

8765

Diag. No. 1951

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey PHOTOGRAPHIC SHORELINE

Field No. PH-7(1.6)P Office No. L-8765

LOCALITY

State PENNSYLVANIA & NEW JERSEY

General locality DELAWARE RIVER

Locality MLIBOLD ISLAND TO TRENTON, NEW JERSEY

1949

CHIEF OF PARTY

R. J. Sipe, Chief of Field Party

T. B. Reed, Baltimore Photo. Office

LIBRARY & ARCHIVES

DATE October 4, 1951

DATA RECORD

T - 8765

Project No. (II):

Quadrangle Name (IV):

PH-7(46)F

Field Office (II): Philadelphia, Pa.

Chief of Party: R. J. Sipe

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: Thos. B. Reed

Instructions dated (II) (III):

25 March 1946, 19 July 1946

Supplement 1, 14 June 1946

Supplement 2, 11 October 1946

Copy filed in Division of

Photogrammetry (IV)

Office Files

Method of Compilation (III): Graphic compilation

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV): 3/17/49 Date reported to Nautical Chart Branch (IV): 3/24/49

Applied to Chart No.

Date:

Date registered (IV): 19 July 1951

Publication Scale (IV): 1:10,000

Publication date (IV): April 1951

Geographic Datum (III): N.A. 1927

Vertical Datum (III): MHW

Mean sea level except as follows:

Elevations shown as (25) refer to mean high water

Elevations shown as (5) refer to sounding datum

i.e., mean low water or mean lower low water

Reference Station (III): CINDER, 1935

Lat.: 40° 07' 52.95" (1633.1m) Long.: 74° 44' 16.20" (383.6m)

Adjusted

~~UNADJUSTED~~

Plane Coordinates (IV):

State: N.J. (green) Zone:

Pa. (red) Zone: South

Y=

X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.

Areas contoured by various personnel
(Show name within area)
(II) (III)

DATA RECORD

Field Inspection by (II): S. J. Hathorn

Date: 12/1/47 to
1/30/48

Planetable contouring by (II): _____

Date:

Completion Surveys by (II): R. A. HORN

Date: 4-15-49

Mean High Water Location (III) (State date and method of location):

Same as date of photographs supplemented by field inspection.

Projection and Grids ruled by (IV): T. L. Janson

Date: 10/1/47

Projection and Grids checked by (IV): T. L. Janson

Date: 10/1/47

Control plotted by (III): L. A. Senasack

Date: 3/23/48

Control checked by (III): M. F. Kirk

Date: 4/8/48

Radial Plot ~~of Stereoscopic~~

Date:

~~Control Extension~~ by (III): F. J. Tarozza

4/13/48

Planimetry

Date:

Stereoscopic Instrument compilation (III):

Contours

Date:

Manuscript delineated by (III): D. A. Maskell

Date: 11/24/48 to 1/12/49
2/10/49 to 3/2/49

Photogrammetric Office Review by (III):

J. W. Vonasek

Date:

3/7/49 to 3/11/49

Elevations on Manuscript
checked by (II) (III): _____

Date:

Camera (kind or source) (III): U.S.Coast and Geodetic Survey, single lens type "D"
focal length 12".

PHOTOGRAPHS (III)				
Number	Date	Time	Scale	Stage of Tide
46-D-2081 to 46-D-2095	3/12/46	1425	1:10,000	1.3' above MLW
46-D-2104 to 46-D-2108	3/12/46	1444	1:10,000	1.4' above MLW

Tide (III)

~~Data on reverse side of field photographs~~
Reference Station: PHILADELPHIA, PA.
Subordinate Station: TRENTON, N.J.
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
	7.8	
	5.5	
	6.2	

Washington Office Review by (IV): L. M. Zajack

Date: April 14, 1950

Final Drafting by (IV):

Date: April 10, 1951

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 10

Shoreline (More than 200 meters to opposite shore) (III): 19.4

Shoreline (Less than 200 meters to opposite shore) (III): 23

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): 60

Recovered: 54

Identified: 16

Number of BMs searched for (II):

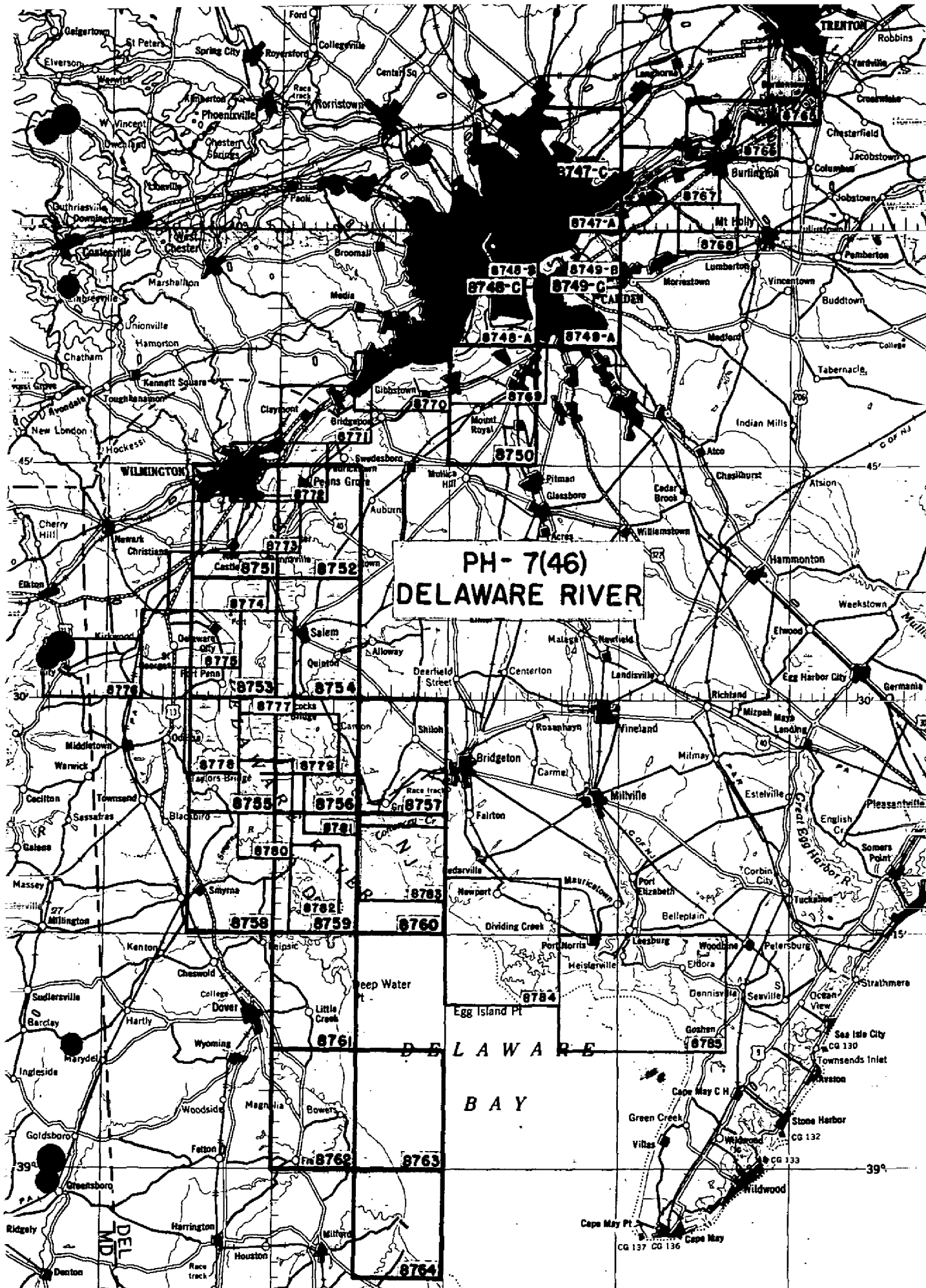
Recovered:

Identified:

Number of Recoverable Photo Stations established (III): 10

Number of Temporary Photo Hydro Stations established (III): 3029

Remarks:



Summary T-8765

This is the first in a series of 24 shoreline maps in Project Ph-7(46) covering both sides of the Delaware River from Trenton, New Jersey, and extending southward to Lower Delaware Bay.

These shoreline sheets at a scale of 1:10,000 furnish material for revision of the nautical chart, and for a series of 18 topographic compilations at a scale of 1:20,000 which are to be published by the U. S. Geological Survey. Since no topographic compilation covers this sheet this shoreline survey furnishes material for the revision of Nautical Chart 296 only.

