

TP-00837
ORIGINAL

TP-00837

NOAA FORM 76-35

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

DESCRIPTIVE REPORT

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

LOCALITY

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

1974 TO 1975

REGISTRY IN ARCHIVES

DATE

NOAA FORM 76-36A (3-72)		U. S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMIN.	
DESCRIPTIVE REPORT - DATA RECORD		TYPE OF SURVEY ☒ ORIGINAL ☐ RESURVEY ☐ REVISED	
PHOTOGRAMMETRIC OFFICE Coastal Mapping Division Atlantic Marine Center, Norfolk, VA OFFICER-IN-CHARGE Jeffrey G. Carlen, CDR		SURVEY TP. <u>00837</u> MAP EDITION NO. <u>(1)</u> MAP CLASS <u>Final (F.E.)</u> JOB <u>PHX CM-7415</u>	
PHOTOGRAMMETRIC OFFICE Coastal Mapping Division Atlantic Marine Center, Norfolk, VA OFFICER-IN-CHARGE Jeffrey G. Carlen, CDR		LAST PRECEDING MAP EDITION TYPE OF SURVEY ☒ 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 BY METHOD: <u>Analytic</u> LANDMARKS AND AIDS BY		I. Rayborn Apr, 1975	
2. CONTROL AND BRIDGE POINTS PLOTTED BY METHOD: <u>Calcomp</u> CHECKED BY		R. Robertson Apr, 1975 R. Robertson Apr, 1975	
3. STEREOSCOPIC INSTRUMENT PLANIMETRY BY COMPILATION CHECKED BY		J. R. Minton Aug, 1975 L. O. Neterer Aug, 1975	
INSTRUMENT: <u>Wild B-8</u> CONTOURS BY SCALE: <u>1:7,500</u> CHECKED BY		NA NA	
4. MANUSCRIPT DELINEATION PLANIMETRY BY METHOD: <u>Smooth drafted</u> CHECKED BY		D. Butler Sep, 1975 J. Byrd Oct, 1975	
SCALE: <u>1:5,000</u> CONTOURS BY HYDRO SUPPORT DATA BY CHECKED BY		NA NA NA NA	
5. OFFICE INSPECTION PRIOR TO FIELD EDIT BY		J. Byrd Oct, 1975	
6. APPLICATION OF FIELD EDIT DATA BY		D. Butler Jan, 1976	
7. COMPILATION SECTION REVIEW BY		A. L. Shands Jan, 1976	
8. FINAL REVIEW BY		A. L. Shands Jan, 1976	
9. DATA FORWARDED TO PHOTOGRAMMETRIC BRANCH BY		C. H. Bishop Feb, 1977	
10. DATA EXAMINED IN PHOTOGRAMMETRIC BRANCH BY		C. H. Bishop May 1977	
11. MAP REGISTERED - COASTAL SURVEY SECTION BY		J. B. Phillips June 1977 R. T. Carter July 1977	

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

1. COMPILATION PHOTOGRAPHY

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

REMARKS

*Compilation photography.
**Bridge photography.

2. SOURCE OF MEAN HIGH-WATER LINE:

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

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

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

None compiled.

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

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

5. FINAL JUNCTIONS

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

REMARKS

TP-00837

HISTORY OF FIELD OPERATIONS

I. ☒ FIELD INSPECTION OPERATION☐ FIELD EDIT OPERATION

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

II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED		2. VERTICAL CONTROL IDENTIFIED	
Premarked		NA	
PHOTO NUMBER	STATION NAME	PHOTO NUMBER	STATION DESIGNATION
74C(C)829	LEX, 1940		
74C(C)807	CURB 2, 1971		
3. PHOTO NUMBERS (Clarification of details)			
None			
4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED			
None			
PHOTO NUMBER	OBJECT NAME	PHOTO NUMBER	OBJECT NAME
5. GEOGRAPHIC NAMES: ☐ REPORT ☒ NONE		6. BOUNDARY AND LIMITS: ☐ REPORT ☒ NONE	
7. SUPPLEMENTAL MAPS AND PLANS			
None			

