

HARBOR BOARD ANNUAL REPORT 1913 [1912]

Department of Public Improvements—Sub-Department Harbor Board

ANNUAL REPORT
OF THE
HARBOR BOARD

TO THE
MAYOR AND CITY COUNCIL OF BALTIMORE

FOR THE
FISCAL YEAR ENDED DECEMBER 31, 1912



BALTIMORE
MEYER & THALHEIMER
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1913

7. As occasion may arise, the removal of vessels sunken in the harbor.

8. The construction of the new system of piers and docks, as authorized by Ordinance No. 149, November 10, 1904, and Chapter 485 of the Acts of 1910 of the General Assembly of Maryland.

Appropriations, etc., for the year 1912 were as follows:

Salaries (engineer and clerk).....	\$6,130 00
Dredging harbor.....	55,277 00
Iceboats	20,030 00
Repairs of wharves.....	7,300 00
Removal of floating matter.....	1,935 00
Removal of ashes.....	1,100 00
Incidentals	500 00
Light Street Bridge.....	16,619 00
Public wharves and docks.....	19,068 00
New Improvements—	
Commercial pier, East Baltimore.....	340,000 00
Commercial highway, South Baltimore.....	680,000 00
Widening of Pratt street, cost of constructing bridge and paving (plus unexpended balance of 1911).....	10,000 00
Total Departmental Appropriation.....	<u>\$1,157,959 00</u>

DREDGING.

An extra appropriation of \$15,000 was allowed by the Board of Estimates to dredge the upper harbor in order to overcome the foul odor which had been prevalent during the summer months for years, and to purify the water which had caused considerable damage to the white paint on steamers lying in the harbor. Bids were opened and the contract awarded on January 6, 1912, to Sanford & Brooks Company, the lowest bidder, at .109 cents per cubic yard. On account of the very low price the city was enabled to remove 128,356 cubic yards. Every dock along Light street, from Pratt street to Lee street, also the basin and docks between Piers 2 and 3, 3 and 4, and 4

and 5 Pratt street, and the back basin of Jones Falls, were thoroughly dredged to hard bottom. After the dredging was completed the water was treated several times with hypochloride of lime; \$1,000 of the above appropriation being used for this purpose. The Dredge Canton and No. 5 was engaged on this work from March 15 to June 21.

The total amount of dredging done at the Recreation Pier, South Broadway, was 128,436 cubic yards.

Table No. 1 shows the locations dredged, amount dredged, area covered and the cost of same.

An appropriation of \$25,000 was made to carry on the regular dredging.

Bids were opened and the contract was awarded on May 18, 1912, to the Maryland Dredging and Contracting Company, the lowest bidder, at 15 cents per cubic yard. Work was commenced on June 4 and the contract was completed on July 31.

The following dredges were engaged on the work: Patapsco, Maryland and Washington.

The main channel was widened 90 feet, from the lower side of Elevator "C" to a point above the North German Lloyd Steamship Pier; 27,331 cubic yards being removed. In addition to this, 16,268 cubic yards were removed from Jones Falls, making a total, with the 23,398 cubic yards removed by Sanford & Brooks, of 39,666 cubic yards.

Table No. 1 shows the location, amount dredged, cost of same and area covered.

of Awards October 2, 1912. These bids were opened on October 16, 1912, but as the Board of Awards had determined that the construction of the pier should be postponed, there was no reason for awarding the contract for the dredging.

In view of the change in plans it was necessary to change the grade of the streets in order to prevent any cutting along the present retaining wall of Federal Hill Park. As an ordinance had already been passed approving the original plan, it was necessary to prepare new plans and introduce an ordinance to repeal and re-enact the existing ordinance, in order to embody the desired changes. New profile and plans were submitted by this Department to the Board of Estimates and referred to the City Engineer for his approval, with instructions to have an ordinance prepared and introduced in the City Council covering the changes. This ordinance was introduced in December, 1912, and has not yet been passed.

All buildings on the property acquired by the city have been removed and there yet remains to be purchased by the city, January 1, 1913, the following property interests:

- No. 600 Light street, fee simple.
- No. 612 Light street, ground rent.
- No. 614 Light street, equity proceedings.
- No. 624 Light street, equity proceedings.
- No. 626 Light street, equity proceedings.
- No. 630 Light street, fee simple.
- No. 633 Light street, fee simple.
- No. 103 York street, fee simple.
- No. 105 York street, fee simple.
- No. 107 York street, fee simple.
- No. 103 Armistead lane, fee simple.
- No. 109 Armistead lane, leasehold and ground rent.
- No. 108 Armistead lane, ground rent.
- No. 119 Armistead lane, leasehold.
- No. 112 Armistead lane, fee simple.
- No. 114 Armistead lane, fee simple.
- No. 118 Armistead lane, fee simple.
- No. 612 William street (rear), leasehold.