FIELD INSPECTION REPORT
SHORELINE SHEETS T-8765 & T-8766
(74° 42') (40° 06')
(74° 46') (40° 04')
Project Ph-7(46)
Subproject F
Riley J. Sipe, Chief of Party

This report is for the entire area covered by Shoreline Sheets T-8765 & T-8766, and all information pertaining to the two sheets is included within this single report.

All phases of field work were completed in accordance with The Director's Instructions, Project Ph-7(46), dated 25 March 1946; Supplemental Instructions No. 1, dated 14 June 1946, and Supplemental Instructions No. 2, dated 11 October 1946, except for deviations herein noted.

Actual field work was completed by the writer, Stanley J. Hathorn, Photogrammetrist, during the period 1 December 1947 to 30 January 1948.

1. Description of the Area:

These two sheets include approximately 17 miles of the Delaware River south of Trenton, N. J. The railroad bridge at Trenton marks the upstream limit of navigation on the river, and also the approximate end of tidal influence in the river. The end of tidal influence is very definite; from a 6 ft. plus tide to rapids within a few hundred feet.

This portion of the river is characterized by well-defined banks, with the banks becoming increasingly prominent, especially on the N. J. side, by several large islands cut off from the shore by back channels, by wide mud flats that bare at low water, and by numerous hydraulic fills that now support scattered growths of small trees and other vegetation.

The Pennsylvania land area is comprised mainly of gently rolling farmland and woodland, and a long residential front in the vicinity of Bristol which is interspersed with occasional factory sites, and large water-filled aggregate pits in the vicinity of Pennsbury with sand and gravel loading terminal near the river.

Excluding Trenton, only the lower part of the New Jersey land area is prominent for it's few large factories surrounded by small towns along the river. These factories depend almost entirely upon well-developed motor and rail transportation facilities. There is very little farm land near the river along this shore.

Prominent for their lack of development are the Duck Island and Biles Island shores. Duck Island is bounded on the inland side by The Delaware and Raritan Canal (abandoned), and a two track line of the P.R.R. Immediately inshore of the canal and railroad is a large swamp riverward side of Crosswicks Creek.

Commercial river traffic consists principally of river barges transporting oil and coal to points along the N. J. shore; and sand and gravel leaving the Warner Sand & Gravel Co. along the Pa. shore for points downstream.

Pennsbury, Wm. Penn's former homestead and now maintained by the state as a shrine, is located on the Pa. shore opposite Roebling, N. J.

During the summer, the river is dotted with small pleasure boats and floating piers in the vicinity of the towns and along the upper shore of Duck Island.

2. Completeness of Field Inspection:

Field inspection is believed to be adequate and complete with the exception of the following changes since photography which are left for planetable location during field edit:

- a. Roebling - The shoreline immediately south of the J. A. Roebling Sons plant has undergone constant change since photography as a result of the plant dumping in the vicinity. However, the permanent offshore limits of the dump may be established by the time of field edit.
- b. South of Fieldsboro - Shoreline change within the property limits, and a new railroad siding.
- c. Pa. shore opposite Newbold Island - Shoreline change caused by river erosion between Δ Manor - 1912 and Δ Birch - 1935.
- d. Permacrete Corp. between Burlington and Florence - New factory.

3. Interpretation of Photographs:

The field party was furnished single lens ratioj prints at 1:10,000 scale.

All photographs were sharp, and no difficulty was experienced in field interpretation. There are occasional narrow bands of large brush along the Pa. shore that flood at MHHW. The offshore edge of the brush should be delineated as the fast MHWL.

Notes on the photographs are believed to be adequate for office compilation.

See this paragraph in Field Inspection Report for T-8767 regarding U. S. Engr. Plans.

4. Horizontal Control:

- a. U.S.C.&G.S. - Stations were recovered and identified in accordance with project instructions.

T-8766 - 85 stations were recovered in good condition, and the control is well distributed along both shores with the exception of the Pa. shore between Common Creek and Pennsbury.

T-8765 - 44 stations were recovered in good condition. ~~Most of the stations are limited to the lower part of the sheet.~~ Lack of photographic coverage prevented the identification of the azimuth mark, Carlsson-1933.

See paragraph 4 of Field Inspection Report for T-8767 regarding recovery of triangulated lts.

- b. U. S. Engineers - Seven permanently monumented stations were recovered at well-spaced intervals along the upper limits of sheet T-8765 to supplement the limited U.S.C.&G.S. control.

Most of the stations in the lower part of the area had already been connected with the U.S.C.&G.S. control scheme, and were recovered as U.S.C.&G.S. stations.

See paragraph 4 of Field Inspection Report for T-8767 concerning use of U. S. Engr. Plans as horizontal control index for U.S.C.&G.S. and Engr. stations.

- c. N.J.G.C.S. - Seven stations were recovered and five of the seven were identified.

Negative photostatic copies of the recovery notes were furnished Mr. Robert G. Blanchard, Topographic Engineer, Dept. of Conservation, Trenton, N. J.

5.. Vertical Control:

No field work required.

However, reference is made to this paragraph in the Field Inspection Report for T-8767 regarding existence of other agencies control in the area.

6. Contours and Drainage:

Not applicable.

7.. Mean High-Water Line:

Sufficient notes and symbolization are provided on the photographs for office delineation of the MHWL.

No appreciable changes were noted in the general MHWL between photography (spring range of tide) and field inspection. This is attributed to the character of the bank along most of the MHWL.

8. Low-Water Line:

See this paragraph in the Field Inspection Report for T-8767 concerning the Delaware River.

9. Wharves and Shoreline Structures:

Adequately covered on photographs.

10. Details Offshore from the High-Water Line:

Adequately covered on photographs.

11.. Landmarks and Aids to Navigation:

All landmarks to be charted or deleted have been separately submitted on Form 567.

All landmarks were identified on the photographs. However, pricking cards were submitted for only those few triangulated landmarks intended for use in control of the radial plot. The other triangulated landmarks are identified on the photographs by their landmark designation, and followed by the Δ station name in parenthesis.

All other landmarks have been properly described on Form 524.

Three landmarks added since photography were located by sextant cuts from nearby horizontal control stations, and the observed sextant angles are given below:

<u>Landmark</u>	<u>Instrument Sta.</u>	<u>Azimuth Station</u>	<u>Angle</u>
STACK Hercules Powder Co. T-8766	N.J.G.C.S.Mon.8810 ΔDuke Ecc-1935 ΔBristol 2-1935	ΔBurlington,U.S. Pipe & Foundry Co. Tk. - 1935 ΔBurlington,St. Pauls' Ch Spire- 1933 ΔBurlington,St. Marys' Ch Spire- 1933	46° 54' R 55° 56' L 98° 19' L
-	-	-	-
TANK (ELEV) Hercules Powder Co. T-8766	Mon. 8810 Duke Ecc Bristol 2	U.S.Pipe Tk. St.Pauls Spire St. Marys Spire	27° 13' R 51° 16' L 91° 45' L
-	-	-	-
TOWER (RADIO) (wbud) T-8765	ΔWestbridge U.S.E.D. 1912 ΔFerry-1928 (U.S.Engrs.) ΔTerrace-1939 (U.S.Engrs.)	ΔMorrisville, Robertson Art Tile Co. Stack-1933 LM STACK-1947 (American Br.Co.) Same as above	75° 56' L 59° 35' R 21° 23' L

All objects recommended for charting were inspected from the river for suitability as landmarks.

All fixed aids to navigation, including Air Beacon No.70 (Δ-1933), have been separately submitted on Form 567.

Points on all navigational ranges were located well beyond the useable limits of the ranges. A check point is provided for each sextant location. Sufficient information for plotting these points is given below:

a. Sextant observations with range lights as center object:

<u>Range</u>	<u>Side Object</u>	(1)	(2)
Bristol T-8766	Δ U.S.Pipe & Foundry Tk-1935 Δ Bristol, Superior Zinc Corp. Stack-1933	37°22' 19°39'	40°40' 23°45'
Kinkora T-8766	ΔP.R.P.Co.Stack-1933 Roebbing Range Rear Lt.	113°43' 14°39'	114°24' 15°18'
Trenton T-8765	ΔTrenton,Mott's W.T.-1933 ΔMorrisville,Art Tile Co. W.T.-1933	82°16' 112°35'	86°19' 113°45'

b. Ties from Δ stations:

<u>Range</u>	<u>Instrument Sta.</u>	<u>Azimuth Sta.</u>	<u>Angle</u>	<u>Distance</u>
College Point T-8766 (check)	Δ Bristol Br. TR N Lt-1935	Δ Bristol Br TR S Lt-1933	00° 00'	257.0'
- - - - -	Δ Bristol Br TR S Lt-1933	Δ Bristol Br TR N Lt-1935	00° 00'	283.0'
Burlington T-8766	Δ Elbow-1935	Δ Florence, Pipe 132° & Foundry Co. Steel Stack-1935	41'R	43.0'
- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
Roebling T-8766	Δ Bluff-1935	Δ Roebling, J.A. Roebling Co. Lettered W.T.-1933	49° 06'R	80.0'
- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
White Hill T-8765	Pt. "A" (White Hill)	Δ Manual Training Sch W.T.-1933	34° 25'E	96.0'
(Pt. "A" identified on photo 2087 and pricking card submitted.)				

c. Points pricked direct on photographs:

- (1) Newbold Range
- (2) Bordentown Range
- (3) Duck Island Range
- (4) Biles Island Range
(Pricking cards submitted with field data.)

d. Other: Florence Range - Use Δ Florence Center Line
Upper U.S.E.-1935 as point on range.