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

2 Form 152 Control Station Identification

TP-00837

HISTORY OF FIELD OPERATIONS

I. ☐ FIELD INSPECTION OPERATION☒ FIELD EDIT OPERATION

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

II. SOURCE DATA

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

3. PHOTO NUMBERS (Clarification of details)

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

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

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

PHOTO NUMBER	OBJECT NAME	PHOTO NUMBER	OBJECT NAME

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

7. SUPPLEMENTAL MAPS AND PLANS

None

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

2 Field Edit Ozalids (1 paper, 1 film)

1 Field Edit Report

5 Form 76-40

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

I. MANUSCRIPT COPIES

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

II. LANDMARKS AND AIDS TO NAVIGATION

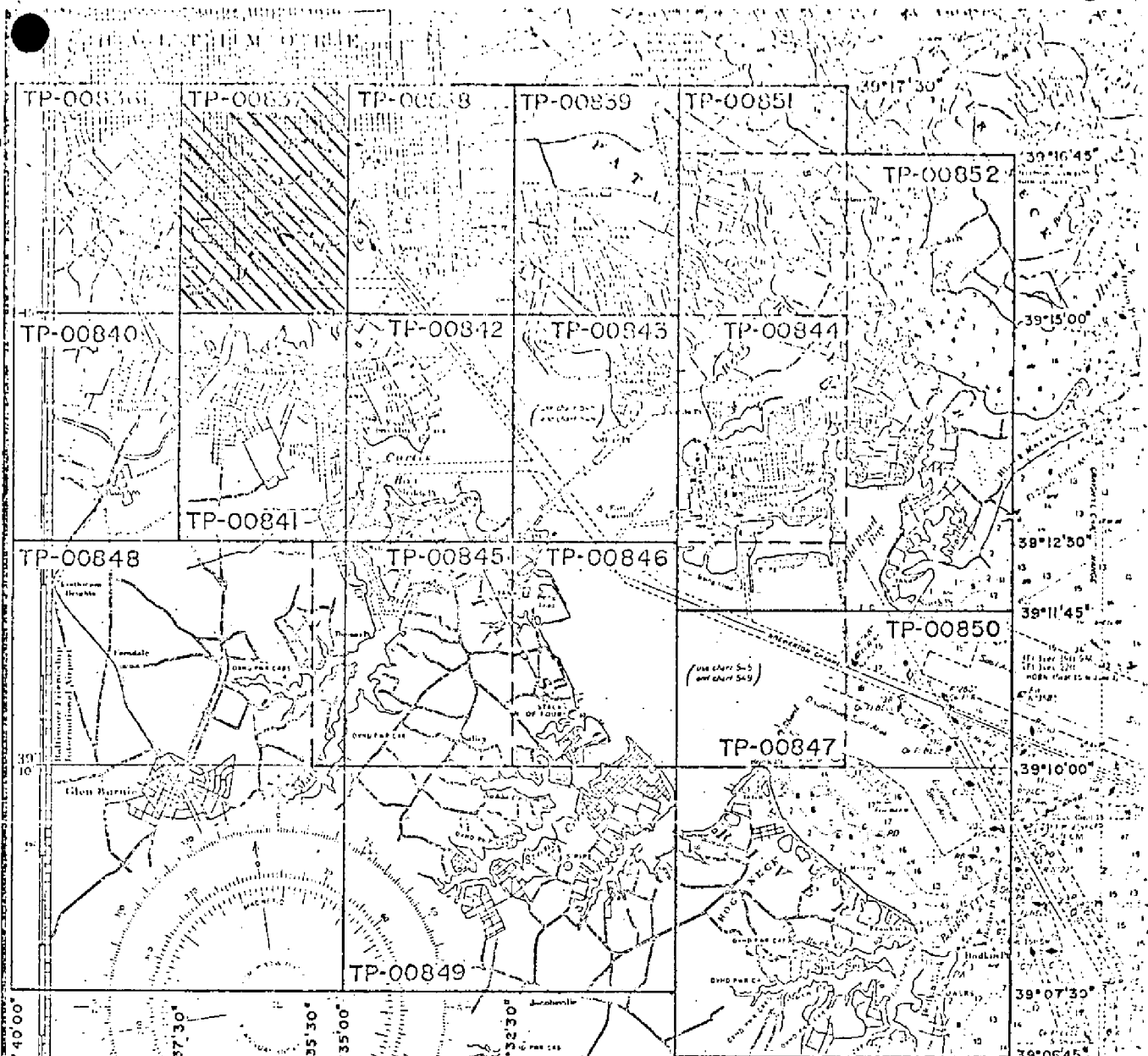
1. REPORTS TO MARINE CHART DIVISION, NAUTICAL DATA BRANCH

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

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

III. FEDERAL RECORDS CENTER DATA

1. ☒ BRIDGING PHOTOGRAPHS; ☒ DUPLICATE BRIDGING REPORT; ☒ COMPUTER READOUTS.2. ☒ CONTROL STATION IDENTIFICATION CARDS; ☒ FORM 76-40 SUBMITTED BY FIELD PARTIES.



