

5346

5346

Form 504  
Rev. Dec. 1933  
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  
R. S. FATTON, Director

# DESCRIPTIVE REPORT

Air Photo

Topographic

~~Hydrographic~~

Sheet No. 5346

State Maryland

## LOCALITY

~~Chesapeake Bay~~

Baltimore Harbor

~~vicinity of~~ Baltimore, (Southern Part)  
Brooklyn, Md. and Vicinity

Project No. PT-175

Photographs taken <sup>1934</sup> April-May 1934

CHIEF OF PARTY

J.C. Partington

Jr. H. & G. E.

Applied to New Comp. of Chart 545 June 29-1938 Chas R Bush

Applied to New Comp. of Chart 549 May 23-1939 Chas R Bush

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO.

**AIR PHOTO**  
**TOPOGRAPHIC TITLE SHEET**

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. 5246

REGISTER NO.

State Maryland

General locality Chesapeake Bay, Baltimore Harbor

Locality vicinity of Baltimore (Southern Part)

Scale 1:10,000 Date of Photographs April 28 & May 18, 1934  
Date of Survey June 25, 1935

Vessel Photo Compilation Party # 25

Chief of party Reviewed and recommended for approval  
Lieut. (j.g.) J.C. Partington, July 10, 1935

Photographs plotted by R.H. Young  
S.M. Stoler & R.H. Young, May 8, 1935

Inked by R.H. Young  
R.H. Young, June 25, 1935

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

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

Instructions dated March 11, 1934

Remarks: Compilation of aerial photographs;  
571 to 575; 591 to 597; 739 to 749.

Blueprint in two sections  
East Section Scale 1:9,671  
West Section Scale 1:10,309





PROJECTION DIAGRAM  
SHEET NO. 5346

Scale = 1:10,000

Scale Factor = 1.034  
Distances Multiplied by Scale Factor are Given in Red

39'	38'	37'	36'	35'	34'	33'
		(1487.6)	(2975.2)	(1462.8)	(5950.6)	39'15"
		1438.7	2877.4	14316.1	5754.9	
		(3826.4)				
		3700.6				
		(1488.0)	(2976.0)	(1464.0)	(5951.9)	14'
		1439.1	2878.1	14317.2	5756.2	
		(1913.2)				
		1850.3				
		(1488.3)	(2976.7)	(1465.0)	(5953.4)	13'
		1439.4	2878.8	14318.2	5757.6	
		(1488.6)	(2977.3)	(1466.0)	(5954.7)	12'
		1439.7	2879.4	14319.2	5758.9	
		(1489.1)	(2978.0)	(1467.1)	(5956.2)	11'
		1440.1	2880.1	14320.2	5760.3	
39'	38'	37'	36'	35'	34'	33'

Layout by J.W.S. Checked by R.D.C.  
76' 35" 14'

## SHEET NO. 5346

## SCALE FACTOR COMPUTATIONS

Photos 571-585

- - - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Quarantine 1915 r'34*		Sledds (U.S.E.) 1915*	1965	1897	1.036
Quarantine 1915 r'34*		Stone 1915 r'24*	2491	2402	1.037
Quarantine 1915 r'34*		F.S. Royster 1915 r'34*	3059	2953	1.036
Quarantine 1915 r'34*		Brooklyn Church Spire, 1915*	5535	5324	1.040
Quarantine 1915 r'34*		U.S. Ordinance Plant, tank 1933 r'34*	3948	3826	1.032
U.S. Ordinance Plant, tank 1933 r'34 *		Filbert 1933*	2239	2176	1.029
U.S. Ordinance Plant, tank 1933 r'34 *		Brooklyn Church, Spire, 1915 *	3910	3789	1.032
U.S. Ordinance Plant, tank 1933 r'34*		F.S. Royster 1915 r'34*	4544	4412	1.030
F.S. Royster 1915 r'34*		Brooklyn Church, Spire, 1915 *	3490	3352	1.041
F.S. Royster 1915 r'34 *		Sledds (U.S.E.) 1915 *	2536	2450	1.035
Prudential Oil Co!sstack 1915, r'24*		Sledds (U.S.E.) 1915*	2060	1987	1.037
Sugar (U.S.E.) 1916 r'24*		Quarantine 1915 r'34*	2325	2245	1.036
Dome 1915*		Brooklyn Church Spire, 1915*	5235	5041	1.038

Average Scale Factor = 1.035

Average scale factor computed for entire flight but only part of this flight (571-575) falls on the tracing area of this sheet.  
 Triangulation stations marked (\*) fall on this sheet.

Computed by S.M.S. 8/16/34  
 Checked by R.D.C.

SHEET NO. 5346

## SCALE FACTOR COMPUTATIONS

Photos 589-597

- - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Brooklyn Church Spire 1915*		U.S. Ordinance Plant tank 1933 r'34*	3964	3789	1.046
Brooklyn Church Spire 1915*		Sledas (U.S.E.) 1915*	3799	3616	1.050
Brooklyn Church Spire 1915*		Filbert 1933*	1917	1832	1.046
U.S. Ordinance Plant tank 1933 r'34*		Livingstone Stack 1915 r'24*	2951	2829	1.043
U.S. Ordinance Plant tank 1933 r'34*		Filbert 1933*	2278	2176	1.047
Sledas (U.S.E.) 1915*		Livingstone Stack 1915 r'24*	1247	1186	1.051
Brooklyn Church Spire 1915*		Livingstone Stack 1915 r'24) *	2797	2666	1.049

Average Scale Factor = 1.047

This scale factor computed for entire flight but only part of this flight (591-597) falls on the tracing area of this sheet.

Triangulation stations marked (\*) fall on this sheet.

Computed by S.M.S. 8/8/34  
Checked by R.D.C.

