Form 684
Ed. June, 1928
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Patton, Director

State: Maryland

DESCRIPTIVE REPORT

Topographic | Sheet No. | A 6055
Hydrographic

LOCALITY

Baltimore Harbor
Middle Branch

Project No. H-T 183

1934

CHIEF OF PARTY

DESRIPTIVE REPORT

To Accompany Topographic Sheet A

Baltimore Harbor
Middle Branch

Instructions dated May 15, 1934
Project No. HT-183

GENERAL DESCRIPTIONS

This sheet takes in the shore line along Middle Branch from about half a mile west of Fort McHenry to the head of the stream.

There are several developments that fall within the limits of this sheet, the principal ones being the Fort Covington terminals of the Western Maryland Railway, and the Maryland Yacht Club. The Gas and Electric Co. has plants on both sides of the stream in the vicinity of the Western Maryland Railway bridge.

Along the north shore of the stream between the Hanover St. bridge and the Railway bridge there are a number of small private docks and several small shipyards. At the head of the stream are several small sloughs extending from the main stream, and these are little more than open sewers.

Patapsco River, which is but a small creek, extends off the sheet in the vicinity of triangulation station Fill. This creek is carried forward upon an insert on the reverse side of topographic sheet "B".

There are numerous wrecks on this sheet in the shoal water near shore. Because of the accurate noting of the limits of wreckage, the actual limits of wrecks above the surface were shown with dotted lines rather than by the use of the conventional symbol. The few submerged wrecks were shown by the conventional symbol.

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

Some of the area surveyed is in the area of the city dump as shown on the sheet and changes in the shore line may be expected here in the future due to filling in.

The area in the south-east corner of the sheet is the property of the Arundel Corporation and the shore line is subject to change due to dredging operations and the storage of sand and gravel.
AND MARKS

All land marks are listed upon the accompanying form.

CONTROL

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

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.

LANE-TABLE POSITIONS

The list of plane-table positions is identical with the list of land marks for charts and may be found on that form.

CHARACTER OF MARSHES

The only marsh land found is a small portion in the vicinity of station "Jenks". The grass line was taken as the high water line although high water usually covers the bottom portion of the grass.

SETTING OF PROJECTION TO MVT DATUM

After the projection had been made, stations plotted, and field work commenced, using the North American datum, instructions are received from the office to use the North American 1927 datum. In order to comply with these instructions, the projection was shifted the required amount at the conclusion of the field work and checked against the triangulation stations plotted on the sheet.

Submitted by

[Signature]
U.S. Corps of Engineers

Approved by

[Signature]
Acting Chief of Party
LANDMARKS FOR CHARTS

Baltimore, Md.

June 28, 1934

Chief of Party

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Most Northerly Stack</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electric Plant Gates</td>
<td>39-16</td>
<td>1863.7</td>
<td>76-37</td>
</tr>
<tr>
<td>Stack next to Gate</td>
<td></td>
<td>76-37</td>
<td>1164.2</td>
</tr>
<tr>
<td>Northerly Electric Plant:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Most Eastern of group of three</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>stacks, Electric Plant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Center Stack of group of three</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>stacks: Electric Plant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First Southerly of group of three</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>stacks: Electric Plant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Small red tank, Glass Co.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E.E. Tower</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hanover St. bridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W.W. Tower</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hanover St. bridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S.E. Tower</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hanover St. bridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S.W. Tower</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hanover, St. bridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S. Cupola Clubhouse</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maryland Yacht Club</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N. Cupola Clubhouse</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maryland Yacht Club of</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flagpole</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maryland Yacht Club</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E.S. Stack of 2 Large</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>brick stacks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S.W. Stack of 2 large</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>brick stacks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Western Maryland Ye.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>tank</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flagpole Western Maryland</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ye. Elevator</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

A list of objects which are of sufficient prominence for use on the charts, together with a description of the same, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report. The selection, determination, and description of these points are of primary importance. The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstaffs and like objects are not sufficiently permanent to chart.
LANDMARKS FOR CHARTS

Baltimore, Md.