12. Hydrographic Control:

Thirty photo-hydro stations in T-8765, and fourteen in T-8766 were identified and numbered on the photographs according to the standard system. Typed descriptions are submitted on the back of pricking cards along with the field data.

13. Landing Fields and Aeronautical Aids:

One small private airport, Skyhaven AirCenter - located in T-8765, is labeled on photo 2093.

Air Beacon No. 70(Δ-1933) was identified and a pricking card submitted with the fixed aids for T-8766. It is also included on the separately submitted Form 567 for fixed aids.

14. Road Classification:

Roads are classified in accordance with Photogrammetry Instructions No. 10, dated 14 April 1947, and Admendment, dated 24 October 1947.

15. Bridges:

All bridge information for the area covered by this report assisted in the U. S. Engineer "List of Bridges over the Navigable Waters of the U.S.", dated 1 July 1941, was verified in the field, all clearances were carefully measured with a steel tape, and the published descriptions and clearances were found to be correct except for the following discrepancies; which were reported to the Local District Engineer:

PAGE NO.&LOCATION	SPANS	TYPE	HOR. CL.°		VERT. CL.°	
			1941 LIST	1947 FIELD	1941 LIST	1947 FIELD
(Est. MHW)						

Page 16

ASSICUNK CR., N.J.

Broad St., Burlington	3	F	33.5'	29.7'		
					(center span)	

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BLACK CR., N.J.

Bordentown, PRR	1	F	64.8'	52.0'		
(1947 field measurement is clear channel distance between pier footings that bare at MLW.)						
Bordentown, Route NO.2-1		F			3.65'	6.0'

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DELAWARE RIVER

Bristol-Burlington	6	VL	500.0'	515.0'		
					(center span)	
(1947 field measurement checks bridge plans.)						
Trenton, Bridge St.	5	F	215.0'	211.5'	0.4'	23.0'
(Channel not navigable to powerboats under this bridge.)			(center span)		(Flood HW)	

(The clear width of the channel spans from left to right at the top of piers to the nearest foot are 212, 220, 214, and 169 respectively. The exact clear width of the center span at the top of the piers is 214.15 ft. The bridge piers are 20.4 ft. wide at the top and have a batter on each side of $\frac{1}{8}$ in. to 1 ft. (vert.).

PAGE NO. & LOCATION	SPANS	TYPE	HOR. CL. °		VERT. CL. °	
			1941 LIST	1947 FIELD	1941 LIST	1947 FIELD
Trenton, PRR	18	F(arch)	60.0'	58.0'	8.2'	32.0' max. (Flood HW) 20.0' min.

Clearance of a private bridge in T-8765 at the Warner Co. sand and gravel loading basin, and not included in the Engineer List of Bridges, is shown on photo. 2082 in T-8765.

16. Buildings and Structures:

Adequately covered on the photographs.

17. Boundary Monuments and Lines:

Not applicable.

18. Geographic Names:

This was the subject of a special report by Mr. A. J. Wraight, Topographic Engineer, submitted during the summer of 1947.

Submitted
9 Feb 1948

Stanley J. Hathorn
Stanley J. Hathorn
Photogrammetrist

Approved
17 Feb 1948

Riley J. Sipe
Riley J. Sipe
Chief of Party

Box 8924, Tacony Sta.
Phila 35, Pa.

6 February 1948

To: @The Director
U.S. Coast & Geodetic Survey
Washington, 25, D. C.

Subject: Discrepancies in Non-Floating Aid Descriptions

The following discrepancies in the 1946 Light List for The Atlantic and Gulf Coasts were noted during field inspection of Project Ph-7(46)F:

The list is limited to two obvious errors in height; and to dates that lights were rebuilt. The dates were secured as a result of an investigation of lights that were also triangulation stations.

However, it may be added that no noticeable discrepancies were encountered in the published description of the general location of the lights, and of the supporting structures.

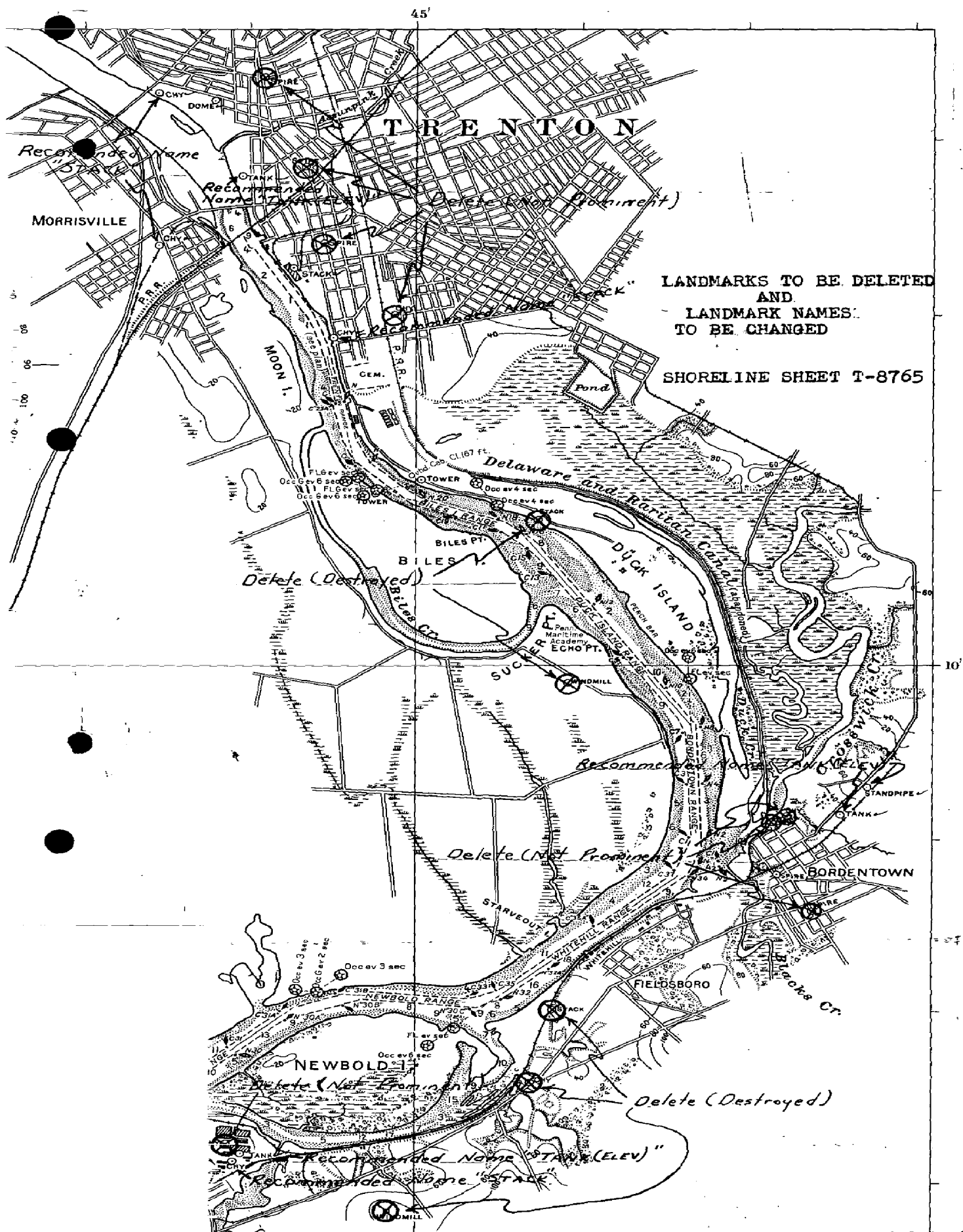
<u>LIGHT</u>	<u>DISCREPANCY</u>	<u>SOURCE OF INFORMATION</u>
Rancocas R Range Rear -	32 ft above water	Notice to Mariners
	Rebuilt 1938	#16, dated 4-20-38
Rancocas R Range Front	Rebuilt 1938	Same as above
Torresdale Range Rear	Moved 1936	Notice to Mariners
		#39, dated 9-23-36
*Mud I Range Front	See Notices	Notice to Mariners
		#30, dated 7-24-35
Enterprise Range Lts	Moved 1936	Notice to Mariners
		#36, dated 9-2-36
Beverly Range Lts	Moved 1936	Notice to Mariners
		#32, dated 8-5-36
Groydon Aviation"-NY70	115 ft above water	Field Measurement
		1947 - S. J. H.