## SHEET NO. 5346

## SCALE FACTOR COMPUTATIONS

Photos 721-752

- - - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Druid Hill Park House, 1863		Roland 1933	2279	2217	1.028
Druid Hill Park House, 1863		Arlington 1933	3778	3680	1.027
Druid Hill Park House, 1863		Baltimore, Bromo- Seltzer Bldg., tower, light, 1915 r'33	4638	4592	1.010
Druid Hill Park House, 1863		Linthicum, tank 1933*	13289	13177	1.008
Baltimore, Bromo- Seltzer Bldg., tower, light, 1915 r'33		Roland 1933	6180	6072	1.018
Baltimore, Bromo- Seltzer Bldg., tower, light, 1915 r'33		Arlington 1933	7952	7828	1.016
Baltimore, Bromo- Seltzer Bldg., tower, light, 1915 r'33		Plant 1934	2481	2487	0.997
Linthicum Tank 1933*		Arlington 1933	14987	15160	0.989
Linthicum Tank 1933*		Roland 1933	15384	15512	0.992
Linthicum Tank 1933*		Baltimore, Bromo- Seltzer Bldg., Tower, light, 1915 r'33	9660	9919	0.975
Linthicum Tank 1933*		Plant 1934	7189	7436	0.967
Plant 1934		Nira 1934	677	690	0.982
Plant 1934		Beer 1934	643	662	0.971
Beer 1934		Rail, 1934	708	725	0.977

SHEET NO. 5346

## SCALE FACTOR COMPUTATIONS

Photos '21-'52 (Cont'd)

- - - - -

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Measured Distance</u>	<u>Computed Distance</u>	<u>Scale Factor Meas./Comp.</u>
Roland 1934		Arlington 1934	4595	4479	<u>1.026</u>

Average Scale Factor = 0.999

This scale factor computed for entire flight but only part of this flight (739-749) falls on the tracing area of this sheet.

Triangulation stations marked (\*) fall on this sheet.

Computed by S.M.S. 8/28/34  
Checked by R.D.C.

SHEET NO. 5346

## SCALE FACTOR COMPUTATIONS

- - -

<u>Flight</u>	<u>Average Scale Factor</u>
571-585	1.035
589-597	1.047
721-752	<u>0.999</u>
Average Scale Factor	1.027

However, this sheet was divided into two sections. Flights were separated accordingly. Photos 571-585 and 591-597 were plotted to a scale factor of 1.034. Photos 739-749 were plotted to a scale factor of .970. Both of these were so chosen as to agree with adjoining compilations.

*Sections assembled in printing section  
and printed as one sheet, T 5346.  
Bgg*

## SHEET NO. 5346

## CONTROL DATA

- - - -

<u>Station</u>	North American Datum				1927	x Scale
	<u>°</u>	<u>'</u>	<u>"</u>	<u>m.</u>	<u>Datum</u> <u>m.</u>	<u>Factor</u> <u>m.</u>
Baltimore, U.S.	39	13	09.237		(1565.4)	(1618.6)
Alcohol Co.					284.8	294.5
Stack, 1933	76	35	01.023		(1414.9)	(1463.0)
(N.A. 1927 Datum)					24.5	25.3
Baltimore Water	39	13	28.90		(959.1)	(991.7)
Works. large round					891.2	921.5
					(601.8)	(622.3)

## SHEET NO. 5346

## CONTROL DATA (Cont'd)

Station	North American Datum				1927 Datum	x Scale Factor
	°	'	"	m.	m.	m.
Dome, 1915 r'24	39	12	28.953	(957.4) 892.9 (343.9)	(968.4) 881.9 (339.9)	(1001.3) 911.9 (351.4)
	76	33	45.668	1095.7	1099.7	1137.1
Drydock, 1934	39	14	58.336	(51.3) 1799.0 (1434.5)	(62.3) 1788.0 (1430.5)	(64.4) 1848.8 (1479.1)
	76	35	00.178	4.2	8.2	8.5
Dugan, 1934	39	15	18.458	(1281.1) 569.2 (1275.4)	(1292.1) 558.2 (1271.4)	(1336.0) 577.2 (1314.6)
	76	35	06.811	163.3	167.3	173.0
Dump, 1934	39	14	52.994	(216.1) 1634.3 (116.7)	(227.1) 1623.3 (112.7)	(234.8) 1678.5 (116.5)
	76	35	55.134	1322.0	1326.0	1371.1
East, 1934	39	13	50.643	(103.5) 1746.8 (580.7)	(114.5) 1735.8 (576.7)	(118.4) 1794.8 (596.3)
	76	33	35.789	858.4	862.4	891.7
Electric Plant Chimney, 1915	39	15	49.63	(319.8) 1530.6 (296.6)	(330.8) 1519.6 (292.6)	(342.0) 1571.3 (302.5)
	76	37	47.63	1141.9	1145.9	1184.9
Elevator, 1915	39	15	39.416	(634.8) 1215.6 (795.2)	(645.8) 1204.6 (791.2)	(667.8) 1245.6 (818.1)
	76	36	26.837	643.4	647.4	669.4
Ferry Bar (U.S.E.) 1916, r'34	39	15	26.027	(1047.7) 802.6 (547.8)	(1058.7) 791.6 (543.8)	(1094.7) 818.5 (562.3)
	76	36	37.154	890.8	894.8	925.2
Filbert, 1933 (N.A. 1927 Datum)	39	13	29.519		(940.0) 910.3 (564.7)	(971.9) 941.2 (583.9)



## SHEET NO. 5346

## CONTROL DATA (Cont'd)

Station	North American Datum				1927	x Scale
	°	'	"	m.	Datum m.	Factor m.
Flagpole, Maryland Yacht Club, 1934	39	15	16.822	(1331.5) 518.8 (78.5)	(1342.5) 507.8 (74.5)	(1388.1) 525.1 (77.0)
	76	36	56.728	1360.1	1364.1	1410.5
Fort, 1934, Patapsco River	39	15	40.828	(591.2) 1259.1 (299.7)	(602.2) 1248.1 (295.7)	(622.7) 1290.5 (305.8)
	76	34	47.503	1138.9	1142.9	1181.8
Front Range Light Ferry Bar Channel 1934	39	15	18.623	(1276.0) 574.3 (453.0)	(1287.0) 563.3 (449.0)	(1330.8) 582.4 (464.3)
	76	36	41.107	985.6	989.6	1023.2
Front Range Light Ft. McHenry, 1915 r'34	39	15	50.067	(306.0) 1544.1 (461.8)	(317.0) 1533.1 (457.8)	(327.8) 1585.2 (473.4)
	76	34	40.741	976.7	980.7	1014.0
F.S. Royster 1915 r'34	39	14	25.032	(1078.3) 771.9 (1284.5)	(1089.3) 760.9 (1280.5)	(1126.3) 786.8 (1324.0)
	76	34	06.442	154.4	158.4	163.8
Jenks 1934	39	14	36.068	(738.0) 1112.3 (681.3)	(749.0) 1101.3 (677.3)	(774.5) 1138.7 (700.3)
	76	36	31.591	757.6	761.6	787.5
Key, 1915, r'24	39	15	47.28	(392.3) 1458.0 (334.0)	(403.3) 1447.0 (330.0)	(417.0) 1496.2 (341.2)
	76	34	46.07	1104.4	1108.4	1146.1
Lazaretto Light- house 1934	39	15	45.270	(454.2) 1396.1 (987.0)	(465.2) 1385.1 (983.0)	(481.0) 1432.2 (1016.4)
	76	34	18.829	451.5	455.5	471.0
Lester 2 (U.S.E.) 1916 r'24	39	15	05.302	(1686.8) 163.5 (275.8)	(1697.8) 152.5 (271.8)	(1755.5) 157.7 (281.0)
	76	36	48.498	1162.9	1166.9	1206.6
Livingstone Stack, 1915 r'24	39	13	41.86	(559.4) 1291.0 (409.5)	(570.4) 1280.0 (405.7)	(589.8) 1323.5 (419.5)
	76	34	42.92	1029.6	1033.6	1068.7