Official Mileage for Cost Accounts

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

TOTAL 59

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

SUMMARY TO ACCOMPANY

DESCRIPTIVE REPORTS

TP-00836 through TP-00852

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

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

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

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

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

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

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

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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.		GEODETTIC DATUM		ORIGINATING ACTIVITY		REMARKS	
TP-00837		CM-7415		NA 1927		Division, Norfolk, VA		Coastal Mapping	
STATION NAME	SOURCE OF INFORMATION (Index)	AEROTRIANGULATION POINT NUMBER	COORDINATES IN FEET STATE ZONE	GEOGRAPHIC POSITION φ LATITUDE λ LONGITUDE		FORWARD		BACK	
LEX, 1940	G.P. Vol II P. 37		X=	φ 39 17	28.095	866.4	(983.9)		
			Y=	λ 76 37	02.512	60.2	(1377.7)		
BALTIMORE, BROMO SELTZER BUILDING, CLOCK TOWER, 1957	G.P. Vol II P. 306		X=	φ 39 17	15.248	470.2	(1380.1)		
			Y=	λ 76 37	15.373	368.5	(1069.5)		
BALTIMORE, LORD BALTIMORE HOTEL PENTHOUSE, 1957	G.P. Vol II P. 306		X=	φ 39 17	23.197	715.4	(1134.9)		
			Y=	λ 76 36	59.196	1418.6	(19.3)		
BALTIMORE, TELEVISION STATION WMAR MAST, 1957	G.P. Vol II P. 69		X=	φ 39 17	20.706	638.6	(1211.7)		
			Y=	λ 76 36	51.680	1238.5	(199.4)		
BALTIMORE, FIRST NATIONAL BANK BUILDING, STACK, 1957	G.P. Vol II P. 67		X=	φ 39 17	18.264	563.2	(1287.1)		
			Y=	λ 76 36	52.218	1251.4	(186.5)		
MARYLAND CASUALTY TOWER, 1915	G.P. Vol I P. 322		X=	φ 39 17	23.004	709.4	(1140.9)		
			Y=	λ 76 36	42.081	1008.5	(429.4)		
FEDERAL (U.S.E.), 1915	G.P. Vol I P. 519		X=	φ 39 16	48.754	1503.5	(346.8)		
			Y=	λ 76 36	30.382	728.2	(709.9)		
PROCTOR AND GAMBLE COMPANY TANK, 1934	G.P. Vol I P. 234		X=	φ 39 16	27.877	859.7	(990.6)		
			Y=	λ 76 35	34.584	829.0	(609.2)		
WEBSTER (U.S.E.), 1916	G.P. Vol I P. 516		X=	φ 39 16	56.396	1739.2	(111.1)		
			Y=	λ 76 35	10.261	245.9	(1192.1)		
BALTIMORE AND OHIO ELEVATOR, CUPOLA, 1915	G.P. Vol I P. 322		X=	φ 39 16	10.676	329.2	(1521.1)		
			Y=	λ 76 35	02.231	53.5	(1384.9)		
COMPUTED BY A. C. Rauck, Jr.		DATE 5/20/75	COMPUTATION CHECKED BY F. Mauldin			DATE 5/27/75			
LISTED BY A. C. Rauck, Jr.		DATE 5/20/75	LISTING CHECKED BY F. Mauldin			DATE 5/27/75			
HAND PLOTTING BY A. C. Rauck, Jr.		DATE 5/21/75	HAND PLOTTING CHECKED BY F. Mauldin			DATE 5/28/75			