June 25, 1934

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

John A. Bond, H. & G., Engr.
Chief of Party.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tank, Locke Co.</td>
<td>39°15'6&quot;</td>
<td>76°36'6&quot;</td>
<td>1031.6</td>
<td>NA</td>
<td>77°54'9&quot;</td>
</tr>
<tr>
<td>Stack, Locke Co.</td>
<td>39°15'7&quot;</td>
<td>76°36'8&quot;</td>
<td>1035.4</td>
<td>Plane Table</td>
<td>549°1226°</td>
</tr>
<tr>
<td>Reinhle Salmon Tank</td>
<td>39°15'6&quot;</td>
<td>76°37'7&quot;</td>
<td>1037.5</td>
<td>Triangle</td>
<td></td>
</tr>
</tbody>
</table>

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The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstaffs and like objects are not sufficiently permanent to chart.
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. A

REGISTER NO. 6055 Graphic Control

State Maryland

General locality Baltimore Harbor
Locality Middle Branch

Scale 1:5,000 Date of survey May-June 1934

Vessel Launch LIKATE

Chief of Party John A. Bond

Surveyed by C.F. Chenworth

Inked by C.F. Chenworth

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated May 15, 1934 19.34

Remarks:

G P O
REVIEW OF TOPOGRAPHIC SURVEY No. 6055

Title (Par. 56) Baltimore Harbor, Middle Branch, Maryland

Chief of Party: John A. Bond
Surveyed by C.F. Cheesman
Inked by C.F. Cheesman

Ship: Minnow

Instructions dated May 15, 1934 Surveyed in May-June 1934

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 7, 8, 9, 13, 16.)

2. The character and scope of the survey satisfy the instructions.

3. The control and closures of traverses were adequate. (Par. 12, 29.)

4. The amount of vertical control that the Manual specifies for -contours-formlines- was accomplished. (Par. 18, 19, 20, 21, 22, 23.)

5. The delineation of -contours-formlines- is satisfactory. (Par. 49, 50.)

6. There is sufficient control on maps from other sources that were transmitted by the field party to enable their application to the charts. (Par. 26.)

7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)

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. Rocks and other important details shown on previous surveys and on the chart were verified. (Par. 25, 26, 27.)

10. The span, draw and clearance of bridges are shown. (Par. 16c.)

11. Locations and elevations of summits are given. (Par. 19, 51.)

12. The tree line was shown on mountains. (Par. 16c.)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.
13. The descriptive report covers all details listed in the Manual, in so far as they apply to this survey. (Par. 64, 65, 66, 67.)

14. The descriptive report also contains additional information required in aero-topography relative to type of photographs, method of compilation and type of ground control.

15. The descriptions of recoverable stations and references to shore line were accomplished on Form 524. (Par. 29, 30, 37, 67 except scaling of DMs and DPs, 68.) Recoverable plant table stations are listed on Form 567 landmarks. A cross reference has been added in the title.

16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16a, e, 60.)

17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.)

18. The geographic datum of the sheet is North American 1927 and the reference station is correctly noted. (Par. 34.)

19. Junctions with contemporary surveys are adequate.

20. Geographic names are shown on the sheet and are covered by the Descriptive report. (Par. 64, 66K.) Port linington, terminals and Maryland Yacht Club are shown on chart and not on chart. The title is used in the coast pilot. Several names appear on chart 545.

21. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 29, 40, 41, 42, 45, 46, 47, 48, 49, 50.)

22. No additional surveying is recommended.

23. The Chief of Party inspected and approved the sheet and the descriptive report, after review by

24. Remarks: "Port Lion and Bay - Westport - Smith Cove - Swann Park -

Reviewed in office by J. T. Christensen, June 26, 1934.

Examiner and approved:

K. T. Adams
Chief, Section of Field Records

R. D. Radka
Chief, Section of Field Work

Chief, Division of Charts

Chief, Division of Hyd. and Top.

R-5/7
The failure to include such details on the Railroad tracks on the Western Maryland Bridge, the street railway tracks on the Haram Street Bridge, as well as the specification of the geographic names, is probably due to the limitations of the instructions for the project. These will no doubt be supplied by the air photo party.

Q.E.D.