Scale Factor of above is 1.034

SHEET NO. 5346

CONTROL DATA (Cont'd)

- - - -

<u>Station</u>	<u>°</u>	<u>'</u>	<u>"</u>	<u>m.</u>	<u>m.</u>	<u>m.</u>
Marine (H.B.) 1915, r'24	39	14	48.16	(364.9)	(375.9)	(388.7)
				1485.4	1474.4	1524.5
				(693.1)	(689.1)	(712.5)
	76	34	31.11	746.0	750.0	775.5
Mill, 1934	39	15	41.114	(582.4)	(593.4)	(613.6)
				1267.9	1256.9	1299.6
				(988.0)	(984.0)	(1017.4)
	76	35	18.797	450.7	454.7	470.1
Quarantine, 1915 r'34	39	13	02.437	(1775.1)	(1786.1)	(1846.8)
				75.2	64.2	66.4
				(1339.2)	(1335.2)	(1380.6)
	76	33	04.176	100.2	104.2	107.7
Prudential Oil Co's Stack, 1915, r'24	39	14	11.06	(1509.2)	(1520.2)	(1571.9)
				341.1	330.1	341.3
				(868.2)	(864.2)	(893.6)
	76	34	23.80	570.8	574.8	594.3
Pier 1934	39	15	43.729	(501.8)	(512.8)	(530.2)
				1348.5	1337.5	1383.0
				(69.9)	(65.9)	(68.1)
	76	35	57.086	1368.8	1372.6	1419.0
Rear Range Light Ferry Bar Channel 1934	39	15	18.573	(1277.5)	(1288.5)	(1332.3)
				572.8	561.8	580.9
				(80.4)	(76.4)	(79.0)
	76	36	56.646	1358.3	1362.3	1408.5
Road, 1934	39	15	24.805	(1085.3)	(1096.3)	(1133.6)
				764.9	753.9	779.5
				(461.5)	(457.5)	(473.0)
	76	37	40.754	977.2	981.2	1014.6

## SHEET NO. 5346

## CONTROL DATA (Cont'd)

Station	North American Datum				1927	x Scale
	°	'	"	m.	Datum m.	Factor m.
Stack, Northerly of two Incinerator Plant 1934	39	14	53.74	(193.2) 1657.1 (1431.8)	(204.2) 1646.1 (1427.8)	(211.1) 1702.1 (1476.3)
	76	37	00.29	6.9	10.9	11.3
Stack, Southerly of two, Incinerator Plant 1934	39	14	53.13	(212.3) 1638.5 (1417.7)	(223.3) 1627.5 (1413.7)	(230.9) 1682.3 (1461.8)
	76	37	00.86	20.6	24.6	25.8
Stone, 1915 r'24	39	13	32.521	(847.4) 1002.9 (562.3)	(858.4) 991.9 (558.3)	(887.6) 1025.6 (577.3)
	76	34	30.562	877.0	881.0	911.0
Sugar (U.S.E.) 1916, r'24	39	13	15.667	(1367.1) 483.1 (570.9)	(1378.1) 472.1 (566.9)	(1425.0) 488.2 (586.2)
	76	34	36.203	868.4	872.4	902.1
Tank Baugh's Chem- ical Co., 1934	39	15	43.470	(509.8) 1340.5 (1151.4)	(520.8) 1329.5 (1147.4)	(538.5) 1374.7 (1186.4)
	76	34	11.972	287.1	291.1	301.0
Tank, Canton R.R. Co. 1934	39	15	41.519	(569.9) 1280.4 (604.8)	(580.9) 1269.4 (600.8)	(600.6) 1312.6 (621.2)
	76	33	34.770	833.7	837.7	866.2
Tank, Locke, 1934	39	15	35.554	(753.9) 1096.5 (411.0)	(764.9) 1085.5 (407.0)	(790.9) 1122.4 (420.8)
	76	36	42.862	1027.6	1031.6	1066.7
Tank, Maryland Drydock Co., Low, 1934	39	14	45.171	(457.3) 1393.0 (78.6)	(468.3) 1382.0 (74.6)	(484.3) 1429.0 (77.1)
	76	34	56.725	1360.5	1364.5	1410.9
Tank, Maryland Drydock Co., Tall 1934	39	14	38.088	(675.7) 1174.6 (88.9)	(686.7) 1163.6 (84.9)	(710.0) 1203.2 (87.8)
	76	34	56.297	1350.2	1354.2	1400.2
Tank, Near Canton R.R. Terminal 1934	39	15	42.471	(540.6) 1309.7 (283.7)	(551.6) 1298.7 (279.7)	(570.4) 1342.8 (289.2)
	76	33	48.158	1154.8	1158.8	1198.2