DESCRIPTIVE REPORT CONTROL RECORD

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

DESCRIPTIVE REPORT CONTROL RECORD

MAP NO.	JOB NO.	STATION NAME	SOURCE OF INFORMATION (Index)	AEROTRI- ANGULATION POINT NUMBER	GEODETTIC DATUM		ORIGINATING ACTIVITY		REMARKS	
					TP-00837	AM-7415	NA	1927	Division, Norfolk, VA	Coastal Mapping
					COORDINATES IN FEET		GEOGRAPHIC POSITION			
					STATE	ZONE	ϕ LATITUDE	λ LONGITUDE	FORWARD	BACK
LOCKE TANK, 1934			G.P. Vol I P. 236		X=		ϕ 39 15	35.189	1085.2	(765.1)
					Y=		λ 76 36	43.018	1031.4	(407.1)
LESTER 2 (U.S.E.), 1916			G.P. Vol I		X=		ϕ 39 15	04.938	152.3	(1698.0)
					Y=		λ 76 36	48.659	1166.8	(271.9)
HANOVER STREET BRIDGE, NORTHEAST TOWER CUPOLA, 1934			G.P. Vol I P. 236		X=		ϕ 39 15	28.447	877.2	(973.1)
					Y=		λ 76 36	58.879	1411.7	(26.9)
					X=		ϕ			
					Y=		λ			
					X=		ϕ			
					Y=		λ			
					X=		ϕ			
					Y=		λ			
					X=		ϕ			
					Y=		λ			
					X=		ϕ			
					Y=		λ			
					X=		ϕ			
					Y=		λ			
					X=		ϕ			
					Y=		λ			
COMPUTED BY A. C. Rauck, Jr.					DATE	5/28/75	COMPUTATION CHECKED BY F. Mauldin		DATE	5/28/75
LISTED BY A. C. Rauck, Jr.					DATE	5/28/75	LISTING CHECKED BY F. Mauldin		DATE	5/28/75
HAND PLOTTING BY A. C. Rauck, Jr.					DATE	5/29/75	HAND PLOTTING CHECKED BY F. Mauldin		DATE	5/29/75

COMPILATION REPORT

TP-00837

31. DELINEATION:

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

32. CONTROL:

See the attached Photogrammetric Plot Report, dated April 1975.

33. SUPPLEMENTAL DATA:

None.

34. CONTOURS AND DRAINAGE:

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

35. SHORELINE AND ALONGSHORE DETAILS:

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

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

36. OFFSHORE DETAILS:

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

37. LANDMARKS AND AIDS:

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

38. CONTROL FOR FUTURE SURVEYS:

None.

39. JUNCTIONS:

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

40. HORIZONTAL AND VERTICAL ACCURACY:

No statement. See plot report.

46. COMPARISON WITH EXISTING MAPS:

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

47. COMPARISON WITH NAUTICAL CHARTS:

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

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None.

ITEMS TO BE CARRIED FORWARD

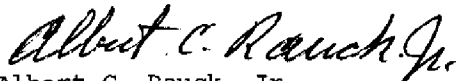
None.

Submitted by:



David P. Butler
Cartographic Aid
September 30, 1975

Approved:



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

ADDENDUM TO THE COMPILATION REPORT

TP-00837

FIELD EDIT

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

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

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

Submitted by:

David P. Butler

David P. Butler
Cartographic Aid
January 1976

February 28, 1977

GEOGRAPHIC NAMES

FINAL NAME SHEET

CM-7415 (Baltimore, Md.)

TP-00837

Baltimore

Baltimore & Ohio (RR)

Basin

Cherry Hill

Federal Hill Park

Fells Point

Ferry Bar

Latrobe Park

Locust Point

Middle Branch

Northwest Harbor

Patapsco River

Riverside Park

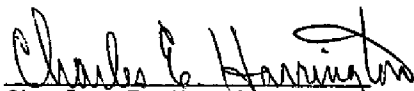
South Baltimore

Swann Park

Western Maryland (RR)

Winans Cove

Approved by:

Charles E. Harrington
Staff Geographer - C51x2

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

PHOTOGRAMMETRIC OFFICE REVIEW

TP-00837

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



FIELD EDIT REPORT

TP-00837

Baltimore Harbor, Md.

51. METHODS

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

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

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

52. ADEQUACY OF COMPILATION

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

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

Compilation will be complete with the application of field notes.



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

56. GEOGRAPHIC NAMES

No discrepancies were found while editing this sheet.

57. LANDMARKS AND AIDS TO NAVIGATION

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

58. Field Editor

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

Respectfully submitted,

George W. Jamerson

George W. Jamerson
Lt. NOAA
November 28, 1975

DEPARTMENT OF COMMERCE ADMINISTRATION DEPARTMENT OF COMMERCE		ORIGINATING ACTIVITY	
DATE		☐ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ PHOTO FIELD PARTY ☐ COMPILATION ACTIVITY ☐ FINAL REVIEWER ☐ QUALITY CONTROL & REVIEW GRP. ☐ COAST PILOT BRANCH (See reverse for responsible personnel)	
METHOD AND DATE OF LOCATION (See instructions on reverse side)		CHARTS AFFECTED	
OFFICE	FIELD		
41E(C)7327 Oct. 21, 1974	Triang. Rec. Aug. 1975	12273 12278 12281	
"	"	"	"
"	"	"	"
"	Triang. Rec. Oct. 1975	"	"
41E(C)7359 Oct. 21, 1974	"	"	"
"	"	"	"
"	"	"	"
"	P-8-V Oct. 1975	"	"
"	Triang. Rec. Oct. 1975	"	"
41E(C)7352 Oct. 21, 1974	"	"	"
"	"	"	"
"	Triang. Rec. Aug. 1975	"	"
41E(C)7349 Oct. 21, 1974	P-8-V Oct. 1975	"	"

V F T M

Replaces C&GS Form 567.

