

ORIGINAL

TP-00838

TP-00838

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-00838
Classification No.	Edition No. 1
Field Edited Map	
LOCALITY	
State Maryland	
General Locality Baltimore Harbor	
Locality Fort. McHenry	
.....	
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 ☒ ORIGINAL ☐ RESURVEY ☐ REVISED	
PHOTOGRAMMETRIC OFFICE Coastal Mapping Division Atlantic Marine Center, Norfolk, VA OFFICER-IN-CHARGE Jeffrey G. Carlen, CDR		SURVEY TP-00838 MAP EDITION NO. (1) MAP CLASS Final JOB RH-CM-7415	
PHOTOGRAMMETRIC OFFICE Coastal Mapping Division Atlantic Marine Center, Norfolk, VA OFFICER-IN-CHARGE Jeffrey G. Carlen, CDR		LAST PRECEDING MAP EDITION TYPE OF SURVEY ☐ ORIGINAL ☐ RESURVEY ☐ 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: ☒ 1927 NORTH AMERICAN		OTHER (Specify)	
2. VERTICAL: ☒ MEAN HIGH-WATER ☒ MEAN LOW-WATER ☐ MEAN LOWER LOW-WATER ☐ 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 METHOD: Analytic LANDMARKS AND AIDS BY		I. Rayborn Apr, 1975	
2. CONTROL AND BRIDGE POINTS METHOD: Calcomp PLOTTED BY CHECKED BY		R. Robertson Apr, 1975 R. Robertson Apr, 1975	
3. STEREOSCOPIC INSTRUMENT COMPILATION PLANIMETRY BY CHECKED BY INSTRUMENT: Wild B-8 SCALE: 1:7,500 CONTOURS BY CHECKED BY		J. D. Roderick Sep, 1975 L. O. Neterer, Jr. Sep, 1975 NA NA	
4. MANUSCRIPT DELINEATION METHOD: Smooth drafted SCALE: 1:5,000 HYDRO SUPPORT DATA BY CHECKED BY		I. K. Perkinson Oct, 1975 L. O. Neterer, Jr. Oct, 1975 NA NA NA NA	
5. OFFICE INSPECTION PRIOR TO FIELD EDIT BY		L. O. Neterer, Jr.	
6. APPLICATION OF FIELD EDIT DATA BY CHECKED BY		I. K. Perkinson Dec, 1975 L. O. Neterer, Jr. Mar, 1976	
7. COMPILATION SECTION REVIEW BY		L. O. Neterer, Jr. Mar, 1976	
8. FINAL REVIEW BY		C. H. Bishop Mar, 1977	
9. DATA FORWARDED TO PHOTOGRAMMETRIC BRANCH BY		C. H. Bishop May 1977	
10. DATA EXAMINED IN PHOTOGRAMMETRIC BRANCH BY		J. B. Phillips June 1977	
11. MAP REGISTERED - COASTAL SURVEY SECTION BY		R. T. Cathey July 1977	

NOAA FORM 76-36B
(3-72)U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEYTP-00838
COMPILATION SOURCES

1. COMPILATION PHOTOGRAPHY

CAMERA(S) Wild RC-8"E" and RC-10"C"		TYPES OF PHOTOGRAPHY LEGEND (C) COLOR (P) PANCHROMATIC (I) INFRARED		TIME REFERENCE	
TIDE STAGE REFERENCE Baltimore ☒ PREDICTED TIDES Ft. McHenry ☐ REFERENCE STATION RECORDS ☐ TIDE CONTROLLED PHOTOGRAPHY				ZONE Eastern	☒ STANDARD
				MERIDIAN 75th	☐ DAYLIGHT
NUMBER AND TYPE	DATE	TIME	SCALE	STAGE OF TIDE	
74E(C)7349-7352*	21 Oct 74	11:30	1:15,000	0.8 ft. above MLW	
74C(C)826-827**	5 Oct 74	11:05	1:30,000	0.8 ft. above MLW	
74E(C)7360-7361*	21 Oct 74	11:48	1:15,000	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.

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 survey	TP-00839	TP-00842	TP-00837

REMARKS

NOAA FORM 76-36C
(3-72)U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEYTP-00838
HISTORY OF FIELD OPERATIONSI. ☒ FIELD INSPECTION OPERATION☐ FIELD EDIT OPERATION

OPERATION	NAME	DATE
1. CHIEF OF FIELD PARTY	R. S. Tibbetts	Sep, 1974
2. HORIZONTAL CONTROL	RECOVERED BY R. S. Tibbetts	Sep, 1974
	ESTABLISHED BY None	
	PRE-MARKED OR IDENTIFIED BY R. S. Tibbetts	Sep, 1974
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 R. S. Tibbetts	Sep, 1974
	LOCATED (Field Methods) BY R. S. Tibbetts	Sep, 1974
	IDENTIFIED BY R. S. Tibbetts	Sep, 1974
5. GEOGRAPHIC NAMES INVESTIGATION	TYPE OF INVESTIGATION	
	☐ COMPLETE BY	
	☐ SPECIFIC NAMES ONLY	
	☒ NO INVESTIGATION	
6. PHOTO INSPECTION	CLARIFICATION OF DETAILS BY	
7. BOUNDARIES AND LIMITS	SURVEYED OR IDENTIFIED BY NA	

