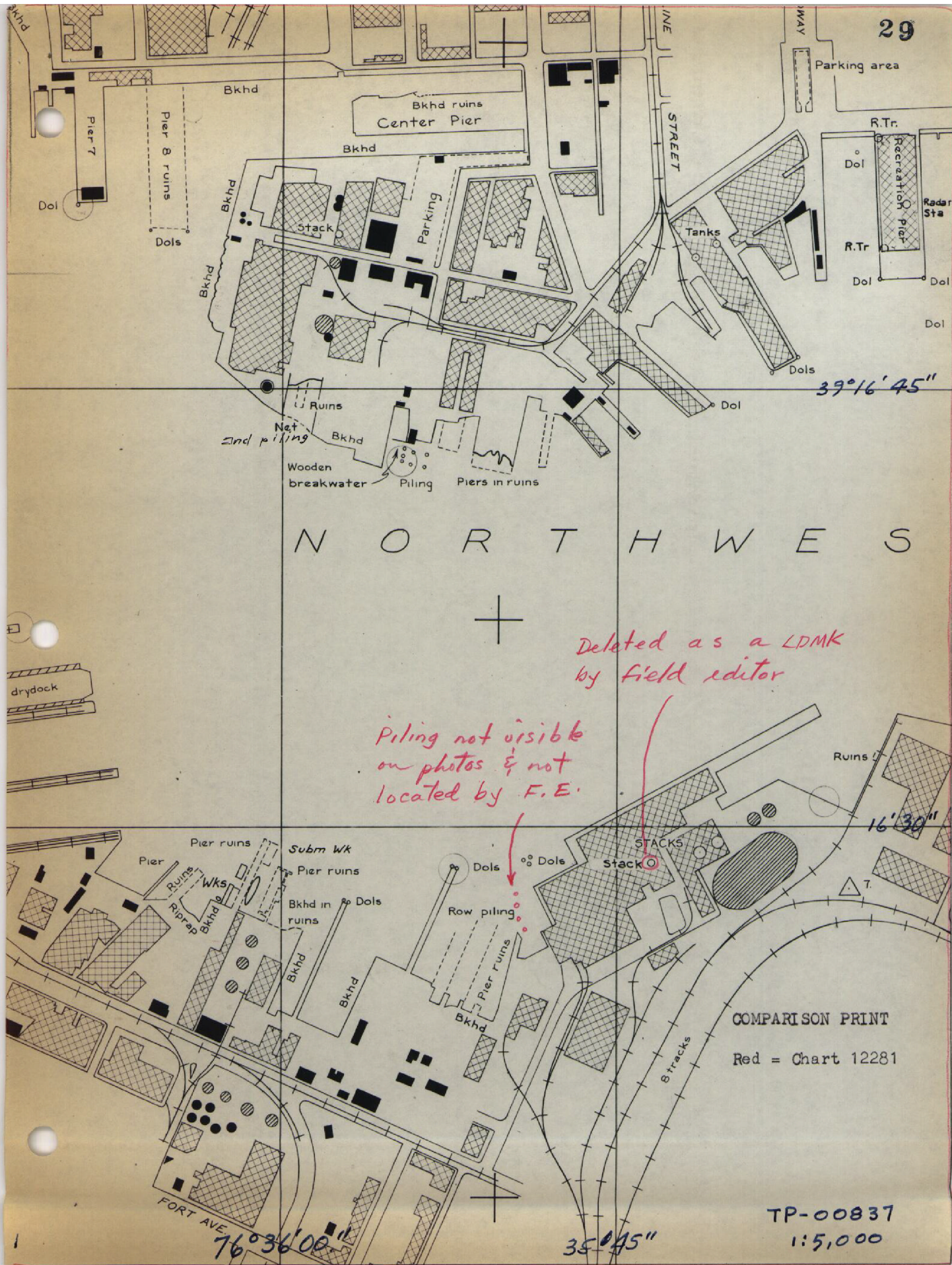
Approved:

AKG

Chief, Photogrammetric Branch

James Allen

Chief, Coastal Mapping Division

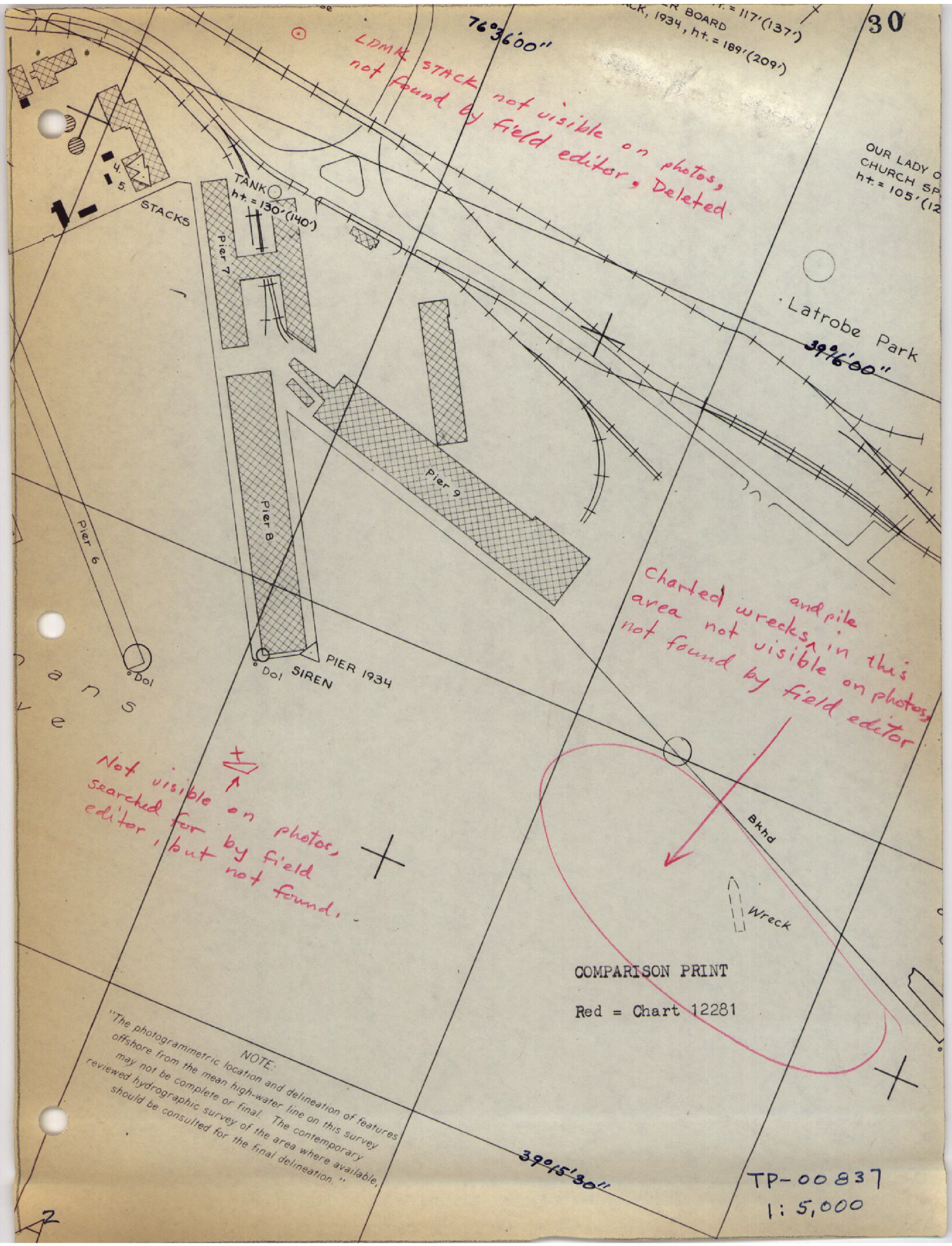


COMPARISON PRINT

Red = Chart 12281

TP-00837

1:5,000



LDMK STACK not visible on photos, not found by field editor, Deleted.

OUR LADY OF CHURCH SP. ht. = 105' (12)

Latrobe Park 39°16'00"

Charted wrecks and pile area not visible on photos, not found by field editor.

Not visible on photos, searched for by field editor, but not found.

COMPARISON PRINT

Red = Chart 12281

NOTE: "The photogrammetric location and delineation of features offshore from the mean high-water line on this survey may not be complete or final. The contemporary reviewed hydrographic survey of the area where available, should be consulted for the final delineation."

TP-00837
1:5,000

0,000 FT.

MIDDLE

BRANCH

Shoreline can't be moved
to accomodate soundings

15'30"

(3)

Wreck searched for
by field editor but
not found. Not
visible on photos.

18,000 FT.

15'15"

WATERVIEW AVE.