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
NON-FLUORINATING AID TO NAVIGATION LANDMARKS FOR CHARTS

CHARTING NAME	TO BE CHARTED ☒ TO BE REVISED ☐ TO BE DELETED	REPORTING UNIT (If field party, ship or office) Coastal Mapping Div. A.M.C. Norfolk, Va.	STATE Maryland	LOCALITY Baltimore Harbor	DATE Jan. 1976	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 ☒ BEEN INSPECTED FROM SEAWARD TO DETERMINE THEIR VALUE AS LANDMARKS.						METHOD AND DATE OF LOCATION (See instructions on reverse side)		CHARTS AFFECTED
OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM	POSITION		OFFICE	FIELD	
DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses.)			LATITUDE	LONGITUDE				
			D.M. Meters	D.P. Meters				
TANK		(Proctor and Gamble Company Tank, 1934) Ht.=130(150)	39 16	76 35	74E(C)7348 Oct. 21, 1974	Triang. Rec. Aug. 1975	12273 12275 12281	
STACK		Western of Two	39 16	76 35		F-V-Vis. Oct. 1975	" "	
STACK		Eastern of Two	39 16	76 35		" "	" "	
SPIRE		Ht.=128(188)	39 16	76 36	74E(C)7347 Oct. 21, 1974	" "	" "	
SPIRE		Ht.=187(220)	39 16	76 36		" "	" "	
TANK		(Baltimore Gas and Electric Company, Gas Holder, 1954) Ht. (when full) 237(257)	39 16	76 37	74E(C)7326 Oct. 21, 1974	Triang. Rec. Aug. 1975	" "	
EMERSON TOWER		(Baltimore Bromo Seltzer Building, Clock Tower, 1957) Ht.=300(350)	39 17	76 37	74E(C)7347 Oct. 21, 1974	" "	" "	
TV TOWER		(Baltimore Television Station, WMAR, Mast, 1957) Ht. not given	39 17	76 36	" "	" "	" "	
STACK		Westerly of Four Ht.=203(210)	39 17	76 36	" "	F-V-Vis. Aug. 1975	" "	
STACK		Ht.=142(145)	39 17	76 36	" "	F-V-Vis. Oct. 1975	" "	

[illegible]

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
MARKS FOR CHARTS

LOCALITY: Baltimore Harbor ✓
DATE: Jan. 1976 ✓

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)

Read to determine their value as landmarks.

POSITION			METHOD AND DATE OF LOCATION (See instructions on reverse side)		CHARTS AFFECTED
LATITUDE	LONGITUDE		OFFICE	FIELD	
° / ' "	D.M. Meters	° / ' "			
15.6	✓	76 36.7	74E(C)7327 ✓ Oct. 21, 1974	F-V-Vis. Oct. 1975 ✓	12233 12234 12235
16.1	✓	76 36.1			" "
16.1	✓	76 35.8	74E(C)7359 ✓ Oct. 21, 1974	F-V-Vis. Oct. 1975	" "
16.2	✓	76 37.2			" "
17.4	✓	76 36.7	74E(C)7347 ✓ Oct. 21, 1974	F-V-Vis. Oct. 1975	" "

✓ F.T.M.

NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

☒ TO BE CHARTED
(If Aid Party, Ship or Office)
☐ TO BE REVISED
☐ TO BE DELETED

REPORTING UNIT
Coastal Mapping Div.
Norfolk, VA

STATE
Maryland

LOCALITY
Baltimore Harbor

DATE
2/16/77

The following objects HAVE ☒ BEEN INSPECTED from seaward to determine their value as landmarks.
OPR PROJECT NO.

HAVE ☒ NOT ☐ BEEN INSPECTED from seaward to determine their value as landmarks.
SURVEY NUMBER

514

CM-7415

TP-00837

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

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

Northwest Tower

Southwest Tower

Southeast Tower

NOTE: Even though the field editor felt that only one of these towers (NE) is necessary for a landmark, the final reviewer believes that they should all be charted on the large scale chart (12281), since they are all similar in size and shape.

Charles H. Bishop
Charles H. Bishop
Final Reviewer

*Submitted on Form 76-40 dated January 1976.