II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED

Premark

2. VERTICAL CONTROL IDENTIFIED

NA

PHOTO NUMBER	STATION NAME	PHOTO NUMBER	STATION DESIGNATION
74E(C)6809	PENNSYLVANIA RAILROAD COMPANY, TANK, 1934		

3. PHOTO NUMBERS (Clarification of details)

None

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
74E(C)6809	TANK (PENNSYLVANIA RAILROAD COMPANY TANK 1934)		

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)

1 Form 152 (CSI)

TP-00838

HISTORY OF FIELD OPERATIONS

1. ☐ FIELD INSPECTION OPERATION☒ FIELD EDIT OPERATION

OPERATION	NAME	DATE
1. CHIEF OF FIELD PARTY	George W. Jamerson	Sept. Oct. 1975
2. HORIZONTAL CONTROL	RECOVERED BY George W. Jamerson 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.J. LOCATED (Field Methods) BY NA Verified IDENTIFIED BY G.W.J.	Sept. 1975 Sept. 1975
5. GEOGRAPHIC NAMES INVESTIGATION	TYPE OF INVESTIGATION ☐ COMPLETE ☐ SPECIFIC NAMES ONLY ☒ NO INVESTIGATION	
6. PHOTO INSPECTION	CLARIFICATION OF DETAILS BY G.W.J.	Oct. 1975
7. BOUNDARIES AND LIMITS	SURVEYED OR IDENTIFIED BY NA	

II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED
None2. VERTICAL CONTROL IDENTIFIED
None

PHOTO NUMBER	STATION NAME	PHOTO NUMBER	STATION DESIGNATION

3. PHOTO NUMBERS (Clarification of details)

74 E(0) 7349, 7350, 7351

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

Data for objects verified by field edit 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)

4 Form 76-40
1 Field Edit Ozalid
1 Field Edit Report

NOAA FORM 76-36D
(3-72)

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

TP-00838
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	Oct 1975	Class III Manuscript Superseded	24 Nov 75	9 Oct 75
Field Edit applied, compilation complete	Dec 1975	Class I Manuscript Superseded	7 Jun 76	
Final Review	Mar 1977		26 May 77	

II. LANDMARKS AND AIDS TO NAVIGATION

1. REPORTS TO MARINE CHART DIVISION, NAUTICAL DATA BRANCH

NUMBER	CHART LETTER NUMBER ASSIGNED	DATE FORWARDED	REMARKS
2		2 Jul 76	Landmarks for charts
1		2 Jul 76	Landmarks for deletion
1		2 Jul 76	Aids for charts