The sources of information were furnished by The Commander, 3rd Coast Guard District, New York 4, N. Y.

*Also #39, dated 9-23-36.

Stanley J. Hathorn
Photogrammetrist

cc: Lt. Comdr. Sipe



RADIAL PLOT REPORT

PROJECT NO. PH-7(46)-F

SURVEYS NOS. T-8765, T-8766, T-8767, & T-8768

1. GENERAL DESCRIPTION

Surveys Nos. T-8765, T-8766, T-8767, and T-8768 are the four shore-line manuscripts which comprise the entire area of sub-project NO. PH-7 (46)F, located along the Delaware River between Torresdale and Trenton and along Rancocas Creek from its mouth to Hainesport. These surveys will be compiled in accordance with instructions dated 25 March 1946 and 19 July 1946 by graphic photogrammetric methods.

2. LAYOUT

A sketch showing the layout of the maps, horizontal control and photograph centers is attached to this report.

3. PHOTOGRAPHS

Two types of photographs were used in the radial plot of these surveys. The photographs along the Delaware River were taken with the U.S.C. & G.S. Type D single lens camera, focal length 12 inches, at a contact scale of 1:16,000.

The photographs along Rancocas Creek were taken with the U.S.C. & G.S. Type C, single lens camera, focal length 6 inches, at a contact scale of 1:20,000. All photographs of both types were ratioed to a scale of 1:10,000.

4. MANUSCRIPTS

The projection sheets for these surveys were ruled on acetate, at a scale of 1:10,000, with the ruling machine and checked in the Washington Office. The polyconic projections were ruled on these sheets in black; the Pennsylvania South State grid, 5000-foot intervals, was ruled in red, and the New Jersey State grid, 5000 foot intervals, was ruled in green.

5. CONTROL

The field inspection party recovered 193 established horizontal control stations within the area of these surveys. Two other stations were not recovered but believed to exist. Of these recovered stations, 56 were identified as horizontal control stations, 42 were identified as lights, beacons or landmarks, and 95 were not identified on photographs. In addition, 21 horizontal control stations were recovered in area outside of, but adjacent to these surveys. Of these, 9 were identified as horizontal control, one was identified as a landmark, and 11 were not identified on photographs. No new horizontal control stations were established.

6. FIELD INSPECTION

The field inspection of the horizontal control was excellent, since only 10 out of the large number of control stations identified, (65 as horizontal control, and 43 as lights and landmarks) could not be held in the radial plot. At least three of these appear to have incorrect geographic positions. (See Par. 13)

7. SUMMARY

It would have been desirable to have a few additional control stations along Rancocas Creek particularly near the junction between Surveys T-8767 and T-8768. There are no U.S.C. & G.S. triangulation stations on Survey T-8768 and most of the N.J.G.C.S. monuments and N.J. Riparian and Stream Survey Monuments are near or outside the east boundary of this survey. Also the quality of photographs taken with the Type C camera was inferior to the others due to greater enlargement during ratioing, the season of the year and large number of tilted photographs. The quality of photographs taken with Type D Camera is very good. The number and distribution of all photographs is sufficient for a satisfactory radial plot.

DETAILS OF RADIAL PLOTTING

8. The scale of the projection sheet, 1:10,000, was determined by the Washington Office and all photographs were ratioed to this scale. The plot was made with vinylite and acetate templets. The vinylite templets were used with the Type D photographs and acetate templets with Type C photographs.

9. All control was first transferred to acetate base sheets with 5000-foot grids by matching the New Jersey State grid on projection sheets with the grid on base sheets. Templets were laid on the base sheets when making the radial plot.

A large number of lights, stacks and water tanks were identified by field inspection party as landmarks and aids to navigation, instead of as control stations. The established positions of all of these, which had no record of having been moved or rebuilt, were also transferred to the base sheets and used in the radial plot.

10. The templets were laid in the usual manner, using first those templets which had most control stations and extending control by pass points across gaps between control stations. There was some difficulty in extending the radial plot across the area along Rancocas Creek near junction between Surveys T-8767 and T-8768 because of tilted photographs and inferior quality of photographs which made pricking of control and pass points difficult, but a satisfactory plot is believed to have been obtained.

11. After the radial plot was completed on the base sheets, the projection sheets were laid over the templets, again matching grid lines and control points. The photograph centers and pass points were then pricked directly on the projection sheets.

12. The positions of all pass points and photograph centers are within 0.5 millimeters of their correct geographic positions.

13. The following control stations could ^{not} be held in the radial plot:

FLORENCE, FLORENCE PIPE AND FOUNDRY CO., STEEL STACK, 1935
(Survey T-8766) *Field edit reports station destroyed & two others built.*

Radially plotted position is 0.6 mm southwest of geographic position.

SUB. PT. EAST, 1912 (Survey T-8766)

Radially plotted position is 6.5 mm southwest of geographic position. *Object misidentified. See Control Identification Card file (Form M-526-11) filed under T-8766. L.M.G.*

SUB. PT. ENTERPRISE C.L. (U.S.E.) 1935 (Survey T-8767):

Radially plotted position is 3.0 mm southwest of geographic position. *Rejected. Measured distance varies by 1 chain from radial plot position. - L.M.G.*

SUB. PT. MON. 8878, 1939 (Survey T-8767)

Radially plotted position is 1.2 mm northwest of geographic position. *Questionable angle reading. Rejected. L.M.G.*

SUB. PT. TAYLOR 2, 1911 (Survey T-8767)

Radially plotted position is 0.3 mm southeast of geographic position. *Rejected. L.M.G. Questionable angle reading.*

SUB. PT. MON. 3/29-2, 1936 (Survey T-8768) *Rejected. L.M.G.*

Radially plotted position is 0.7 mm southeast of geographic position. *(No reason, other than tilt, could be found for this discrepancy)*

Of the above control stations not held in the radial plot, the positions of three substitute points appear to be possibly in error. At Enterprise C.L. (USE), the error of 30 meters in the exact azimuth from the station indicates a possible error of one chain length being dropped when measuring the distance to substitute point. At MON. 8878, the discrepancy appears to be possibly an error in reading the azimuth angle, $3^{\circ}49'$ instead of $0^{\circ}49'$. At EAST, 1911, the error may possibly be due to sighting on a water tank which has no position instead of Bristol Municipal Water Tank.

The horizontal positions of all other stations identified as horizontal control were held in the radial plot.

14. The geographic positions of the following stations, identified in the field as landmarks and aid to navigation only, could not be held in the radial plot:

ROEBLING RANGE FRONT LT., 1935 (Survey T-8765) ⁸⁷⁶⁶

Radially plotted position is 2.4 mm northeast of geographic position.

(Light believed to have been moved. Should be checked by field edit party.)

*"Moved" according to field edit - Form 526 filed 4-18-50
Form 567 filed 4-18-50
See T-8766*

TRENTON, PEOPLES BREWERY STACK, 1933 (Survey T-8765)

Radially plotted position is 2.3 mm northwest of geographic position. (Geographic position believed to be in error. Should be) (checked by field edit party.) See Field Edit & Review Reports attached

BEVERLY, BEAUNIT MILLS TANK, 1935 (Survey T-8767)

Radially plotted position is 3.0 mm east of geographic position. (Geographic position believed to be in error. Should be) (checked by field edit party.)

misidentified. See photo 46-D-20705 Field Edit pricking card. - L.M.G.
RIVERSIDE METAL CO. STACK, 1933 (Survey T-8767)

Radially plotted position is 2.5 mm northeast of geographic position.

Another larger stack nearby falls on the geographic position. (Misidentified by field party.)

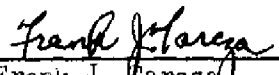
All other landmarks and aids to navigation were held to the plotted geographic positions in the radial plot.