U.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)

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

OFFICE

FIELD

POSITION

LATITUDE

LONGITUDE

D.P. Meters

D.M. Meters

POSITION

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D.P. Meters

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D.M. Meters

POSITION

LATITUDE

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

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

REVIEW REPORT
TP-00837

SHORELINE

February 17, 1977

61. GENERAL STATEMENT:

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

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

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

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

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

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

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

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

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

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

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

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

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

65. COMPARISON WITH NAUTICAL CHARTS:

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

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

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

Submitted by:

Charles H. Bishop

Charles H. Bishop
Cartographer
February 17, 1977

Approved for forwarding:

Joseph W. Vonasek

Joseph W. Vonasek
Chief, Photogrammetric Branch, AMC

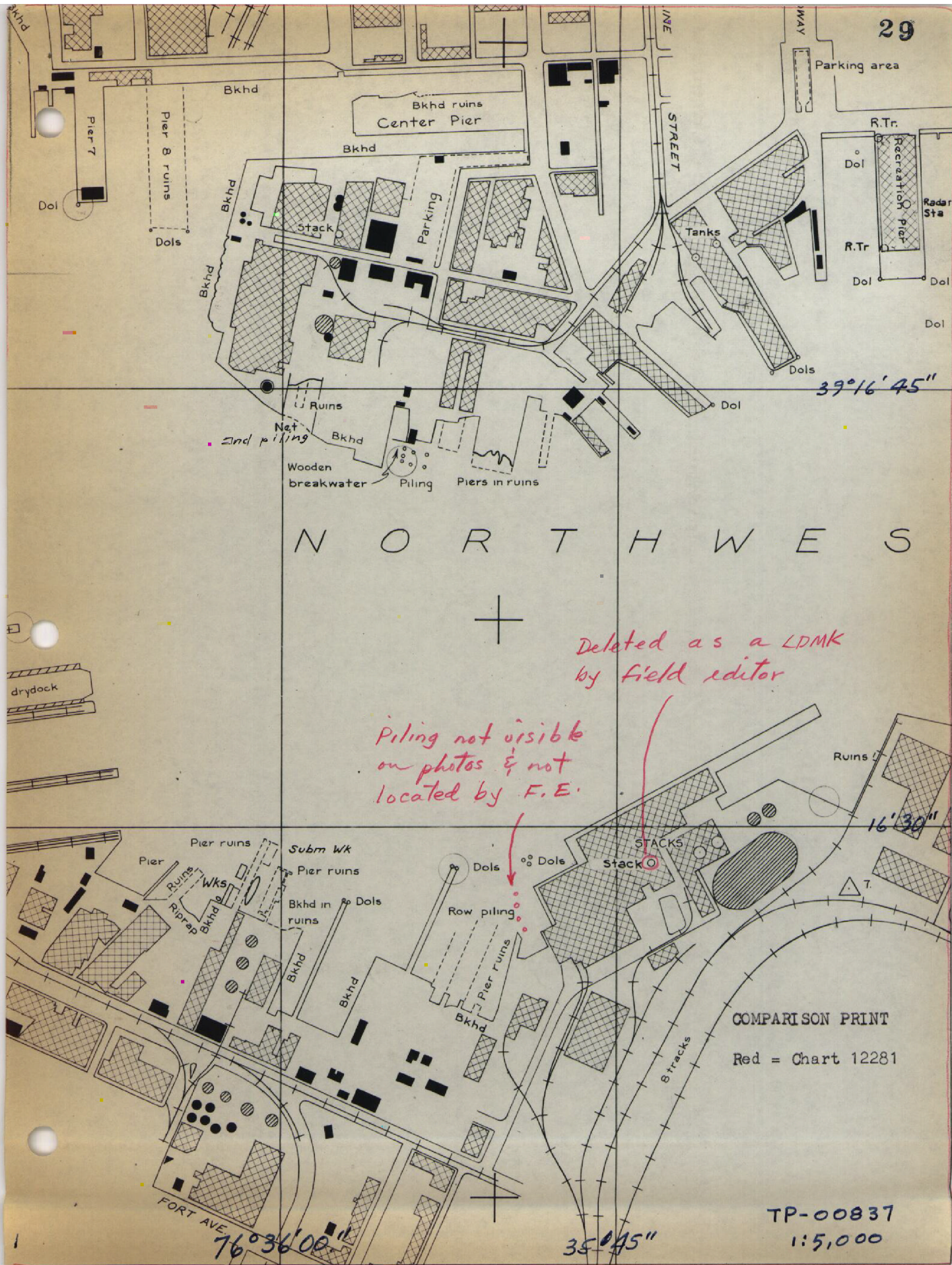
Approved:

AKG

Chief, Photogrammetric Branch

James Allen

Chief, Coastal Mapping Division

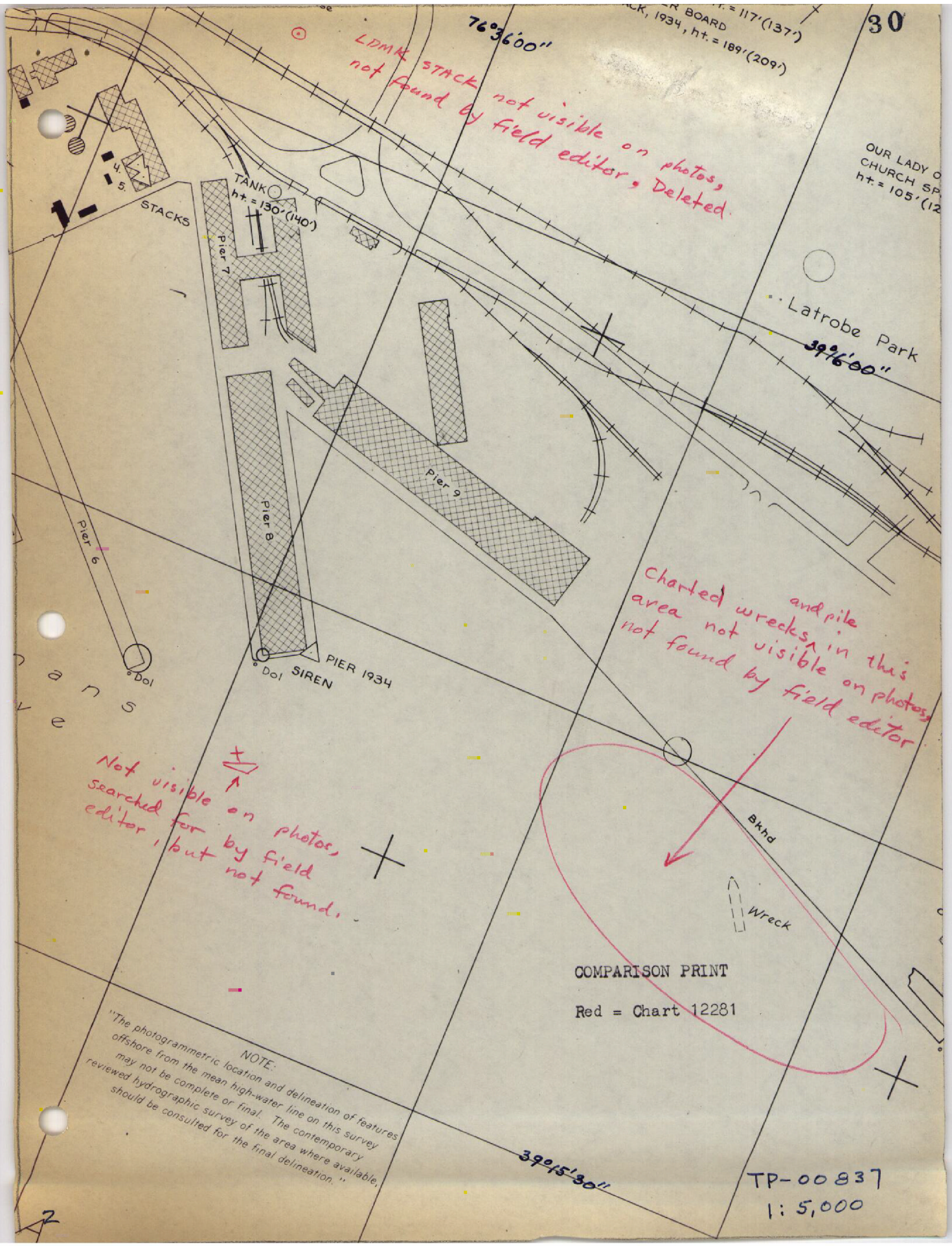


COMPARISON PRINT

Red = Chart 12281

TP-00837

1:5,000



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

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

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

COMPARISON PRINT
Red = Chart 12281

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

TP-00837
1:5,000

0,000 FT.

MIDDLE

BRANCH

Shoreline can't be moved
to accomodate soundings

15'30"

(3)

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

18,000 FT.

15'15"

WATERVIEW AVE.