2. ☐ REPORT TO MARINE CHART DIVISION, COAST PILOT BRANCH. DATE FORWARDED: July 2, 1976

3. ☐ REPORT TO AERONAUTICAL CHART DIVISION, AERONAUTICAL DATA SECTION. DATE FORWARDED: _____

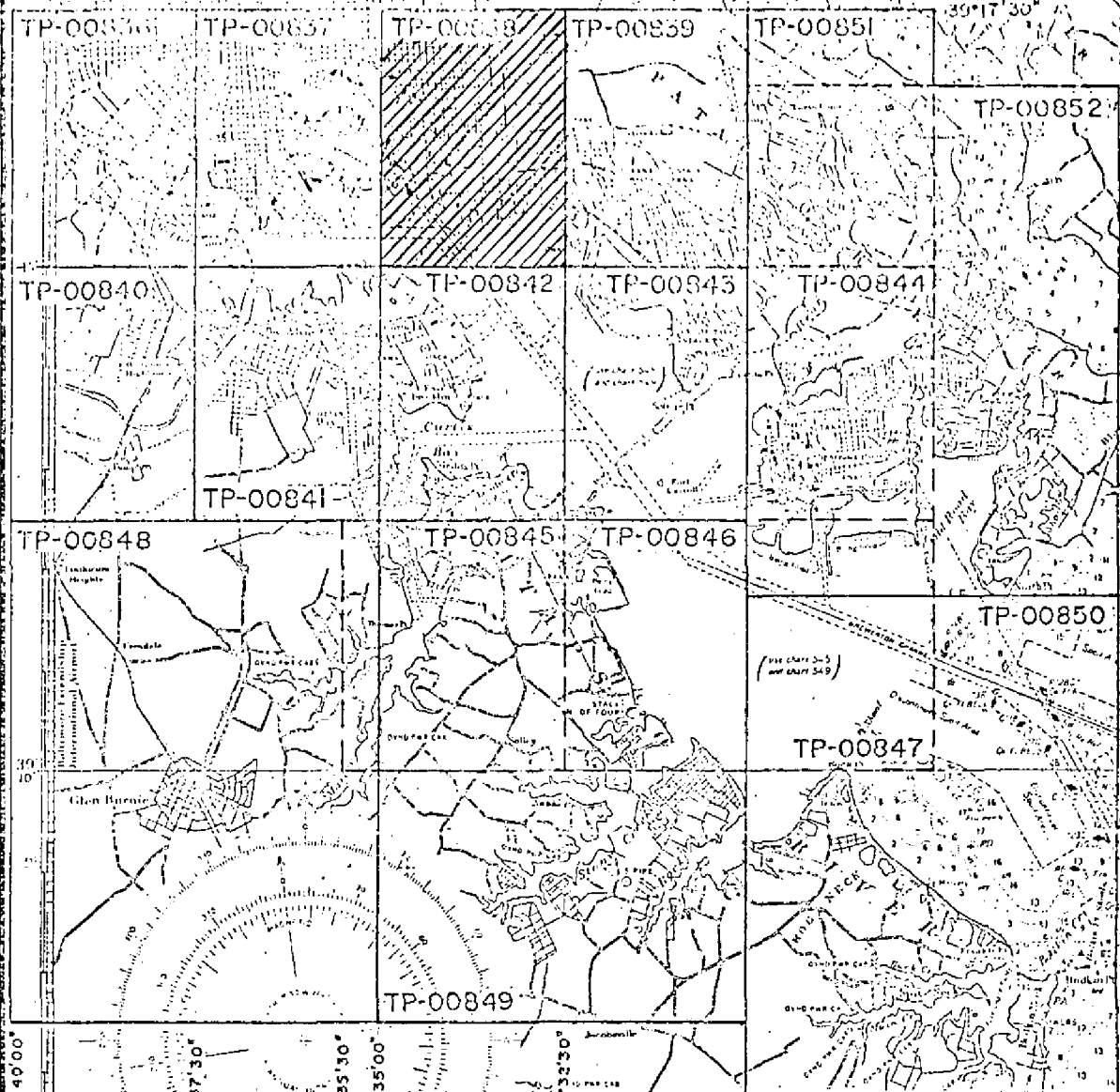
III. FEDERAL RECORDS CENTER DATA

- ☒ BRIDGING PHOTOGRAPHS; ☒ DUPLICATE BRIDGING REPORT; ☒ COMPUTER READOUTS.
- ☒ CONTROL STATION IDENTIFICATION CARDS; ☒ FORM ⁷⁶⁻⁴⁰~~76-36D~~ SUBMITTED BY FIELD PARTIES.
- ☒ 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 ☐ REVISED ☐ RESURVEY MAP CLASS ☐ II. ☐ III. ☐ IV. ☐ V. ☐ FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	
THIRD EDITION	SURVEY NUMBER TP - _____ (3)	JOB NUMBER PH - _____	TYPE OF SURVEY ☐ REVISED ☐ RESURVEY MAP CLASS ☐ II. ☐ III. ☐ IV. ☐ V. ☐ FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	
FOURTH EDITION	SURVEY NUMBER TP - _____ (4)	JOB NUMBER PH - _____	TYPE OF SURVEY ☐ REVISED ☐ RESURVEY MAP CLASS ☐ II. ☐ III. ☐ IV. ☐ V. ☐ FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	



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	1
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

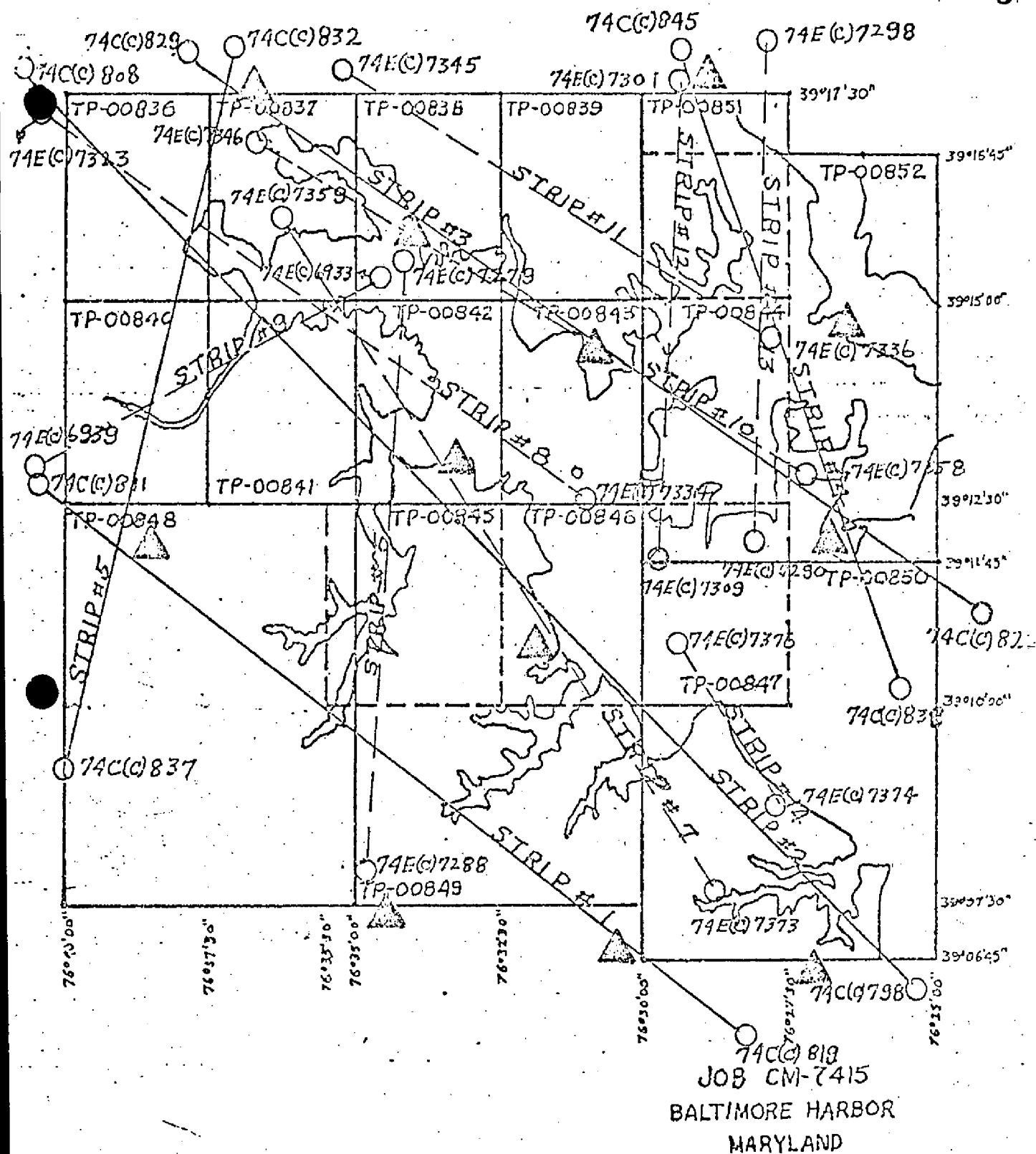
The photography was adequate as to coverage and overlap. Definition was poor due to haze at time of photography.