Scale Factor of above is 1.034

## SHEET NO. 5346

## CONTROL DATA (Cont'd)

- - - - -

<u>Station</u>	<u>°</u>	<u>'</u>	<u>"</u>	<u>m.</u>	<u>1927</u> <u>Datum</u> <u>m.</u>	<u>x Scale</u> <u>Factor</u> <u>m.</u>
Tank, Shell Oil Co. 1930 r'34	39	14	12.341	(1409.9) 380.5 (204.0)	(1480.9) 309.5 (200.0)	(1531.4) 382.0 (207.0)
	76	33	51.492	1235.0	1239.0	1280.9
Tank, U.S. Ind- ustrial Alcohol Co. 1933, r'34	39	13	08.396	(1591.4) 258.9 (15.2)	(1602.4) 247.9 (11.2)	(1656.9) 256.3 (11.6)
	76	34	59.368	1424.2	1428.2	1476.8
U.S. Quarantine Station tank 1933, r'34 (N.A. 1927 Datum)	39	12	52.134		(242.6) 1607.7 (1374.5)	(250.8) 1662.4 (1421.2)
	76	33	02.706		64.9	67.1
U.S. Ordnance Plant, tank, 1933 (N.A. 1927 Datum)	39	12	19.00		(1264.4) 585.9 (635.2)	(1307.4) 605.8 (656.8)
	76	35	33.55		804.6	832.0
Wagner Church Spire Cross, 1915	39	13	51.988	(246.8) 1603.3 (1201.1)	(257.8) 1592.3 (1197.1)	(266.6) 1646.4 (1237.8)
	76	34	09.934	238.3	242.3	250.5
Western Maryland Elevator Pier (U.S.E.) 1916	39	15	35.483	(756.1) 1094.2 (931.4)	(767.1) 1083.2 (927.4)	(793.2) 1120.0 (958.9)
	76	36	21.158	507.3	511.3	528.7
Zell or McLean (H.B.) 1915, r'35	39	15	46.739	(408.9) 1441.4 (476.1)	(419.9) 1430.4 (472.1)	(434.2) 1479.0 (488.2)
	76	35	40.152	962.6	966.6	999.5

Scale Factor of above is 1.034

SHEET NO. 5346

CONTROL DATA (Cont'd)

- - - - -

<u>Station</u>	North American 1927 Datum			x Scale Factor	
	<u>°</u>	<u>'</u>	<u>"</u>	<u>m.</u>	<u>m.</u>
Prospect, (Baltimore City Engineers) (N.A. 1927 Datum)				(710.6)	(734.8)
	39	13	36.957	1139.7	1178.4
				(618.6)	(639.6)
	76	35	34.216	820.8	848.7

Scale Factor of above is 1.034

Above station computed on co-ordinates from Washington Monument, as origin, by Baltimore City Engineers. Correction applied to Washington Monument to coincide with Washington Monument Ecc. No. 4 of the U.S. Coast and Geodetic Survey and above position computed, with a check from station Arlington.

Above stations reported on Form No. 524, as of less than third order accuracy.

SHEET NO. 5346

## CONTROL DATA (Cont'd)

- - - - -

<u>Station</u>	North American 1927 Datum			x Scale Factor
	<u>°</u>	<u>'</u>	<u>"</u>	<u>m.</u>
Linthicum Tank, 1933 (N.A. 1927 Datum)	39	12	06.948	(1636.0) 214.3
	76	39	13.425	(1117.6) 322.2
				(1586.9) 207.8 (1084.1) 312.5

Scale Factor of above is 0.970

Excelsior 2.

30 15 34 272

(700.9) 1169.6

(679.9) 1116.9

## DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5346

~~VICINITY OF BALTIMORE~~. (Southern Part)  
 Chesapeake Bay: ~~Brooklyn, Md., and Vicinity~~

Instructions Dated March 14, 1934

- - - - -

1. GENERAL INFORMATION: \*

(a) Title. Refer to Title Sheet.

(b) Statistics. Refer to Statistics Sheet.

(c) No general report covering this section is available. The area is bounded on the north by approximately the  $39^{\circ} 15' 20''$  parallel, on the east by Curtis Bay, on the south by the  $39^{\circ} 12' 00''$  parallel and on the west by the  $76^{\circ} 41' 00''$  meridian.

The eastern part of this section is a part of the Baltimore Harbor and is very important from a shipping standpoint. The central and western parts of the area may be classified as suburban residential sections.

(d) The following photographs were used in plotting this sheet:

<u>Photo Numbers</u>	<u>Flight Strip Location</u>	<u>Date</u>	<u>Time</u>	<u>Stage of Tide</u>
571 to 575	North and south between the $76^{\circ} 34' 00''$ and the $76^{\circ} 35' 00''$ meridians.	4-28-34	11:20 AM to 1:00 PM	High---5:52 AM Low---12:43 PM
591 to 597	North and south along the $76^{\circ} 36' 00''$ meridian.	4-28-34	1:00 PM	High---5:52 AM Low---12:43 PM
739 to 749	North and south between the $76^{\circ} 39' 00''$ and the $76^{\circ} 40' 00''$ meridians	5-18-34	9:45 AM to 1:50 PM	High---9:58 AM Low---5:12 PM

(e) Refer to Statistics Sheet.

2. CONTROL: \*(a) Sources:

The positions for the triangulation stations were obtained from the following sources:

(\*) N.B. The paragraphs (numbers and letters) listed refer to those shown on pages 22 and 23 of Notes on Compilation of Planimetric Line Maps.



## DESCRIPTIVE REPORT

SHEET NO. 5346

- - - -

The following stations were obtained from the work of Lieut. Roland D. Horne, Project No. G-113 B, 1933. These stations are on N.A. 1927 Datum (unadjusted):

Baltimore, U.S. Alcohol Co. Stack 1933  
Linthicum Tank 1933  
U.S. Ordinance Plant, Tank 1933  
U.S. Quarantine Station Tank 1933  
Filbert 1933  
Baltimore Water Works, large round reservoir, 1933

The following stations were obtained from the work of Lieut. John A. Bond, Baltimore Harbor, 1934. These stations were adjusted to N.A. 1927 Datum by subtracting eleven meters from the forward latitude position and adding 4 meters to the forward longitude position.