Cherry Hill

COMPARISON PRINT

Red = Chart 12281
Purple = H-9566

TP-00837
1:5,000

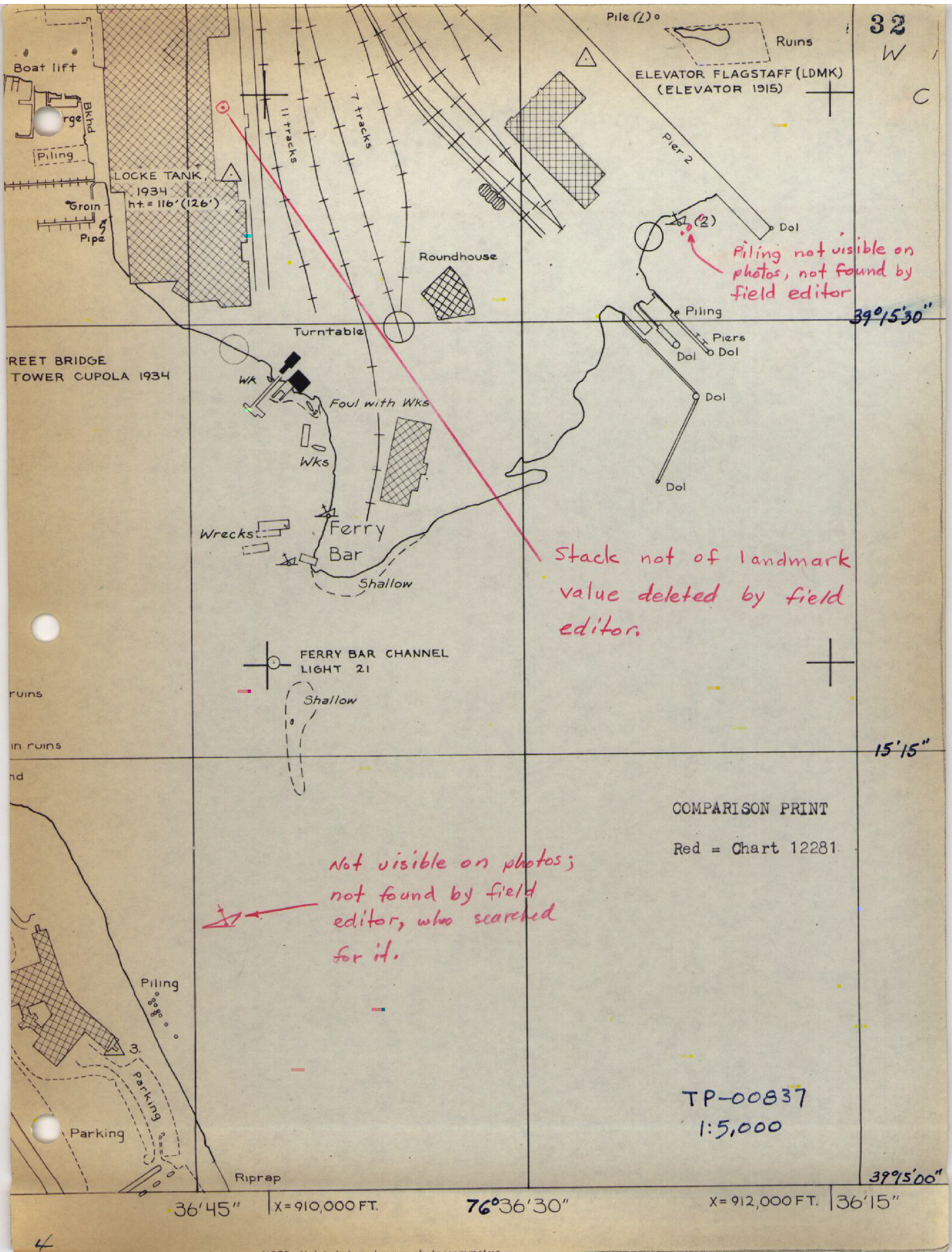
39°15'00"
76°37'30"

37'15"

X=908,000 FT. 37'00"

3

INDEX TO ADJOINING SHEETS JOB CM-7415



COMPARISON PRINT

Purple = H-9566

R I V E R



Y = 518,000 FT.

15'15"

Not visible on photos,
not located by Field
Edit.

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

See Review Report, Par. 64.

Area subject to frequent change

(2) (2)

foul with rains

39°15'00"

35'30"

X = 916,000 FT.

35'15"

76°35'00"

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

SCALE 1:5,000

(1 inch = 416.66 ft.)

CONTROL DATA

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

TP-00837

7415

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. _____

INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.

2. In "Remarks" column cross out words that do not apply.

3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

CHART	DATE	CARTOGRAPHER	REMARKS
12281	1-30-80	D.C. Harpene	Full Part Before After Verification Review Inspection Signed Via Drawing No. 48 Exam No Correction
12278	8-14-80	M. Mohamed	Full Part Before <u>After</u> Verification Review Inspection Signed Via Drawing No. 65
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via