Approved and forwarded:

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

Respectfully submitted,

Ivey O. Raborn
Ivey O. Raborn



DESCRIPTIVE REPORT CONTROL RECORD

MAP NO.		JOB NO.		GEODETIC DATUM		ORIGINATING ACTIVITY		REMARKS	
TP-00838		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	
PENNSYLVANIA RAILROAD COMPANY TANK, 1934	G.P. Vol I P. 234		X=	φ 39 16	05.528	170.5	(1679.8)		
			Y=	λ 76 34	09.924	237.9	(1200.5)		
PEN, 1934	G.P. Vol I P. 232		X=	φ 39 16	04.026	124.2	(1726.1)		
			Y=	λ 76 34	20.963	502.5	(935.9)		
FORT McHENRY FRONT RANGE LIGHT, 1915	G.P. Vol I P. 231		X=	φ 39 15	49.705	1532.8	(317.5)		
			Y=	λ 76 34	40.909	980.8	(457.7)		
FORT, 1934	G.P. Vol I P. 228		X=	φ 39 15	40.463	1247.8	(602.5)		
			Y=	λ 76 34	47.668	1142.8	(295.7)		
SEAWALL, 1886	G.P. Vol I P. 516		X=	φ 39 15	55.822	1721.4	(128.9)		
			Y=	λ 76 34	42.165	1010.8	(427.6)		
SANFORD BROOKS COMPANY TANK, 1915	G.P. Vol I P. 324		X=	φ 39 15	32.38	998.4	(851.9)		
			Y=	λ 76 33	47.88	1148.0	(290.5)		
CANTON (U.S.E.), 1915	G.P. Vol I P. 228		X=	φ 39 15	22.389	690.4	(1159.9)		
			Y=	λ 76 33	49.439	1185.4	(253.2)		
CANTON RAILROAD TERMINAL TANK, 1934	G.P. Vol I P. 234		X=	φ 39 15	42.105	1298.4	(551.9)		
			Y=	λ 76 33	48.330	1158.7	(279.8)		
CANTON RAILROAD COMPANY, TANK, 1934	G.P. Vol I P. 234		X=	φ 39 15	41.156	1269.2	(581.1)		
			Y=	λ 76 33	34.944	837.8	(600.7)		
DOCK, 1934	G.P. Vol I P. 232		X=	φ 39 15	26.833	827.5	(1022.8)		
			Y=	λ 76 33	21.286	510.4	(928.1)		
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			

SUPERSEDES NOAA FORM 76-41, 2-71 EDITION WHICH IS OBSOLETE.

DESCRIPTIVE REPORT CONTROL RECORD

MAP NO.	JOB NO.	SOURCE OF INFORMATION (Index)	AEROTRIANGULATION POINT NUMBER	GEODETIC DATUM		ORIGINATING ACTIVITY		REMARKS
				NA	1927	Division, Norfolk, VA	Coastal Mapping	
STATION NAME				COORDINATES IN FEET	STATE	ZONE	φ LATITUDE λ LONGITUDE	FORWARD BACK
BALTIMORE NATIONAL GYPSUM COMPANY, STACK, 1954	TP-00838	G.P. Vol I P. 672		X=			φ 39 15 50.344	1552.5 (297.8)
				Y=			λ 76 33 16.383	392.8 (1045.6)
COLGATE WAREHOUSE TANK, 1934		G.P. Vol I P. 233		X=			φ 39 15 52.133	1607.7 (242.6)
				Y=			λ 76 33 08.645	207.3 (1231.1)
FORT MCHENRY FLAGSTAFF 2, 1959		G.P. Vol II P. 353 (new format)		X=			φ 39 15 47.839	1475.3 (375.0)
				Y=			λ 76 34 48.124	1153.7 (284.7)
				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 5/20/75	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

COMPILATION REPORT

TP-00838

31. DELINEATION:

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

32. CONTROL:

See the attached Photogrammetric Plot Report dated April 1975.

33. SUPPLEMENTAL DATA:

No statement.

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:

None, other than dolphins, piling, and ruins close to shore.

37. LANDMARKS AND AIDS:

Preliminary Forms 76-40 for Landmarks and Nonfloating Aids were prepared by the Compilation Office and forwarded to the Field Editor for verification, location, or deletion in October 1975. The final field edited forms were forwarded to the Rockville, Maryland Office on June 28, 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.

46. COMPARISON WITH EXISTING MAPS:

A comparison has been made with the following USGS Quadrangle: Baltimore East, Maryland, scale 1:24,000, dated 1953 and photorevised in 1966.

