

6055

Graphic Control

U. S. COAST & GEODETIC SURVEY
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JUN 25 1934

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Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: Maryland

DESCRIPTIVE REPORT

Topographic
Hydrographic

Sheet No. A 6055

LOCALITY

Baltimore Harbor

Middle Branch

Project No. H-T 183

1934

CHIEF OF PARTY

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

U. S. GOVERNMENT PRINTING OFFICE: 1921

6055

Graphic Control

DESCRIPTIVE 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 Port 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 rodding 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.

LAND 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. ✓

PLANE-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. ✓

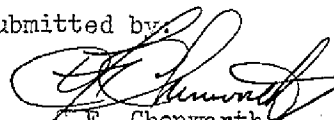
CHARACTER OF MARSHES

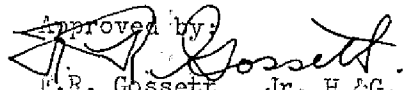
The only marsh land found is a small portion in the vicinity of station "Jenks". The grass line was taken as the high water line although high water usually covers the bottom portion of the grass. ✓

LIFTING OF PROJECTION TO NEW 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 lifted the required amount at the conclusion of the field work and checked against the triangulation stations plotted on the sheet. ✓

Submitted by:


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

Approved by:


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

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Baltimore, Md.June 28, 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.

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED		
	LATITUDE		LONGITUDE		DATUM				
	°	'	D. M. METERS	°				'	D. P. METERS
Most Northerly Stack Electric Plant <i>O.Sue</i> ✓	39-15		1636.7	76-37		1116.2	N.A. 1927	Plane- table	77, 545, 549, 1226
Stack next to most Northerly Electric Plant	39-15		1596.4	76-37		1138.2	"	"	"
Most Eastern of group of three stacks, Electric Plant	39-15		1512.6	76-37		1145.9	"	<i>Sh.</i> Triang.	"
Center Stack of group of three, Electric Plant	39-16		1581.2	76-37		1168.2	"	Plane- table	"
Most Westerly of group of three stacks, Electric Plant <i>O.Ute</i> ✓	39-15		1539.2	76-37		1191.2	"	"	"
Small red tank, Glass Co. <i>O.Yan</i> ✓	39-15		1267.7	76-37		1295.2	"	"	"
N.E. Tower, Hanover St. bridge	39-15		877.5	76-36		1412.0	"	Triang.	"
N.W. Tower, Hanover St. bridge ✓	39-15		884.2	76-36		1437.0	"	Plane- table	"
S.E. Tower, Hanover St. bridge <i>O.Lor</i>	39-15		821.0	76-36		1431.7	"	"	"
S.W. Tower, Hanover, St. bridge ✓	39-15		828.0	76-37		17.0	"	"	"
N. Cupola Clubhouse Maryland Yacht Club ✓	39-15		512.0	76-36		1592.7	"	"	"
S. Cupola Clubhouse Maryland Yacht Club <i>O.E.H.</i>	39-15		495.0	76-36		1385.2	"	"	"
Flagpole Maryland Yacht Club	39-15		507.8	76-36		1364.1	"	Triang.	"
N.E. Stack of 2 large brick Stacks ✓	39-14		1645.3	76-37		9.0	"	Plane- table	"
S.W. Stack of 2 large brick Stacks ✓	39-14		1625.3	76-37		23.5	"	"	"
Western Maryland Ry. tank	39-15		1779.1	76-36		163.0	"	<i>W. York</i> Triang.	"
Flagpole Western Mary- land Ry. Elevator	39-15		1204.6	76-36		647.4	"	"	"

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.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. Enger.

Chief of Party.

[illegible]

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, flagstuffs and like objects are not sufficiently permanent to chart.

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TOPOGRAPHIC TITLE SHEET

REG. NO.

6055

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 LIKAVE.....

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....., 1934

Remarks:.....

REVIEW OF TOPOGRAPHIC SURVEY No. 6055

Title (Par. 56) *Baltimore Harbor, Middle Branch, Maryland*
 Chief of Party *John A. Bond* Surveyed by *C.F. Chenworth* Inked by *C.F. Chenworth*
 Ship *Mikawe* 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.)
None required by the Instructions.
5. The delineation of -contours-formlines- is satisfactory. (Par. 49, 50.)
None shown required by the instructions.
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. 28.) *None submitted*
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. 16g.)~~

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 ^{not} accomplished on Form 524. (Par. 29, 30, 57, 67 except scaling of DMs and DPs, 68.) *Recoverable plane table stations are listed on Form 567 Landmarks. A cross reference has been added in the office file to topographic stations.*
16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16d, e, 60.) ✓
17. The magnetic meridian was shown ^{but} ~~and~~ declination was ^{not} 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.
This is the first sheet of project HT 183.
20. Geographic names are shown on the sheet and are covered by the Descriptive report. (Par. 64, 66k.) *Port Covington Terminals and Maryland Yacht Club are shown on sheet but not on chart. The first is used in the Coast Pilot. Several names appear on chart 545 that are not shown on the sheet.*
21. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 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~~

Names that should have been verified by the topographer.

24. Remarks: *Swyngun Falls - Westport, - Smith Cove - Swann Park, - Brooklyn - the application of "Middle Branch" as Coast Pilot - and the use of "Terminals" after Port Covington (See Coast Pilot). (See other side).*

Reviewed in office by *R. J. Christman, June 26, 1934*
Inspected by A. L. Scholant.

Examined and approved:

K.T. Adams
Chief, Section of Field Records

L.O. Polbat
Chief, Section of Field Work

J.S. Borden
Chief, Division of Charts

G. W. Hilde
Chief, Division of Hyd. and Top.

The failure to include such details as the Railroad tracks
on the Western Maryland Bridge, the street railway tracks
on the Hammer Street Bridge, as well as the verification
of the geographic names is probably due to the limitations
of the instructions for the project. There will no doubt be
supplied by the air photo party.

A.L.S.