Canton, U.S.E. 1915 r'34  
Dump 1934  
Dugan 1934  
Dry Dock 1934  
Tank Shell Oil Co. 1930, r'34  
Front Range Light Ferry Bar Channel 1934  
Rear Range Light Ferry Bar Channel 1934  
Flagpole, Maryland Yacht Club 1934  
Front Range Light, Fort McHenry 1915 r'34  
Tank U.S. Industrial Alcohol Co., 1933 r'34  
Quarantine 1915, r'34  
City 1915, r'34  
Tank Baughs Chemical Co. 1934  
Tank Near Canton R.R. Terminal 1934  
Tank Canton R.R. Co. 1934  
Tank Maryland Drydock Co., Tall 1934  
Tank Maryland Drydock Co., Low 1934  
Stack Southerly of Two Incinerator Plant 1934  
Stack Northerly of Two Incinerator Plant 1934  
Stack Fishing Point 1934  
Dock 1934  
F.S. Royster 1915, r'34  
Fill 1934  
Ferry Bar U.S.E. 1916, r'34  
Fort 1934, Patapsco River  
Jenks 1934  
Cupola, N.E. Tower Hanover Street Bridge 1934  
Tank, Locke 1934  
Mill 1934  
Rear Range Light Ferry Bar Channel 1934  
Road 1934

## DESCRIPTIVE REPORT

SHEET NO. 5346

- - - -

The positions for all the other stations on the sheet were obtained from "Triangulation in Maryland" and these positions were adjusted to N.A. 1927 Datum by subtracting 11 meters from the forward latitude position and adding 4 meters to the forward longitude position.

(b) Errors:

No error in position of any station was found by radial plot.

The following stations were not used in running the plot:

Station	Remarks
Marine, H. B. 1915	Located by field party but not tied in.
Tank Md. Dry Dock Co. Low 1934	Located by field party but not tied in.
East 1934	Located by field party but not tied in.
Prospect (Baltimore City Engineers)	Located by field party but not tied in.
Dump 1934	Could not be accurately pricked on photographs.
Dugan 1934	Could not be accurately pricked on photographs.
Whitaker 2 (Balto. City Engineers)	Not tied in by field party.

(c) Discrepancies:

No discrepancy in position of any control station established by other organizations was found by radial plot.

3. COMPILATION:(a) Method:

The usual radial line plot was used to determine the position of all radial points.

This area is covered by three flights, two of which have a scale factor of 1.034 and one with a scale factor of 0.970. It was therefore impractical to trace the entire area on one projection and for this reason two small projections were made on one sheet of celluloid. The eastern projection has a scale factor of 1.034 and the western projection has a scale factor of 0.970.

In order to furnish sufficient control for plotting the sheet the recoverable objects discussed in paragraph 7 were plotted and used for control.

(b) Adjustment of Plot:

Good intersections were obtained for the radial points and no adjustment of plot was necessary. The intersections for the radial points on the extreme western edge of the sheet were very

## DESCRIPTIVE REPORT

SHEET NO. 5346

- - - -

flat because the points are a considerable distance from the center of the photos. This applies to a strip of territory on the western boundary one half mile wide and extending from the northern boundary to the southern boundary of the sheet. The accuracy of the compilation in this section is discussed under paragraph 6, sub-paragraph (a).

(c) Interpretation:

No difficulty in interpreting the photos was encountered during the tracing of the sheet.

(d) Information from other sources:

The data for the bridges over the Patapsco River was obtained from the publication "List of Bridges over the Navigable Waters of the United States 1927" and is given on the following sheet. Data for the highway bridge on Hanover St., Baltimore over the Main Branch is taken from Topographic Sheet No. 6055.

The shore line from triangulation station Road 1934 to triangulation station Dump 1934 was traced from a photostat of topographic sheet No. 6055. Also, the shore line from station Dump 1934 to station Drydock 1934 was traced from a photostat of topographic sheet No. 6060. This was done because there is not enough overlap between the flight strips in this area to permit a radial plot to be run.

The concrete highway which begins approximately at latitude  $39^{\circ} 14' 87$  meters, longitude  $76^{\circ} 36' 1043$  meters and extends almost due south to the limit of the sheet is a newly constructed road and was traced from information obtained from blue prints. These blue prints are being forwarded with the compilation.

The names which appear on the overlay were obtained from the following sources:

U.S. Coast and Geodetic Survey Chart No. 549.

U.S. Geological Survey, Relay Quadrangle.

\*Baltimore and Ohio Railroad Blueprint.

\*Baltimore City Map issued by Baltimore Bureau of Plans and Surveys.

~~(Note: These B.R. and Map have been filed in the library 1/26/53.)~~

All other information was obtained directly from the photographs.

(e) Names:

All names are not shown on the overlay. These should be taken from the small map issued by the Baltimore City Bureau of Plans and Surveys that is being submitted with this compilation. This map shows the correct names for all inland detail and it should be followed closely to obtain the names which are to appear on the compilation. This map does not show the names



## DESCRIPTIVE REPORT

SHEET NO. 5346

- - -

of all the small real estate developments, but it shows all names that are recognized by the Bureau of Plans and Surveys as being well enough established for charting purposes. The southern and western parts of the compilation are not covered by the above map and the names in these sections should be obtained from the B. and O. Railroad blueprint which accompanies the compilation. This blueprint gives the names of all the small settlements in the area.

The following names appearing on existing charts should be changed:

South Baltimore shown on charts Nos. 545 and 549 is now known as Curtis Bay. This information was obtained from the map mentioned above.

Clifford shown on Charts Nos. 545 and 549 is not in the correct location. It should appear as shown on the B. & O. Railroad Blueprint.

## DESCRIPTIVE REPORT

SHEET NO. 5346

- - - -

5. LANDMARKS:

Copies of Form No. 567, "Landmarks for Charts" are enclosed herewith. All necessary information concerning landmarks are shown on these forms.

6. RECOMMENDATIONS FOR FURTHER SURVEYS:

- (a) Except as noted under paragraph (b) below, the compilation is believed to have a probable error of 3 meters in position of well defined detail of importance for charting and of 5 meters for other data.
- (b) There are two areas where the accuracy of the compilation may be doubtful. One of the areas is between triangulation stations Dump 1934 and Drydock 1934. In this area large quantities of sand for use on construction projects are dredged from the river and some of it is piled in large banks along the shore. For this reason the shore line is constantly changing and at the present time may not conform exactly to the shore line shown on the compilation. The other area of doubtful accuracy is a strip of territory one half mile wide along the western edge of the sheet. This area is so far from the centers of the photographs that the probable error in position of detail may be as much as 10 meters.

The widths of roads has been exaggerated where necessary in order to procure a well defined line when the sheet is reproduced.

Electric railways located on city streets are not shown.

No houses are shown except those located near the water front and those located where there is no systematic street layout.