47. COMPARISON WITH NAUTICAL CHARTS:

A comparison has been made with the following National Ocean Survey charts: No. 12273, scale 1:80,000, 26th Edition, dated February 8, 1975; No. 12279, scale 1:40,000, 12th Edition, dated November 9, 1974; and 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

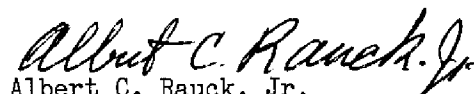
None.

Submitted by:



Irene Perkinson
Cartographic Technician
October 3, 1975

Approved:



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

ADDENDUM TO THE COMPILATION REPORT

TP-00838

FIELD EDIT

Field Edit was adequate, except the heights of some landmarks were omitted.

February 28, 1977

GEOGRAPHIC NAMES

FINAL NAME SHEET

CM-7415 (Baltimore, Md.)

TP-00838

Baltimore

Fort McHenry

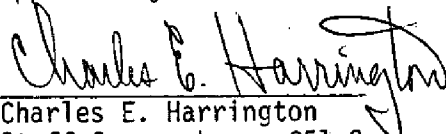
Lazaretto Point

Northwest Harbor

Patapsco River

Pennsylvania Central (RR)

Approved by:


Charles E. Harrington
Staff Geographer - C51x2

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

PHOTOGRAMMETRIC OFFICE REVIEW

TP -00838

1. PROJECTION AND GRIDS LON, Jr.	2. TITLE LON, Jr.	3. MANUSCRIPT NUMBERS LON, Jr.	4. MANUSCRIPT SIZE LON, Jr.
CONTROL STATIONS			
5. HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY LON, Jr.	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 XX	10. PHOTOGRAMMETRIC PLOT REPORT LON, Jr.	11. DETAIL POINTS Not for Hydro Support LON, Jr.
ALONGSHORE AREAS (Nautical Chart Data)			
12. SHORELINE LON, Jr.	13. LOW-WATER LINE XX	14. ROCKS, SHOALS, ETC. LON, Jr.	15. BRIDGES XX
16. AIDS TO NAVIGATION LON, Jr.	17. LANDMARKS LON, Jr.	18. OTHER ALONGSHORE PHYSICAL FEATURES LON, Jr.	19. OTHER ALONGSHORE CULTURAL FEATURES LON, Jr.
PHYSICAL FEATURES			
20. WATER FEATURES LON, Jr.	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 LON, Jr.	28. BUILDINGS LON, Jr.	29. RAILROADS LON, Jr.	30. OTHER CULTURAL FEATURES XX
BOUNDARIES			
31. BOUNDARY LINES NA		32. PUBLIC LAND LINES NA	
MISCELLANEOUS			
33. GEOGRAPHIC NAMES		34. JUNCTIONS	35. LEGIBILITY OF THE MANUSCRIPT
36. DISCREPANCY OVERLAY	37. DESCRIPTIVE REPORT	38. FIELD INSPECTION PHOTOGRAPHS	39. FORMS
40. REVIEWER <i>Lowell O. Neterer, Jr.</i> Lowell O. Neterer, Jr.		SUPERVISOR, REVIEW SECTION OR UNIT <i>Albert C. Rauck, Jr.</i> 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 <i>Irene K. Perkinson</i> Irene K. Perkinson	12/18/75	SUPERVISOR <i>Albert C. Rauck, Jr.</i> Albert C. Rauck, Jr.	
Reviewed by <i>Lowell O. Neterer, Jr.</i> L. O. Neterer, Jr.			
43. REMARKS See Forms 76-36C, History of Field Operations - Field Inspection and Field Edit - Items #8			



FIELD EDIT REPORT

TP-00838

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 sheet TP-00838 was adequate. There is only one area of shoreline change, this being at approximate lat. $39^{\circ}16'40''$, long. $76^{\circ}34'50''$. This change is shown on photo 7349. Several changes in nomenclature appear on the field edit ozalid. One piling was compiled as a rock at approximate lat. $39^{\circ}15'29''$, long. $76^{\circ}32'38''$. A note regarding this change appears on the field edit ozalid sheet. An area indicated as shallow was left for hydrography to resolve at lat. $39^{\circ}15'37''$, long. $76^{\circ}33'30''$. The limits shown on the field edit ozalid provided by compilation are approximately correct, however it was referred to hydrography for final delineation. Inshore features were checked by truck as correct unless specifically corrected on the field edit ozalid. Compilation will be complete when field edit notes are applied.

56. GEOGRAPHIC NAMES

No comprehensive investigation of geographic names was made, however no discrepancies were found while editing this sheet.



17

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

57. LANDMARKS AND AIDS TO NAVIGATION

There are three nonfloating aids to navigation to be charted on this sheet. The Humble Oil Company Obstruction Light was field located photogrammetrically, using photograph 7349.

There are thirteen landmarks on this sheet to be charted and four to be deleted.

58. Field Editor

Field edit was performed by Lt. George Jamerson, and Mr. Howard Hart in October, 1975.

Respectfully submitted,

George W. Jamerson
George W. Jamerson

NOAA FORM 76-40
(8-74)

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
Maryland ✓LOCALITY
Baltimore Harbor ✓DATE
Dec. 1975U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NOAA FORM 76-40 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.