- No. 614 William street (rear), fee simple.
 No. 616 William street (rear), leasehold.
 No. 705 William street, ground rent.
 No. 116 Hughes street, fee simple.
 No. 118 Hughes street, ground rent.
 No. 122 Hughes street, fee simple.
 No. 124 Hughes street, leasehold.
 No. 128 Hughes street, leasehold.
 No. 130 Hughes street, fee simple.
 No. 132 Hughes street, ground rent and leasehold.
 No. 134 Hughes street, ground rent.
 No. 205 Hughes street, ground rent.
 No. 207 Hughes street, leasehold.
 No. 209 Hughes street, leasehold.
 No. 211 Hughes street, leasehold.
 No. 213 Hughes street, leasehold.
 No. 215 Hughes street, leasehold.
 No. 217 Hughes street, ground rent.
 No. 231 Hughes street, fee simple.
 No. 233 Hughes street, leasehold.
 No. 235 Hughes street, leasehold.
 No. 508 Hughes street, ground rent.
 No. 510 Hughes street, ground rent.
 No. 512 Hughes street, ground rent.
 No. 514 Hughes street, ground rent.

Commercial Pier—Under the same Acts authorizing the work in South Baltimore, the Harbor Board started to acquire the property, prepared plans, etc., for the construction of a commercial pier in East Baltimore, south of Thames street, between Broadway and Ann street.

Location plans were approved by the Harbor Board on January 27, 1911, and by the Board of Estimates on February 7, 1911. The property purchased during the year was as follows:

26 leaseholds.....	\$229,126 00
10 reversions.....	25,541 66
13 fee simple.....	128,750 00
Total, 49 interests.....	<u>\$383,417 66</u>

As soon as enough of the property had been acquired and the buildings removed, the dredging of the slips was advertised. Bids for the work were opened before the Board of Awards on Wednesday, March 20, 1912, and referred to this Department. There was one bidder, the price submitted being sixty-five cents per cubic yard. The Harbor Board recommended that bids be thrown out, as they felt the price too high, and that the work be re-advertised. This was done and bids were again opened by the Board of Awards on April 10, 1912, and on the recommendation of the Harbor Board the contract was awarded to the Maryland Dredging and Contracting Company at thirty-eight cents per cubic yard, making a saving of about \$35,100 over the original bid.

As soon as the dredging had advanced enough to invite bids for the construction of the pier, plans and specifications were submitted to the Board of Awards September 18, 1912, and the same were opened before the Board of Awards October 23, 1912, and referred to this Department for tabulation. After tabulating the bids they were returned to the Board of Awards with a recommendation from the Harbor Board that the contract be awarded to William L. Miller for a concrete pier, sheet asphalt paving and timber pile foundation for building.

The Board of Awards felt that before awarding the contract on the plans as drawn, that it would be advisable to advertise for bids on a timber construction. Plans and specifications were prepared and submitted to the Board of Awards for their approval on November 20, 1912, work advertised and bids opened on December 4, 1912, and after being tabulated by this Department the difference in cost of the concrete construction as compared with that of timber construction was \$15,626.02. The Board of Awards after duly considering the matter felt that it would be advisable to adopt the original plans, and awarded the contract to William L. Miller, on

December 11, 1912. The contractor immediately started assembling his plant and getting his necessary supplies and materials, no actual construction work being done during the year.

PROPOSED IMPROVEMENTS.

The Harbor Board prepared plans for the second section of the new proposed street in South Baltimore, and the same were approved by the Harbor Board on May 9, 1911, and subject to the conditions of Chapter 485 of the Acts of 1910 of the General Assembly of Maryland were forwarded to the Board of Estimates, but to date have not been approved.

RECOMMENDATIONS.

We would respectfully recommend the consideration of the construction of an additional municipal pier some place in lower Canton, the work to be completed about 1915, at the time of the completion of the Panama Canal, feeling that the City of Baltimore should be in a position to take care of any influx that may be brought about by the Canal. We would recommend that the City of Baltimore communicate with the agents of different steamship companies plying between this country and foreign countries, with the idea of entering into an agreement with one of the aforesaid companies to furnish them, free of charge, a pier in lower Canton one year, under the condition that they further agree to have at least one sailing and preferably two sailings a month from the City of Baltimore to some foreign port, and that they further agree to remain in Baltimore for a term of at least five years, and after the first year to pay a fixed rental for the use of the pier. This was successfully done in Boston, and has been recommended before for this port. Boston is now constructing a pier costing over \$1,000,000 for the use of a foreign steamship company, the same to be given to the company, to our best knowledge, free of charge for one year.