7. RECOVERABLE OBJECTS:

The following are recoverable objects shown on this sheet:

Prospect (d.m.)	(Baltimore City Engineers)		
Excelsior (d.m.)	"	"	"
Whitaker 2 (d.m.)	"	"	"
Traverse Station #11222	(d.m.)	"	"
Traverse Station #13341	(d.m.)	"	"

The first three stations listed are triangulation stations and the last two are traverse stations. All were established by the Baltimore City Engineer's Office and their positions have been changed from plane rectangular coordinates to geographic coordinates. These stations were not considered to be of third order accuracy because we do not have complete data indicating the accuracy with which the work was accomplished. These stations are

## DESCRIPTIVE REPORT

SHEET NO. 5346

- - -

reported on Forms No. 524 which accompany the compilation.

8. CABLE AREAS:

Cable areas are not shown on the compilation.

9. MILITARY RESERVATIONS:

On March 14, 1935, the Commanding Officer, Ordinance Depot, Curtis Creek was interviewed in regard to showing detail within the limits of the U.S. Army Ordinance Depot. The Commanding Officer, Major Everett Collins, advised that no detail should be shown on the photo compilation or charts of this area.

A very small area within the boundary of the Ordinance Depot is located in the extreme southeastern corner of the compilation and the detail in this area has been omitted in accordance with the above instructions.

Respectfully submitted,

*J.C. Partington*  
J.C. Partington  
Jr. H. & G. E.  
Chief of Party

REVIEW OF AIR PHOTO COMPILATION T 5346  
Scale 1:10,000

Comparison with Graphic Control Surveys

a. T 6055 (1934), scale 1:5,000

This plane table survey was made about one month after the photographs were taken. Considerable detail not visible on the photographs, such as wrecks, beacons, and piling, has been located on T 6055 and transferred to this compilation by the field party.

T 6055 is in agreement with the compilation and all detail has been transferred to the compilation except for magnetic declination, buoys and non-recoverable plane table stations.

T 6055 does not give the plane of reference for the clearance of the Patapsco River bridge. The clearance for this bridge shown on the compilation was taken from the U. S. Engineers List of Bridges for 1927.

The beacon shown on this compilation at lat.  $39^{\circ} 15.4'$ , long.  $76^{\circ} 37.3'$  was transferred from T 6055 in this office. Transfer checked by Joseph Audreus. The wreck which this beacon marks was transferred to the compilation in this office from H 5459.

b. T 6060 (1934), scale 1:10,000

T 6060 was surveyed about one month after the photographs were taken and shows considerable detail not visible on the photographs.

All detail on T 6060 within the area of this compilation is in agreement and has been transferred to the compilation except for temporary topographic stations, the magnetic declination, and buoys.

In addition to the transfer of detail from T 6060, several dolphins and two small docks at Ferry Point have been added to the compilation from the photographs in this office.



Comparison with Previous Topographic Surveys

- a. T 218 (1845), scale 1:20,000; T 220 (1846), scale 1:20,000;  
T 221 (1847), scale 1:20,000; T 306 (1851), scale 1:20,000;  
T 983 (1865), scale 1:10,000; and T 2269 (1898), scale 1:10,000:

Comparison with the above listed old surveys, all of which fall partly or entirely within the area of this compilation, shows numerous large changes due to the construction and development of Baltimore Harbor. The compilation is complete and adequate to supersede the portions of these surveys which it covers with the exception of contours and hachures which are shown on the old sheets.

- b. T 4065a (1924), scale 1:10,000

The Curtis Bay range lights which are not visible on the photographs and were not located by the new plane table surveys have been transferred to the compilation from T 4065a. <sup>as the best positions available.</sup> Transferred by Leonard A. Hickman, checked by Joseph A. Andrews Jr.

The following topographic stations on T 4065a have recently been located by triangulation and comparison shows errors in the plane table locations of 3 to 15 meters. <sup>of Tim, Meyer, and Alco.</sup> A number of landmarks located by the radial plot on this compilation differ by small amounts, approximately 0 to 10 meters, from positions given on T 4065a. The radial plot is well controlled and is accepted as furnishing the strongest positions. T 4065a is on Whatman's paper.

There have been numerous changes in waterfront detail. The compilation is complete and adequate to supersede the section of T 4065a which it covers.

Comparison with Charts

a. Landmarks - The list of landmarks submitted with this descriptive report is complete for all landmarks and lights and beacons within the area of this compilation except for the following: Prudential Oil Company stack No. 2, lat.  $39^{\circ} 14' 34.0$  m., long.  $76^{\circ} 34' 55.4$  m. This stack, ~~not~~<sup>Now</sup> shown on the charts, is still in existence and has been plotted from the photographs in this office.

b. Curtis Bay range lights - These lights were not listed under landmarks and did not show on the photographs. They have been transferred to the compilation in this office from T 4065a (1924).

c. Waterfront Detail - Chart 545 shows 5 rows of piling at lat.  $39^{\circ} 14.9'$ , long.  $76^{\circ} 34.7'$ . The compilation shows only 3 and part of the fourth row of these piles as taken from T 6055 (1934). The photographs are not sufficiently clear to determine whether the remaining piles are still in existence.

The southernmost dolphin at Fishing Point on chart 545 is not shown on this compilation and is not visible on the photographs. The photographs are sufficiently clear to show this dolphin if it existed above water.

This compilation shows several wrecks above water which are shown as wrecks below water on the charts. The symbols are correct on the compilation as is evident from an examination of the photographs.

d. Buildings - This compilation shows all large buildings on or near the waterfront. This includes buildings cross hatched in this area on chart 545.

Because of the congested condition of buildings, ~~on~~ all small buildings are ~~not~~ shown on the compilation. Many of the small buildings shown in solid black on chart 545 are not shown on the compilation and ~~not~~

attempt has been made to determine which of these small buildings now on chart 545 are actually in existence.

#### Names

See page 20, paragraph 3, descriptive report. The ~~INDEX~~ map and blue print listed have been sent to the Library for filing. Names of industrial plants shown on the map and blue print are not shown on this compilation. *Blue-prints and maps returned by Library and now filed in Room 1209 Bgg.*

#### Local Engineers' Stations

The descriptive report, page 23, paragraph 7 does not state whether any connection was made by the radial plot or by ground surveys to determine the accuracy of the local Engineers' stations listed. Geographic positions of these stations were simply computed from the coordinate values and plotted on the compilation. Examination of the photographs shows that three of these stations were used for control of the radial plot, apparently without difficulty. This indicates that the location of these stations is within the accuracy of plane table or photographic plotting.