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	JOB NUMBER	SURVEY NUMBER	DATUM	POSITION			METHOD AND DATE OF LOCATION (See instructions on reverse side)		CHARTS AFFECTED
					LATITUDE D.M. Meiers	LONGITUDE D.P. Meiers	FIELD	OFFICE	FIELD	
STACK ✓	(Baltimore National Gypsum Company, Stack, 1954) Ht.=185(200) ✓	CM-7415 ✓	TP-00838 ✓	39 15	50.344 ✓ 1552.5	76.33 ✓ 76.33	16.383 ✓ 392.8 ✓	74E(C)7350 ✓ Oct. 21, 1974	Triang. Rec. Oct. 1975 ✓	12273 ✓ 12274 ✓ 12281 ✓
TANK ✓	(Colgate Warehouse Tank, 1934) Ht.=116(130) ✓			39 15	52.133 ✓ 1607.7	76 33 ✓ 76 33	08.645 ✓ 207.3	74E(C)7351 ✓ Oct. 21, 1974	" " ✓ " " ✓ " " ✓	" " ✓ " " ✓ " " ✓
STACK ✓	(Ht.=154(164) ✓			39 16	38.52 ✓ 1188	76 34 ✓ 76 34	43.93 ✓ 1053	74E(C)7349 ✓ " " ✓	F-V-Vis. Oct. 1975 ✓	" " ✓ " " ✓ " " ✓
STACK ✓	(Ht. not given) ✓			39 16	36.68 ✓ 1131	76 34 ✓ 76 34	35.75 ✓ 857 ✓	" " ✓ " " ✓ " " ✓	" " ✓ " " ✓ " " ✓	" " ✓ " " ✓ " " ✓
TANKS ✓	Westerly of Two. Ht. not given. ✓			39 16	40.40 ✓ 1246	76 34 ✓ 76 34	35.09 ✓ 841 ✓	" " ✓ " " ✓ " " ✓	" " ✓ " " ✓ " " ✓	" " ✓ " " ✓ " " ✓
STACK ✓	Ht.=220(240) ✓			39 16	34.63 ✓ 1068	76 33 ✓ 76 33	58.74 ✓ 1408 ✓	" " ✓ " " ✓ " " ✓	" " ✓ " " ✓ " " ✓	" " ✓ " " ✓ " " ✓
TANK ✓	(Pennsylvania Railroad Company, Tank, 1934) Ht. not given. ✓			39 16	05.528 ✓ 170.5	76 34 ✓ 76 34	09.924 ✓ 237.9	" " ✓ " " ✓ " " ✓	Triang. Rec. Oct. 1975 ✓	" " ✓ " " ✓ " " ✓
STACK ✓	Ht.=91(100) ✓			39 15	48.38 ✓ 1492	76 34 ✓ 76 34	08.68 ✓ 208 ✓	" " ✓ " " ✓ " " ✓	F-V-Vis. Oct. 1975 ✓	" " ✓ " " ✓ " " ✓
TANK ✓	(Sanford Brooks Company, Tank, 1915) Ht. not given ✓			39 15	32.38 ✓ 998.4	76 33 ✓ 76 33	47.88 ✓ 1148.0	" " ✓ " " ✓ " " ✓	Triang. Rec. Oct. 1975 ✓	" " ✓ " " ✓ " " ✓
TANK ✓	(Canton Railroad Terminal, Tank, 1934) Ht.=102(110) ✓			39 15	42.105 ✓ 1298.1	76 33 ✓ 76 33	48.330 ✓ 1158.7	74E(C)7350 ✓ Oct. 21, 1974	" " ✓ " " ✓ " " ✓	" " ✓ " " ✓ " " ✓

✓ F T M

NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

☒ TO BE CHARTED
☐ TO BE REVISED
☐ TO BE DELETEDREPORTING UNIT
(Field Party, Ship or Office)
Coastal Mapping Div, /
A.M.C. Norfolk, Va.STATE
Maryland /LOCALITY
Baltimore Harbor /DATE
Dec. 1975U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

LANDMARKS FOR CHARTS

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)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-00838 /

DATUM

N.A. 1927 /

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

OFFICE

FIELD

CHARTS
AFFECTEDCHARTING
NAME

DESCRIPTION

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

LATITUDE

LONGITUDE

D.M. Meters

D.P. Meters

OFFICE

FIELD

CHARTS
AFFECTED

TANK

(Canton Railroad Company, Tank, 1934) /
Ht. = 142(150) /

39 15 /

41 15 56 /

34 94 41 /

837.8 /

74E(C) 7350 /
Oct. 21, 1974Triang. Rec.
Oct. 1975 /12273
12279
12281 /

STACK

Fort Holabird Incinerator Stack /
Ht. = 134(154) /

39 16 /

02 82 24 /

33 91 /

813 /

74E(C) 7351 /
"F-V-Vis.
Oct. 1975 /" /
" /
" /

TANKS

Easterly of Two /
Ht. not given /

39 16 /

40 11 /

34 04 /

816 /

74E(C) 7349 /
"" /
" /
" /

TANK

Ht. = 182(202) /

39 16 /

06 78 /

03 98 /

813 /

74E(C) 7351 /
"" /
" /
On edit ozalid /" /
" /
" /

FTM

[illegible]

REVIEW REPORT
TP-00838

SHORELINE

March 4, 1977

61. GENERAL STATEMENT:

See Summary which is Page 6 of this Descriptive Report.