15. REMARKS

With the large number of control stations available and identified along the Delaware River, there was no difficulty in laying an accurate plot in that area. However, along the Rancocas Creek area in Survey T-8768, considerable adjusting of templates was necessary before a satisfactory plot could be obtained which was believed to be within the limits of accuracy required. Identification of control and pass points was difficult on photographs which were not clear and taken with foliage on trees. These were also considerably enlarged to proper scale. After the plot was complete, an examination of photographs under projection sheets, with radially plotted positions added, disclosed that about half of the photographs on this survey, T-8768, were noticeably tilted. It was not possible to determine this before the radial plot was complete or to make tilt determinations on tilted photographs because of lack of sufficient control stations in this area of the radial plot.

Respectfully submitted
28 April 1948

Approved and forwarded
14 May 1948


Frank J. Marcza
Photogrammetric Engineer


Thos. B. Reed
Officer in Charge
Baltimore Photogrammetric Office

Index No.	Name of Station	Recovered	Control Pricking	Remarks
4	EDDINGTON ST. FRANCIS INDUSTRIAL SCHOOL BELFRY, 1933	Yes	None	
5	NESH, 1911	Yes	None	
7	ENTERPRISE CL (USE), 1935	Yes	Sut.Pt.	Also Light
9	GUN, 1911	Yes	None	
9	GUN ECCENTRIC, 1933	Yes	None	
10	EDGEWATER, CL LOWER (USE) 1935	Yes	Sub.Pt.	
13	BEVERLY ST. STEPHENS CH.SP. 1933	Yes	Direct	
14	BEVERLY, ST. JOSEPHS CATHOLIC CH. SP., 1935	Yes	None	
15	DRENNAN, 1911	Yes	None	
16	BEVERLY, ROET F. HOBBS CO. LETTERED WATER TANK, 1933	Yes	None	Landmark
17	BEVERLY, BEAUNIT MILLS TANK, 1935	Yes		Landmark
18	BEVERLY, WALL ROPE WORKS SMALL TANK, 1935	Yes	None	
19	BEVERLY, WALL ROPE WORKS TANK, 1933	Yes		Landmark
20	BEVERLY RANGE FRONT LIGHT, 1935	Yes	Direct	Now-Eddington Range
21	BEVERLY RANGE REAR LIGHT, 1935	Yes	Direct	Front Lt. Now Eddington Range Rear Lt.
23	ANDALUSIA, ENTERPRISE MANUFACTURING CO. TANK FINIAL, 1935	Yes	Direct	
24	MUD ISLAND RANGE FRONT LIGHT, 1935	Yes		Light
25	CORNWALL HEIGHTS, SCHUTTE & KOERTING CO. WATER TANK, 1933	Yes		Landmark
26	CORNWALL HEIGHTS, SCHUTTE AND KOERING CO. STACK, 1933	Yes		Landmark
27	DREXEL, 1911	Yes	None	
29	ANDALUSIA 2, 1935	Yes	Direct	
31	PINE, 1911	Yes	Direct	
32	DIEHL, 1911	Yes	None	
33	MUD, 1911	Yes	None	
35	TORRESDALE EDEN HALL CLOCK TOWER, 1911	Yes	Direct	
36	FISHER 2, 1911	Yes	None	Replaced by USE from RM's.
37	HAWK 2, 1911	Yes	None	
38	TAYLOR 2, 1911	Yes	Sub.Pt.	
41	DELANCO, DOBBINS MEMORIAL METHODIST CH.SP. 1935	Yes	None	

Index No.	Name of Station	Recovered	Cont'd Pricking	Remarks
43	RIVERSIDE METAL CO. STACK, 1933	Yes		Landmark
44	RIVERSIDE, RIVERSIDE METAL CO. TANK, 1935	Yes		Landmark
45	RIVERSIDE, KEYSTONE WATCH CASE CO. TANK, 1935	Yes		Landmark
46	RIVERSIDE, ST. PETER'S CH. SP., 1933	Yes	None	
47	RIVERSIDE MUNICIPAL STANDPIPE, 1933	Yes	Direct	
48	RIVERSIDE, FLORENCE THREAD CO., TANK, 1935	Yes		Landmark
50	TORRESDALE, SUPT. OF HATCHERIES HOUSE CUPOLA, 1911	Yes	Direct	
54	FILTER PLANT 2, 1935	Yes	Direct	
55	TORRESDALE ROUND HOUSE CUPOLA, 1911	Yes	Direct	
56	PLUM (USE) 1935	Yes	None	
58	WRIGHT 2, 1911	Yes	None	
59	WELLS 2, 1911	Yes	Direct	
578	BEVERLY, PRESBYTERIAN CH. SP., 1933	Yes		Landmark
579	BAID 2, 1935	Yes	None	
580	BRIDGEBORO N.E. TRANSMISSION TOWER, 1933	Yes	Direct	(Doubtful)
580	BRIDGEBORO SW TRANSMISSION TOWER, 1933	Yes		Landmark
584	AIRWAY BEACON NO. 70, 1933	Yes		Beacon
585	BRISTOL GRUNDY FARM WATER TANK, 1933	Yes	None	
587	McKEE 2, 1935	Yes	Direct	
587	COLLEGE POINT RANGE FRONT LIGHT, 1935	Yes		Light
587	COLLEGE POINT RANGE REAR LIGHT, 1935	Yes		Light
588	FERGUSON 2, 1935	Yes	Sub.Pt.	
590	MAPLE, 1912	Yes	None	
591	BRISTOL, ROHM & HAAS COUNTRY CLUB TANK, 1935	Yes	Direct	
592	BEACH, 1912	Yes	None	
593	BURLINGTON-BRISTOL BRIDGE, TOWER NORTH LIGHT, 1935	Yes		Landmark
593	BURLINGTON-BRISTOL BRIDGE, SOUTH PIER RED LIGHT, 1933	Yes		Landmark
594	KERR ECCENTRIC, 1933	Yes	None	
595	MONUMENT No. 2846 (N.J.G.C.S.) 1935	Yes	None	
598	MONUMENT No. 2845 (N.J.G.C.S.) 1935	Yes	Sub.Pt.	

Index No.	Name of station	Recovered	Control Pricking	Remarks
599	BURLINGTON, ST. MARY'S CH. SP., 1933	Yes		Landmark
600	BURLINGTON LIGHT, 1935	Yes		Light
601	BURLINGTON, PRESBYTERIAN CHURCH DOME, 1935	Yes	None	
601	BURLINGTON, ENDEAVOR FIRE CO. CLOCK TOWER, 1935	Yes	None	
602	BURLINGTON MUNICIPAL STANDPIPE, 1933	Yes		Landmark
602	STATION A (USE), 1935	Yes	None	
603	BURLINGTON, ST. PAUL'S CH. SP., 1933	Yes		Landmark
604	DUKE, 1912	Yes	None	
604	DUKE ECCENTRIC, 1935	Yes	None	
604	CANAL CL (USE) 1935	Yes	Sub.Pt.	
605	BRISTOL RANGE FRONT LIGHT, 1935	Yes		Light
605	BRISTOL RANGE REAR LIGHT, 1935	Yes		Light
606	BRISTOL, ROHM & HAAS CO. STACK, 1933	Yes		Landmark
609	STATION B (USE) 1935	Yes	None	
610	STATION C (USE) 1935	Yes	None	
610	BURLINGTON, U.S. PIPE & FOUNDRY CO. STANDPIPE, 1935	Yes		Landmark
611	STATION D (USE) 1935	Yes	None	
611	STATION E (USE) 1935	Yes	Direct	
611	IRON, 1935	Yes	None	
611	BURLINGTON, U.S. PIPE & FOUNDRY CO. TANK, 1935	Yes		Landmark
612	BOARD, 1935	Yes		
616	STAND, 1935	Yes	None	
616	STATION G (USE) 1935	Yes	None	
617	STATION F (USE) 1935	Yes	None	
618	LEHIGH RANGE UPPER LIGHT, 1935	Yes		Light
618	BRISTOL, M.E. CH.SP., 1935	Yes	None	
618	BRISTOL, ST. JAMES PRESBYTERIAN CH. SP., 1935	Yes	None	
618	BRISTOL 2, 1935	Yes	None	
618	BRISTOL MUNICIPAL TANK, 1933	Yes	Direct	
619	BRISTOL, THOS. L. LEEDOM CO., SILVER WATER TANK, 1933	Yes		Landmark