October 26, 1935.  
L. A. McGann  
✓ B. J. Jones

GEOGRAPHIC NAMES  
Date July 30, 1935.

Survey No. T- 5346

Chart No. 545 -549

MARYLAND

Diagram No. \_\_\_\_\_

Approved by the Division of Geographic Names, Department of Interior. \*

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Halethorpe</u> ✓	<i>none</i>			
	<u>Landsdowne</u> ✓	<i>none</i>			
	<u>Patapsco River</u> ✓	<i>same</i>			
	<u>Linthicum</u> ✓	<i>none</i>			
	<u>English Consul</u> ✓	<i>none</i>			
	<u>Pumphrey</u> ✓	<i>none</i>			
	<u>North Linthicum</u> ✓	<i>none</i>			
	<u>Rosemont</u> ✓	<i>none</i>			
	<u><del>Roland Terrace</del></u>	<del><i>none</i></del>			
	<u>Roland Terrace</u> ✓	<i>none</i>			
	<u>Hillcrest</u>	<i>none</i>	These and such other names as the compiler may deem advisable taken from the B & O Blueprint of this area which was received in this office July 1935, are accepted		
	<u>Brooklyn</u> ✓	<i>same</i>			
	<u>Reed Bird Island</u> ✓	<i>none</i>			
	<u>Cabin Branch</u> ✓	<i>same</i>			
	<u>Fairfield</u> ✓	<i>same</i>			
	<u>Curtis Bay</u> (town) ✓	South Baltimore.			
	<u>East Brooklyn</u> ✓	<i>same</i>			
	<u>Curtis Creek</u> ✓		<i>will not appear on compilation</i>		
	<u>Fishing Point</u> ✓	<i>same</i>			
	<u>Stonehouse Cove</u> ✓	<i>same</i>			
	<u>Wagner's Point</u> ✓	<i>none</i>	Note: Names underlined in red are approved. W.J. Woods		
	<u>Maryland Yacht Club</u> ✓	<i>same</i>			

## Remarks

## Decisions

1		
2		
3	formerly S. Baltimore <del>by Town</del>	<u>Curtis Bay</u>
4	not a well known name: only a recent real estate development.	
5		
6	not desirable: part of Curtis Bay	
7	recent real estate development: really part of Curtis Bay Dist.	
8	locally known. O.K.	
9	same notes as for "7"	
10	O.K. well known	
11		
12		
13		
14	dubious	
15		
16	called New Annapolis Road in chart 549	<u>Annapolis Boulevard</u>
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

# GEOGRAPHIC NAMES

Survey No.

T5346

Name on Survey	A	B	C	D	E	F	G	H	
<u>Halethorpe</u> ✓									1
<u>Ferry Point</u> ✓		*						✓	2
<u>Curtis Bay</u> ✓		*		*		✓		III	3
<del>Curtis Bay</del> <del>Ferry Point</del> ?						✓		✓	4
<del>Curtis Bay</del>						✓			5
<u>Masonville</u>						✓		✓	6
<u>Baltimore Heights</u>								✓	7
<u>Arundel Gardens</u> ✓								✓	8
<del>Baltimore Heights</del>								✓	9
<u>Baltimore Highlands</u> *								✓	10
<u>Clifford</u> ✓	✓				*			✓	11
<u>Belle Grove Road</u> ✓					*			✓	12
<u>Hammonds Road</u> ✓					*			✓	13
<del>Monumental</del>									14
<u>Hammonds Ferry Road</u> ✓								*	15
<u>Annapolis Boulevard</u> ✓								✓	16
<u>Masonville</u> ✓		*				✓		✓	17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27

Names underlined in red approved  
by CGP/lt on 5/16/32

## REVIEW OF AIR PHOTO COMPILATION NO. T-5346

Chief of Party: J. C. Partington

Compiled by: R. H. Young

Project: HT-175

Instructions dated: March 14, 1934

- ✓1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64)
- ✓2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)
- ✓3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)  
*No ground surveys. See page 1 of typed report - G. Control #6055 Stations of the Baltimore City Engineers discussed under paragraph 7.*
- ✓4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28) ✓ *Filed in Room 1209*
- ✓5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report. ✓
- ✓6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c, h, i)
- ✓7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44) ✓  
*Shoreline between D Road 1934 and Drydock 1934 was traced from photostatic copies of T-6055 and T-6060.*

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

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. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
13. The geographic datum of the compilation is *North American 1927* and the reference station is correctly noted.
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following:
  1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
  2. The degrees and minutes of Latitude and Longitude are correctly marked.



3. All station points are exactly marked by fine black dots. ✓

4. Closely spaced lines are drawn sharp and clear for printing. ✓

5. Topographic symbols for similar features are of uniform weight. ✓

6. All drawing has been retouched where partially rubbed off. ✓

7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground. ✓

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48) ✓

16. No additional surveying is recommended at this time.

17. Remarks:

*See typed review - preceding page.*

18. Examined and approved;

*J. C. Partington*  
Chief of Party

19. Remarks after review in office:

Reviewed in office by: L A McGann ✓ B.G. Jones

Examined and approved:

*C. H. Green*  
Chief, Section of Field Records  
*L. O. Solbert*  
Chief, Division of Charts

*Fred. L. Peacock*  
Chief, Section of Field Work  
*Arthur*  
Acting Chief, Division of Hydrography and Topography.

# DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

STRIKE OUT ONE

Baltimore, Md.

July 10, 1935

Following objects which have ~~(been)~~ been inspected from seaward to determine their value as landmarks, be the charts indicated.  
have been checked after listing.