A comparison print, showing differences noted in Par. 62, 64, and 65, is bound with the original of this report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

A comparison was made with Survey T-5345, 1:10,000 scale, mapped from photography of April and May 1934. The fact that shoreline has been extended seaward in places is to be expected in a developing area and is not considered to be significant. In some places where piers existed in 1934, nothing is visible on the 1974 photography, but ruins are still charted. These differences are shown on the comparison print in blue.

In the area compared, TP-00838 supersedes T-5345 for nautical chart construction purposes. T-5345 is the latest registered prior survey 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, photorevised in 1966. No significant differences were noted.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

A comparison was made with the following contemporary hydrographic surveys:

H-9564 (AHP 5-7-75) Sounding Overlay - No significant differences observed.

H-9565 (AHP 5-8-75) Boat Sheet - Soundings through ruins at Lat. 39° 16.6', Long. 76° 34.6' are apparently out of position. This problem can not be resolved photogrammetrically.

H-9566 (AHP 5-6-75) Sounding Overlay - No significant differences observed.

65. COMPARISON WITH NAUTICAL CHARTS:

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

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:

Charles H. Bishop

Charles H. Bishop
Cartographer
March 4, 1977

Approved for forwarding:

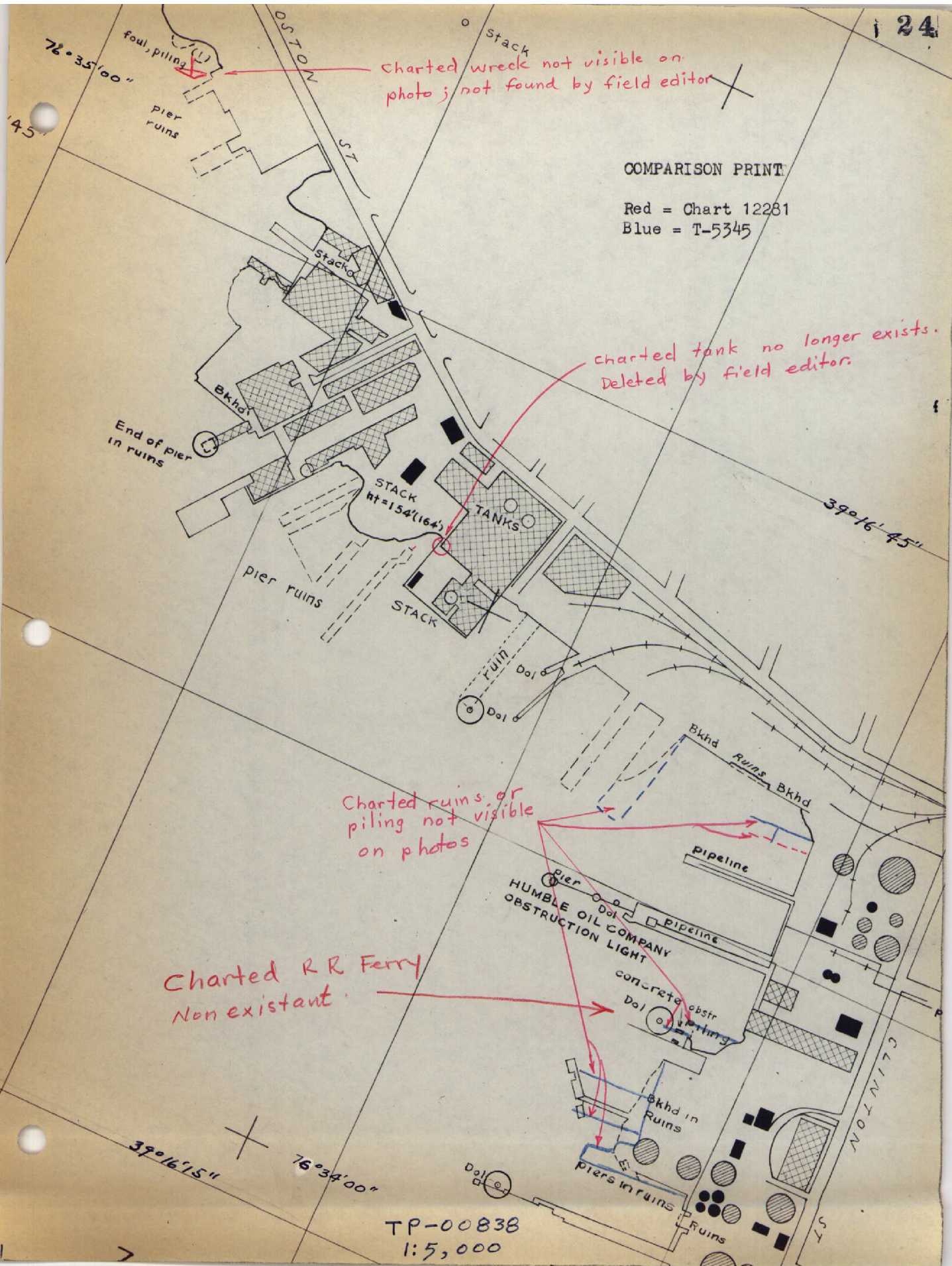
Joseph W. Vonasek

Joseph W. Vonasek
Chief, Photogrammetric Branch, AMC

Approved:

W. A. Brown
Chief, Photogrammetric Branch

James C. Allen
Chief, Coastal Mapping Division



Charted wreck not visible on photo; not found by field editor

COMPARISON PRINT

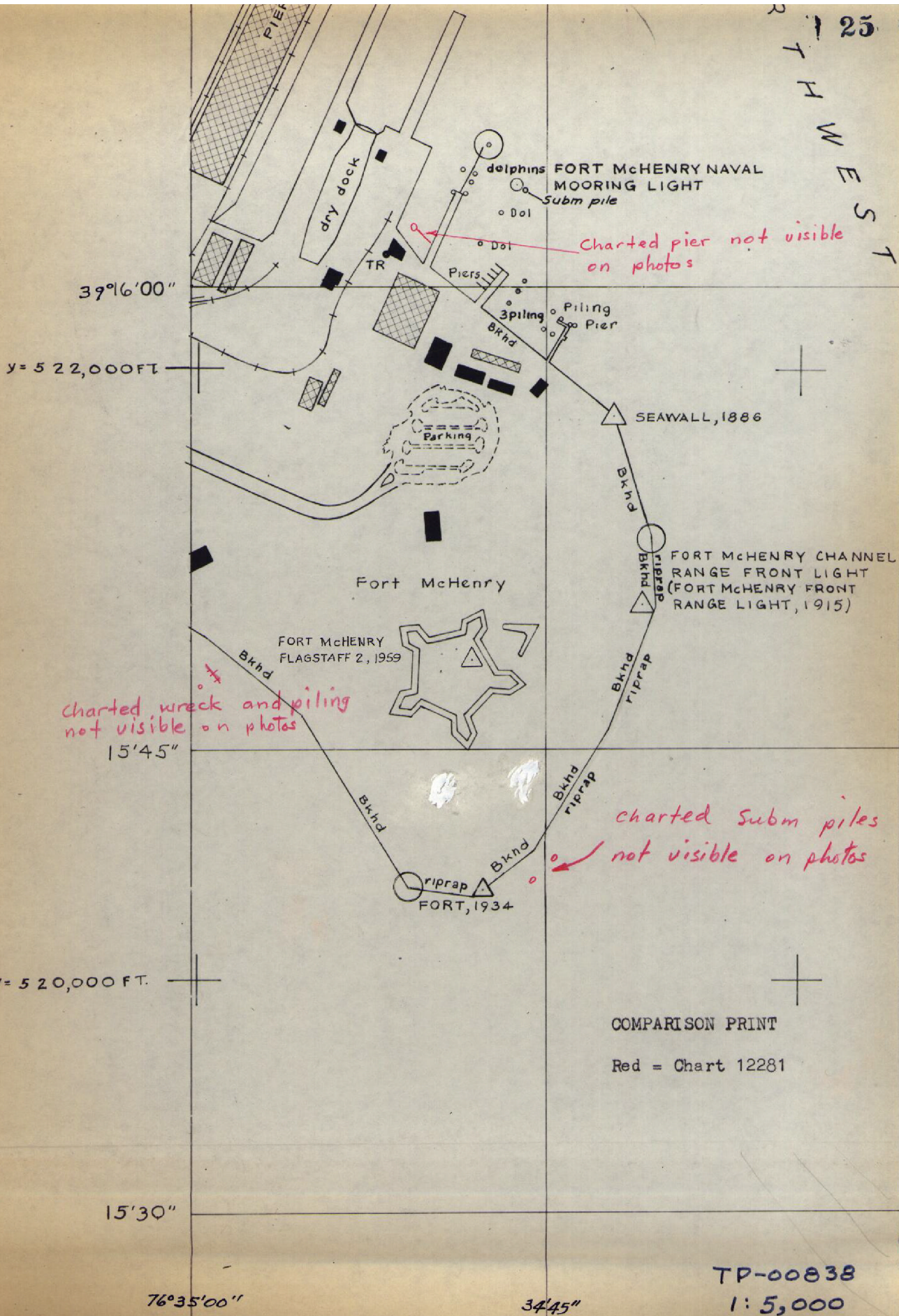
Red = Chart 12281
Blue = T-5345

Charted tank no longer exists.
Deleted by field editor.

Charted ruins or piling not visible on photos

Charted R R Ferry
Non existant

TP-00838
1:5,000



PENNSYLVANIA
RAILROAD COMPANY
TANK, 1934

PEN, 1934

Bkhd ruins

Sub Pt PENNSYLVANIA
RAILROAD COMPANY TANK,
1934

39°16'00"

Charted ruins in this area
not visible on photos

COMPARISON PRINT

Red = Chart 12281
Blue = T-5345

a. SANFORD BROOKS COMPANY,
TANK, 1915

STACK
ht=91' (100')

15'45"
CANTON RAILR
TERMINAL TANK
ht=102' (110')

Pier in ruin
pile

Ruins

Lazaretto
Point

Conveyor

Foul
pilings

Charted ruins not
visible on photos

2 Dol
2 Dol
2 Dol

concrete dolphin

conveyor

ORE PIER 2

PIER 3

TP-00838
1:5,000

34°15"

76°34'00"

H A R B O R

33' 15"

76° 33' 00"

32' 45"

1 27'

charted tank destroyed;
Deleted by field editor.

COMPARISON PRINT

Red = Chart 12281

TANK
ht = 182 (202)

charted stack destroyed-
deleted by field editor.

COLGATE WAREHOUSE
TANK, 1934
ht = 116' (130')

charted wrecks and piling
not visible on photos; not
found by field editor.

PENN CENTRAL

15' 45"

Culvert

Pr

Bkhd

Pier

Dol

Riprap

Riprap

track for
over head
Crane

Riprap

Tank O

Tank O

Trail

Conve

TP-00838

1:5,000