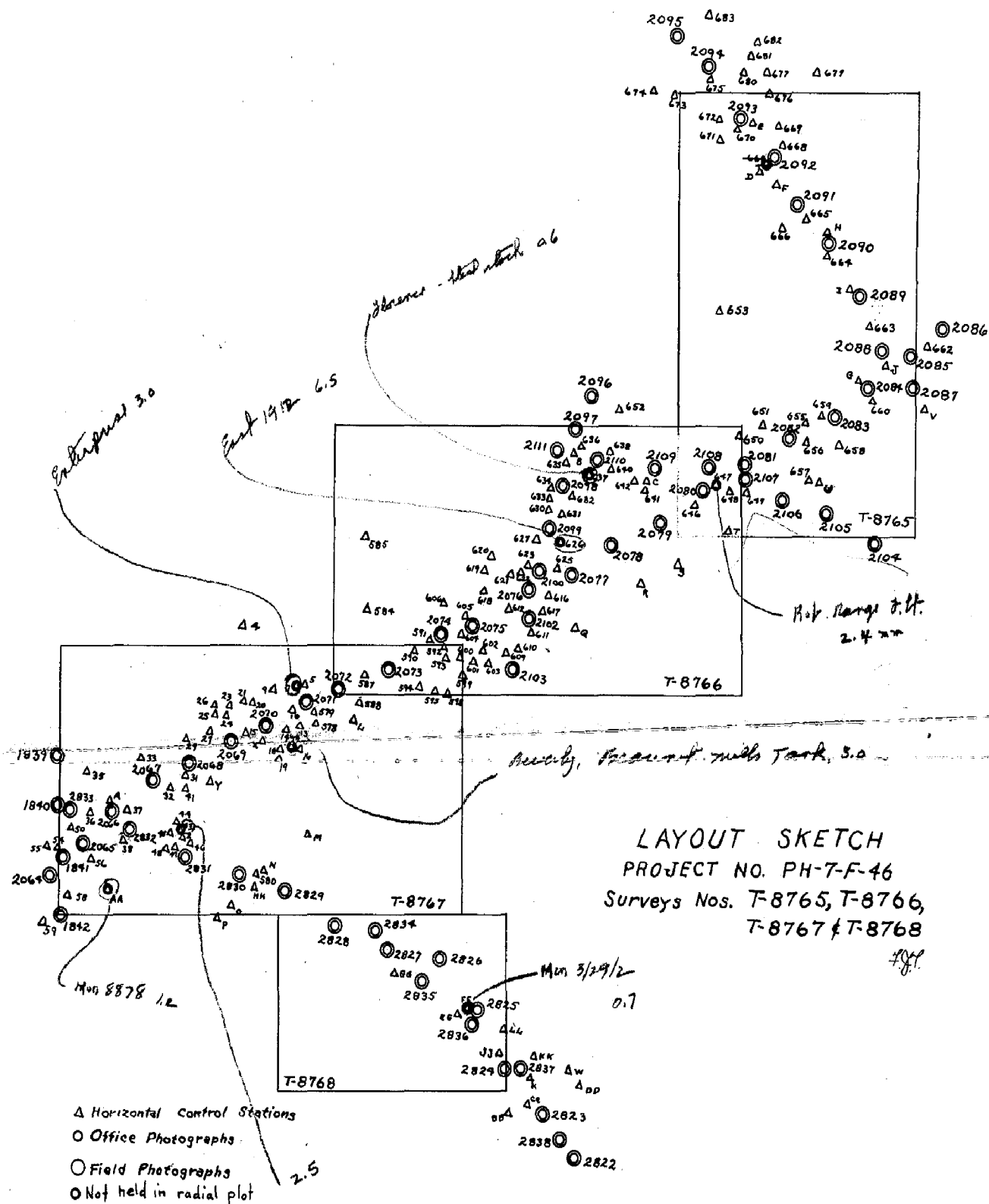
Index No.	Name of Station	Recovered	Control Pricking	Remarks
620	BRISTOL, GRUNDY CO., INC., TANK, 1935	Yes	None	
620	BRISTOL, GRUNDY WORSTED MILLS CLOCK TOWER, 1933	Yes		Landmark
620	BRISTOL, WARNER J. STEEL CO. TANK, 1935	Yes		Landmark
621	BRISTOL, C.L. ANDERSON'S HOUSE CUPOLA, 1935	Yes	None	
621	BRISTOL, ST. MARKS CATHOLIC CH. SP. 1935	Yes	None	
622	SWAIN, 1912	Yes	None	
623	ZINC, 1935	Yes	None	
623	BRISTOL, SUPERIOR ZINC CORPORATION NORTH STACK, 1933	Yes	Direct	
625	BRIDGE 2, 1935	Yes	None	May be moved later
626	EAST, 1912	Yes	Sub.Pt.	
626	ANCHOR C.L. (USE) 1935	No	None	
627	FLEET, 1935	Yes	None	Believed to exist
630	LANDRETH 2, 1935	Yes	None	
631	KEYSTONE C.L. (USE) 1935	Yes	None	
631	CAR, 1912	Yes	None	
631	CAR ECCENTRIC, 1933	Yes	None	
632	WOOD, 1912	No	None	
633	HAWKES, 1935	Yes	None	Believed to exist
633	STATION 59B (USE), 1935	Yes	None	
634	RIVERVIEW 2, 1935	Yes	None	
635	CHURCH C.L. (USE) 1935	No	Sub. Pt.	RM No. 2 recovered
635	ELBOW, 1935	Yes	None	
635	STATION 57A (USE) 1935	Poor	None	
636	PAPER, 1935	Yes	None	
636	PATTERSON PARCHMENT PAPER CO. WATER TANK, 1933	Yes	None	Landmark
636	EDGELEY, PATTERSON PARCHMENT PAPER CO. SMALL TANK, 1935	Yes	Direct	
636	PATTERSON PARCHMENT PAPER CO. STACK, 1933	Yes		Landmark
636	FLORENCE RANGE FRONT LIGHT, 1935	Yes		Light
636	FLORENCE RANGE REAR LIGHT, 1935	Yes		Light
637	FLORENCE, FLORENCE PIPE & FOUNDRY CO. STEEL STACK, 1935	Yes	Direct	
637	WATER, 1935	Yes	None	
638	LAND 2, 1935	Yes	None	

Index No.	Name of Station	Recovered	Control Pricking	Remarks
640	BROWN 2, 1935	Yes	None	
641	FLORENCE STANDPIPE, 1933	Yes	Direct	
642	FLORENCE ST. CLARE'S CATHOLIC CH. SP., 1935	Yes		Landmark
646	TULL ECCENTRIC, 1933	Yes	None	
646	TULL, 1912	Yes	None	
646	ROEBLING ASSUMPTION CH. SP., 1933	Yes		Landmark
647	ROEBLING CL (USE) 1935	Yes	None	
647	ROEBLING RANGE FRONT LIGHT, 1935	Yes		Light
648	ROEBLING, J.A. ROEBLING CO. LETTERED WATER TANK, 1933	Yes		Landmark
648	ROEBLING, RED BROWN WATER TANK, 1935	Yes	None	
648	ROEBLING RED STANDPIPE, 1933	Yes	None	
649	ROEBLING, J. A. ROEBLING CO. UNLETTERED WATER TANK, 1933	Yes	Direct	
649	ROEBLING, J. A. ROEBLING CO. TALLEST STACK, 1933	Yes	Landmark	Landmark
650	STATION 45 (USE) 1935	Yes	Sub.Pt.	
651	MANOR, 1912	Yes	None	
652	ABANDONED PLANT STACK, 1933	Yes	Direct	
653	TURKEY, 1933	Yes	None	
655	BIRCH, 1935	Yes	None	
655	WARNER CL. (USE) 1935	Yes	None	
656	WHITEHILL RANGE FRONT LIGHT, 1935	Yes		Light
657	SHREVE, 1935	Yes	None	
658	CINDER, 1935	Yes	None	
658	BALLAST, 1935	Yes	None	
658	BANK, 1912	Yes	None	
658	FIELDSBORO, CHURCH BRICK CO. STACK, 1933	Yes	Direct	Partially destroyed, 1946
659	STARKEY, 1935	Yes	None	
659	CEDAR 2, 1935	Yes	None	
660	BORDENTOWN MANUAL TRAINING HIGH SCHOOL SILVER WATER TANK, 1933	Yes	Direct	
662	BORDENTOWN MUNICIPAL WATER TANK, 1933	Yes	Direct	
663	FARM ECCENTRIC, 1933	Yes	Sub. Pt.	