J.G. Partington										Chief of Party.	
NAME OF OBJECT	POSITION				METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
	LATITUDE		LONGITUDE								
	D. M. METERS	°	'	D. P. METERS							
Spire of two,	39 15	517.9	76 36	1390.7	N.A. 1927	Topo #6055	1934-35	x		545 ✓	
Spire of two,	39 15	497.6	76 36	1385.1	N.A. 1927	Topo #6055	1934-35	x		545 ✓	
Spire of two (1934)	39 14	1627.5	76 37	24.6	N.A. 1927	Triang.	1934	x		545 ✓	
Spire of two (1934)	39 14	1646.1	76 37	10.9	N.A. 1927	Triang.	1934	x		545 ✓	
Church Spire	39 14	451.9	76 36	617.5	N.A. 1927	Triang.	1935	x		545 ✓	
Id. Drydock Co.	39 14	1163.6	76 34	1354.2	N.A. 1927	Triang.	1934	x		545 ✓	
re, Water Works	39 13	878.1	76 35	799.8	N.A. 1927	Triang.	1933	x		545 x	
(1915) (1934)	39 14	760.9	76 34	158.4	N.A. 1927	Triang.	1934	x		545 ✓	
Oil Co.	39 14	369.4	76 33	1248.8	N.A. 1927	Triang.	1934	x		545 ✓	
Church Spire,	39 13	1592.3	76 34	242.3	N.A. 1927	Triang.	1915	x		545 ✓	
Refinery	39 13	1288.8	76 33	1428.2	N.A. 1927	Radial Plot	1935	x		545 ✓	
Refinery	39 13	1264.5	76 33	2437.0	N.A. 1927	Radial Plot	1935	x		545 ✓	
	39 13	1202.8	76 34	172.7	N.A. 1927	Radial Plot	1935	x		545 ✓	

J.O. Partington

Chief of Party.

REMARKS - The Continuation of which is Recommended

prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be of the area and not by individual field survey sheets. Information under each column heading should be given.

Checked A.V.M.

U. S. GOVERNMENT PRINTING OFFICE



Sheet 2 of 5 sheets  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

TO BE CHARTED  
~~TO BE DELETED~~

STRIKE OUT ONE

Baltimore, Md.

July 10, 1935

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(noted from)~~ the charts indicated.

The positions given have been checked after listing.

J.C. Partington											Chief of Party.					
GENERAL LOCALITY		NAME AND DESCRIPTION		POSITION					METHOD OF LOCATION	DATE OF LOCATION	CHARTS AFFECTED					
				LATITUDE		LONGITUDE					DATUM	HARBOR CHART	INSHORE CHART	OFFSHORE CHART		
				° ' "	D. M. METERS	° ' "	D. P. METERS									
Chesapeake Bay, Baltimore Harbor				° ' "	D. M. METERS	° ' "	D. P. METERS									
CHY 200 (△ Livingstones Stack 1915)		39	13	1280.0	76	34	1033.6	N.A.	1927	Triang.	1915	X				545
TANK 135 ( Tank, U.S. Industrial Chemical Co.)		39	13	1821.9	76	34	1024.1	N.A.	1927	Radial Plot	1935	X				545
CHY 200 (△ Prudential Oil Co's Stack 1915) (Note: Only one stack determined by triangulation)		39	14	330.1	76	34	574.8	N.A.	1927	Triang.	1915	X				545
TANK 50 (Tank B. & O. Coal Pier)		39	13	788.9	76	34	1250.0	N.A.	1927	Radial Plot	1935	X				545
CHY 200 (Qty. B. & O. Coal Pier)		39	13	744.0	76	34	1237.4	N.A.	1927	Radial Plot	1935	X				545
CHY 210 (△ Balto., U.S. Alcohol Co. Stack 1933)		39	13	284.8	76	35	24.5	N.A.	1927	Triang.	1933	X				545
CHY 150 (Krebs Color & Pigment Corp.)		39	13	303.3	76	34	1294.4	N.A.	1927	Radial Plot	1935	X				545
TANK 100 (Tank, Charles Walton Tannery)		39	12	1472.9	76	35	697.7	N.A.	1927	Radial Plot	1935	X				545
TANK 60 (Tank, Standard Phosphate & Acid Works)		39	13	<del>70</del> 72	76	35	133	N.A.	1927	Radial Plot	1935	X				545
Landmarks listed below are taken from Form No. 567 submitted by MIKAWA, Aug. 27, 1934.																
Maryland Drydock Co.												Permanent Aids to Navigation:				
Day Range, Rear		39	14	1664	76	34	1240	N.A.	1927	Topo	1934	X				545
Maryland Drydock Co.																
Day Range, Front		39	14	1725	76	34	1228	N.A.	1927	Topo	1934	X				545
Day Range Rear		39	14	1599	76	34	1007	N.A.	1927	Topo	1934	X				545

CHARTED LANDMARKS - The Continuation of which is Recommended  
This form shall be prepared in accordance with 1934 Field Memorandum, LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given by A.V.M.  
\* Corrected by L.A.M. Oct 12, 1935.  
Checked A.V.M.



Sheet 3 of 5 sheets  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Baltimore, Md.

July 10, 1935

have ~~(inspected)~~ been inspected from seaward to determine their value as landmarks, be listing.

J. G. Partington

Chief of Party.

LATITUDE	POSITION		METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	D. M. METERS	LONGITUDE ° ' D. P. METERS	DATUM					
14	1633	76 34	985	N.A. 1927	Topo	1934	X	545
14	718	76 33	1303	N.A. 1927	Topo	1934	X	545
14	551	76 34	95	N.A. 1927	Topo	1934	X	545
14	577	76 33	986	N.A. 1927	Topo	1934	X	545
15	686	76 37	504	N.A. 1927	Topo	1934	X	545
14	482	76 33	1135	N.A. 1927	Topo	1934	X	545
MARKS - The Continuation of which is recommended.								
of Prudential Oil Co Stack (No 2.) which is shown								
it in existence.								
By R.H.Y.								
checked A.V.M.								
can Oct. 22/1935.								
they are recommended								
RAM Oct 25 1935								

with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be individual field survey sheets. Information under each column heading should be given:

**TO BE CHARTED**

**STRIKE OUT ONE**

# TORE DELTA

## LANDMARKS FOR CHARTS

**Baltimore, VA.**

July 10, 1935

I recommend that the following objects which have ~~(been removed)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(deleted from)~~ the charts indicated.

**The positions given have been checked after listing.**

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

~~TO BE DELETED~~ } STRIKE OUT ONE  
TO BE DELETED

## LANDMARKS FOR CHARTS

**Baltimore, Md.**

July 10, 1931

I recommend that the following objects which have ~~(been inspected from seaward to determine their value as landmarks, be~~  
~~transmitted from~~ *(deleted from)* the charts indicated.

The positions given have been checked after listing.

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.