Cherry Hill

COMPARISON PRINT

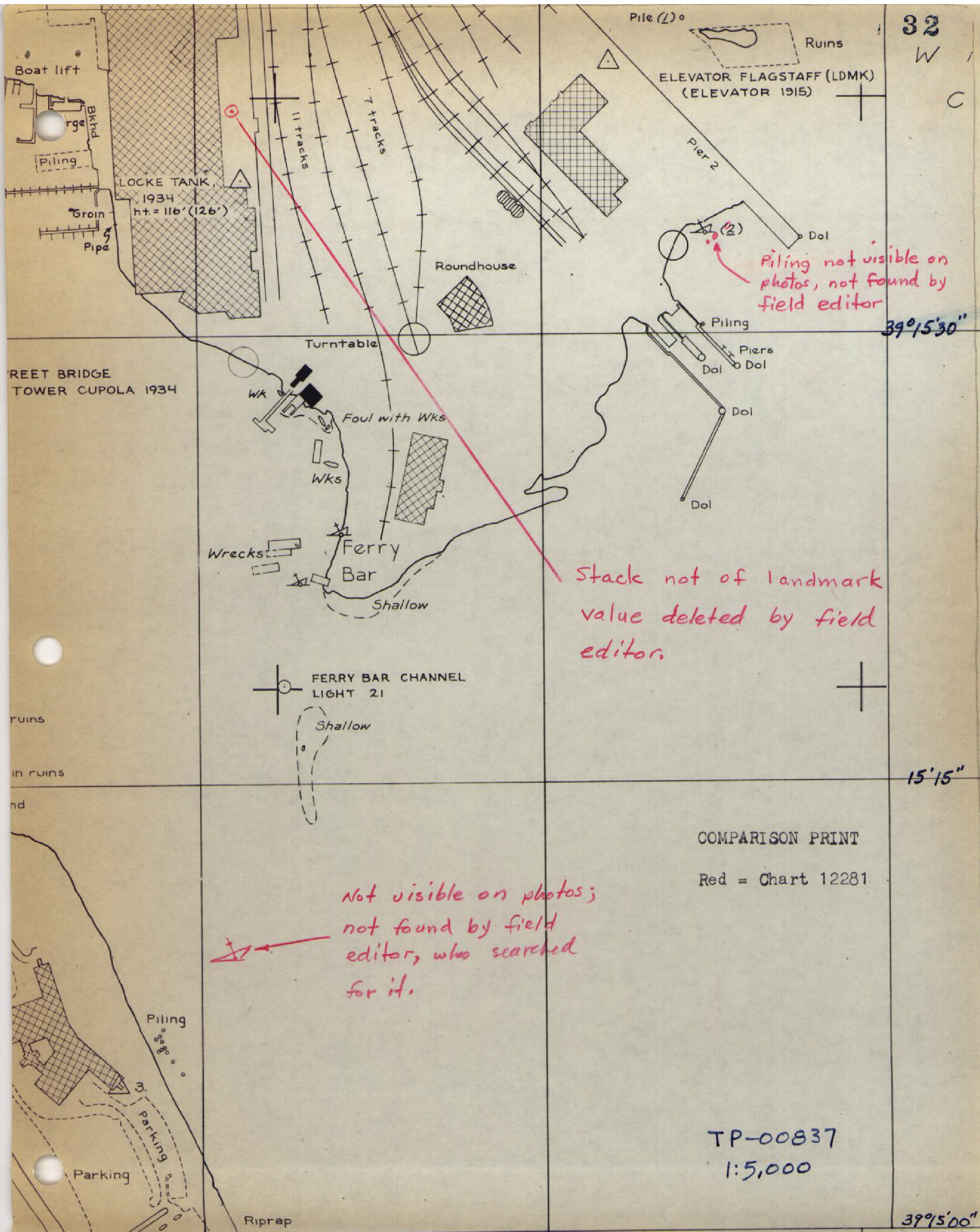
Red = Chart 12281
Purple = H-9566

TP-00837
1:5,000

39°15'00"
76°37'30"

37'15"

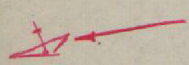
X=908,000 FT. 37'00"



Piling not visible on photos, not found by field editor

Stack not of landmark value deleted by field editor.

Not visible on photos; not found by field editor, who searched for it.



COMPARISON PRINT

Purple = H-9566

R I V E R



Y = 518,000 FT.

15'15"

*Not visible on photos,
not located by Field
Edit.*

*Piling (2) •
pipe o (2)
Rocky Island (2)*

See Review Report, Par. 64.

Area subject to frequent change

(2) (2)

foul with rains

39°15'00"

35'30"

X = 916,000 FT.

35'15"

76°35'00"

NATIONAL OCEAN SURVEY
SHORELINE MANUSCRIPT
TP-00837
MARYLAND
BALTIMORE HARBOR
NORTHWEST HARBOR

SCALE 1:5,000

(1 inch = 416.66 ft.)

CONTROL DATA

Polyconic projection: 1927 North American Datum
2,000 foot grid based on Maryland plane coordinate system
Datum plane: Mean High Water

TP-00837

7415