Index No.	Name of Station	Recovered	Control Pricking	Remarks
663	FARM (USE), 1912	Yes	None	
664	LONG-BAR FRONT RANGE, 1933	No	None	Destroyed.
665	DELAWARE RIVER EAST TWIN TRANSMISSION TOWER, 1933	Yes	Direct	
666	DELAWARE RIVER WEST TWIN TRANSMISSION TOWER, 1933	Yes	Direct	
667	TRENTON PEOPLES-BREWERY STACK, 1933	Yes		Landmark
668	TRENTON ROEBLING BUCKTHORN PLANT STACK, 1950	Yes	None	
668	TRENTON, J.L.MOTT POTTERY CO. WATER TANK, 1933	Yes	Direct	
668	TRENTON, J.L. MOTT POTTERY CO. STACK, 1933	Yes	None	
669	TRENTON, N.J. STATE PRISON STACK, 1933	Yes	None	
670	WESTBRIDGE ECCENTRIC, 1933	Yes	None	
670	WESTBRIDGE (USE) 1912	Yes	None	
671	MORRISVILLE, ROBERTSON ART TILE CO. WATER TANK, 1933	Yes	Direct	
671	MORRISVILLE, ROBERTSON ART TILE CO. STACK, 1933	Yes		Landmark
672	MORRISVILLE, AJAX COMB CO. STACK, 1933	No field data available		
673	MORRISVILLE HEIGHTS SILVER STANDPIPE, 1933	Yes	Direct	Listed as Morris Heights
674	CARLSSON, 1933	Yes	None	
675	MORRISVILLE MUNICIPAL STANDPIPE, TALL BLACK, 1933	Yes	Direct	
676	TRENTON, AMERICAN STEEL AND WIRE CO. CONCRETE STACK, 1933	Yes	Direct	
676	TRENTON, AMERICAN STEEL AND WIRE CO. WATER TANK, 1933	Yes	None	
676	TRENTON, ST. JOHN'S CHURCH, NORTHERLY OF TWIN SPIRES, 1933	Yes	None	
677	TRENTON, BROAD ST. BANK HEATING PLANT STACK, 1933	Yes	None	
679	TRENTON SENIOR HIGH SCHOOL SPIRE, 1933	Yes	None	
680	TRENTON, STATE CAPITOL DOME, 1933	Yes		Landmark
680	TRENTON TRUST CO. FLAGPOLE, 1933	Yes	None	
681	TRENTON ST. MARY'S CH. SP., 1933	Yes	None	
682	TRENTON, WASHINGTON MONUMENT, 1933	Yes	None	
683	TRENTON, HILL'S REFRIGERATION CO. WATER TANK, 1933	Yes	None	
683	TRENTON, HILL'S REFRIGERATION CO. STACK, 1933	Yes	None	
A	TORRESDALE (39) (USE) 1939	Yes	Sub.Pt.	
B	STATION 57 (USE) 1935	Yes	None	
C	BLUFF, 1935	Yes	None	

Index No.	Name of Station	Recovered	Control Pricking	Remarks
D	MORRIS 2 (USE) 1928	Yes	None	
E	FERRY (USE) 1928	Yes	None	
F	TERRACE (USE) 1939	Yes	None	
G	BUD (USE) 1912	Yes	Direct	
H	PERRIWIG (USE) 1930	Yes	None	
I	THROPP (USE) 1912	Yes	None	
J	28 B (USE) 1912	Yes	None	
K	MON NO. 2823, 1938	Yes	Direct	
L	MON. NO. 2869, 1939	Yes	Sub.Pt.	
M	MON. NO. 2892, 1937	Yes	Sub.Pt.	
N	MON. NO. 2894, 1937	Yes	Sub.Pt.	
O	MON. NO. 2897, 1937	Yes	None	
P	MON. NO. 2898, 1937	Yes	Sub.Pt.	
Q	MON. NO. 8810, 1938	Yes	Direct	
R	MON. NO. 8814, 1938	Yes	Direct	
S	MON. NO. 8817, 1938	Yes	None	
T	MON. NO. 8821, 1938	Yes	Sub.Pt.	
U	MON. NO. 8828, 1938	Yes	Direct	
V	MON. NO. 8833, 1938	Yes	Direct	
W	MON. NO. 8846, 1938	Yes	Sub.Pt.	
X	MON. NO. 8870, 1939	Yes	Sub.Pt.	
Y	MON. NO. 8874, 1939	Yes	Sub.Pt.	
Z	MON. NO. 8876, 1939	Yes	Sub.Pt.	
AA	MON. NO. 8878, 1939	Yes	Sub.Pt.	
BB	MON. NO. 14863, 1940	Yes	Sub.Pt.	
CC	MON. NO. 14864, 1940	Yes	None	
DD	MON. NO. 14867, 1940	Yes	Sub.Pt.	
EE	MON. NO. 3/38-1, 1936	Yes	None	
FF	MON. NO. 3/29-2, 1936	Yes	Sub.Pt.	
GG	MON. NO. 3/51, 1936	Yes	Sub.Pt.	
HH	MON. NO. 3/74, 1936	Yes	Sub.Pt.	
JJ	MON. NO. 3/109, 1936	Yes	Sub.Pt.	

Index No.	Name of Station	Recovered	Control Pricking	Remarks
KK	MON. NO. 3/115, 1936	Yes	None	
LL	MON. NO. 104/3, 1936	Yes	None	



MAP T. 8765.

PROJECT NO. PH-7(46)F

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX Pg. 1927)	DATUM N.A. 1927	LATITUDE OR U-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
✓ MANOR, 1912	Acc. No. 1664	✓	40 08 08.935			275.6 1595.0	
✓ TURKEY, 1933	67	✓	74 45 28.534			675.5 744.9	
✓ BIRCH, 1935	67	✓	40 09 46.379			1430.5 420.1	
✓		✓	74 46 28.451			673.3 746.6	
✓	-3340	✓	40 08 10.116			312.0 1538.6	
✓	360	✓	74 44 48.431			1146.6 273.9	
✓ WARNER C.L. (USE) 1935	-3340	✓	40 08 10.784			332.6 1518.0	
✓	376	✓	74 44 52.397			1240.5 180.0	
✓ WHITEHILL RANGE FRONT LIGHT, 1935	-3340	✓	40 07 55.08			1698.8 151.7	
✓	376	✓	74 44 46.54			1101.8 318.7	
✓ SREVE, 1935	-3340	✓	40 07 20.345			627.5 1223.1	
✓	360	✓	74 44 45.720			1082.6 33.1	
✓ CINDER, 1935	-3340	✓	40 07 52.95			1633.1 27.4	
✓	276	✓	74 44 16.20			383.6 1037.0	
✓ BALLAST, 1935	USED PHILA DIST.		40 08 12.656			390.3 1460.2	
✓			74 44 06.265			148.3 1272.1	
✓ BANK, 1912	USED PHILA DIST.		40 08 14.867			458.5 1392.0	
✓			74 44 04.512			106.8 1313.6	
✓ FIELDSBORO, CHURCH	Acc. No. 1751	✓	40 07 48.660			1500.8 34.9.8	
✓ BRICK CO. STACK, 1935 (Destroyed in 1946)	Acc. No. 1751 Pg. 87	✓	74 44 16.107			381.3 1039.2	
✓ STARKEY, 1935	Acc. No. 3340	✓	40 08 16.22			500.3 1350.3	
✓	376	✓	74 44 28.64			678.0 742.4	
✓ CEDAR 2, 1935	USED PHILA. DIST.		40 08 22.506			694.2 1156.4	
✓			74 44 16.349			387.0 1033.4	

1 FT. = 3048006 METER

COMPUTED BY: Harry R. Rudolph

DATE 19 Feb. 1948

CHECKED BY: Leroy A. Senasack

DATE 17 March 1948

M-2388-12

MAP T. 8765

PROJECT NO. PH-7(46)F

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX) Pg. No.	DATUM N.A. 1927	LATITUDE OR y -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
WESTBRIDGE ECGEN- TRIC, 1933	G-1664 67	✓	40 12 23.793			733.8 1116.7	
WESTBRIDGE (USE), 1912	G-1664 80	✓	74 46 11.584			274.0 1145.0	
MORRISVILLE, ROBERT- SON ART TILE CO. WATER TANK, 1933	G-1751 84	✓	40 12 23.291			718.4 1132.2	
MORRISVILLE, ROBERT- SON ART TILE CO. STACK, 1933	G-1751 84	✓	74 46 11.348			268.4 1150.6	
MORRISVILLE, AJAX LOCOMB CO. STACK, 1933	" 85	✓	40 12 12.530	7		386.5 1146.1	
MORRISVILLE HEIGHTS SILVER STANDPIPE 1933	" 85	✓	74 46 36.282	8		858.1 561.0	
CARLSON, 1933	G-1664 56	✓	40 12 11.66			359.6 1491.0	
MORRISVILLE MUNICI- PAL STANDPIPE, TALL BLACK, 1933	-1751 84	✓	74 46 34.60			818.3 600.7	
TRENTON, AMERICAN STEEL & WIRE CO. CONCRETE STACK, 1933	" 85	✓	40 12 24.456			754.3 1096.3	
TRENTON, AMERICAN STEEL & WIRE CO. WATER TANK, 1933	" 85	✓	74 46 33.8 18			799.8 619.2	
TRENTON, ST. JOHN'S CHURCH, NORTHERLY OF TWIN SPIRES, 1933	-1751 85	✓	40 12 51.787			1597.3 253.3	
TRENTON, BROAD ST. BANK HEATING PLANT STACK, 1933	" 82	✓	74 47 32.113			759.4 659.4	
			40 12 52.838			1629.7 220.9	
			74 47 50.961			1205.1 213.7	
			40 13 03.874			119.5 1738.1	
			74 46 47.610			1125.8 293.0	
			40 12 46.461			1133.0 417.6	
			74 45 26.878			635.6 783.2	
			40 12 49.633			1530.9 319.7	
			74 45 32.239			762.4 656.5	
			40 12 51.576			1590.8 259.8	
			74 45 41.256			975.6 443.2	
			40 13 10.851			334.7 1515.9	
			74 45 44.835			1060.1 358.6	

1 FT. = 3048006 METER

COMPUTED BY: H.R. Rudolph

DATE 19 Feb. 1948

CHECKED BY: L.A. Senasack

DATE

17 March 1948

M-2388-12

MAP T. 8765

PROJECT NO. PH-7(46)F

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX) Acc. Pg. No.	DATUM N.A. 1927	LATITUDE OR ν -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
BORDENTOWN MANUAL TRAINING HIGH SCHOOL SILVER WATER TANK, 1933.	G-1751 Pg. 86	✓	40 08 30.612 74 43 28.232			944.2 906.4 668.3 752.0	
BORDENTOWN MUNICIPAL WATER TANK, 1933	" 85	✓	40 09 18.033 74 42 17.146	East of limits of this survey		556.2 1294.4 412.9 1007.1	
FARM ECCENTRIC, 1933	G-1664 Pg. 67	✓	40 09 34.991 74 43 30.853			1079.2 771.4 730.2 689.8	
FARM (USE), 1912	G-1664 Pg. 79	✓	40 09 34.757 74 43 30.913			1072.0 778.6 731.6 688.4	
LONG BAR, FRONT RANGE, 1933	G-1751 Pg. 82	✓	40 10 36.07 74 44 17.04	Destroyed.		1112.5 738.1 403.2 1016.4	
DELAWARE RIVER EAST TWIN TRANSMISSION TOWER, 1933	" 86	✓	40 11 03.914 74 44 58.734			120.7 1729.9 1389.5 30.0	
DELAWARE RIVER WEST TWIN TRANSMISSION TOWER, 1933	" "	✓	40 10 58.841 74 45 14.812			1814.8 35.7 350.6 1068.9	
TRENTON PEOPLES- BREWERY STACK, 1933	" 82	✓	40 11 52.10 74 45 29.40	Non-check triangulation position rejected - radial plot position given on Form 567 dated April 14, 1950. L.L.M.G.		1606.9 243.7 695.4 723.8	
TRENTON, ROEBLING BUCKTHORN PLANT STACK, 1933	" 86	✓	40 12 10.250 74 45 13.639			316.1 1534.4 322.6 1096.5	
TRENTON, J.L.MOTT POTTERY CO., WATER TANK, 1933	" 85	✓	40 12 05.054 74 45 18.465			155.9 1694.7 436.7 982.4	
TRENTON, J.L.MOTT POTTERY CO. STACK, 1933	" 86	✓	40 12 00.556 74 45 08.479			17.1 1833.4 200.5 1218.6	
TRENTON, N.J. STATE PRISON STACK, 1933	" 86	✓	40 12 22.320 74 45 20.440			688.4 1162.2 483.4 935.6	

1 FT. = 3048006 METER

COMPUTED BY: H.R. Rudolph

DATE 19 Feb. 1948

CHECKED BY: L. Senasack

DATE 17 March 1948

M. 2388-12

4

MAP T-58765

PROJECT NO. PH-7(46)F

SCALE OF MAP 1:10,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM N.A. 1927	LATITUDE OR y -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
TRENTON, SENIOR HIGH SCHOOL SPIRE, 1933	No. Pg. G-1751 84	✓	40 13 07.054 74 44 37.506	Not within limits of ms.		217.5 1633.1 886.8 531.9	
TRENTON, STATE CAP- ITOL DOME, 1933	" "	✓	40 13 13.543 74 46 13.282	Not within limits of ms.		417.7 1432.9 314.1 1104.6	
TRENTON TRUST CO. FLAGPOLE, 1933	" "	✓	40 13 13.451 74 46 02.721	Not within limits of ms.		414.9 1435.8 64.3 1354.4	
TRENTON, ST. MARYS- CH. SP., 1933	" 83	✓	40 13 21.594 74 45 57.709	Not within limits of ms.		666.0 1164.6 1364.5 54.2	
TRENTON, WASHINGTON MONUMENT, 1933	" 83	✓	40 13 32.618 74 45 54.611	Not within limits of ms.		1006.0 844.6 1291.2 127.4	
TRENTON, HILL'S RE- FRIGERATION CO.	" 83	✓	40 13 56.694 74 46 04.281	Not within limits of ms.		1748.7 102.0 101.2 1317.2	
WATER TANK, 1933	" 83	✓	40 13 58.466 74 46 07.393	Not within limits of ms.		1803.3 47.3 174.8 1243.6	
TRENTON, HILL'S RE- REFRIGERATION CO. STACK, 1933	" 83	✓	40 13 58.466 74 46 07.393	Not within limits of ms.		1803.3 47.3 174.8 1243.6	
MORRIS 2 (USE) 1928	U.S.E.D. Phila. Dist.	✓	40 11 52.386 74 45 45.051			1615.7 234.8 1065.6 353.6	
PERRY (USE) 1928	"	✓	40 12 30.169 74 46 00.121			930.5 920.1 2.9 1416.1	
TERPACE (USE) 1939	"	✓	40 11 39.783 74 45 27.047			1227.0 623.6 639.8 779.5	
BUD (USE) 1912	"	✓	40 08 48.015 74 43 44.208			1480.9 369.7 1046.4 373.8	
FERRIWIG (USE) 1930	"	✓	40 10 47.012 74 44 11.962			1450.0 400.6 283.0 1136.5	

1 FT. = 3048006 METER

COMPUTED BY: H.R. Rudolph

DATE 1 March 1948

CHECKED BY: L. Senasack
R. GlaserDATE 17 March 1948
3 March 1948

M-2388-12

X

1.000

FACTOR DISTANCE GRID OR PROJECTION LINE IN METERS	FORWARD (BACK)
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10

Not within limits

DATE 3 March 1948

M-2388-12

COMPILATION REPORT

SHORELINE MANUSCRIPT, SURVEY No. T-8765

Manuscript T-8765 is one of four shoreline surveys in Project No. PH-7(46)-F along the Delaware River. This manuscript covers the territory along the shoreline from Roebling to Trenton, N. J. Compilation Instructions No. 1 dated 14 June 1946, and Supp. Instructions No. 2, dated 11 October 1946, have been complied with except for deviations herein noted. *All instructions on file in office files of Div. Photogr. unless otherwise noted.*

26. CONTROL

For the layout of control on this manuscript refer to the radial plot report. A list of control stations is included in this report on Form M-2388-12. The geographic position of the following station, identified in the field as a landmark and aid to navigation only could not be held in the radial plot:

TRENTON, PEOPLES BREWERY STACK, 1933. Radially plotted position is 2.3 mm northwest of geographic position. *See Form 567 included herein, dated 4-14-50.*

Station MORRISVILLE HEIGHTS SILVER STANDPIPE, 1933 was recovered as MORRIS HEIGHTS STANDPIPE 2, 1933. No position is available for the latter name and it was assumed that both names apply to the same station. *Same station - L.M.G.*

27. RADIAL PLOT

Refer to the combined Radial Plot report for Surveys T-8765 to T-8768, incl., submitted to the Washington Office 14 May 1948, and *included herein.*

28. DELINEATION

Compilation is in accordance with Photogrammetry Instructions No. 17 dated 15 September 1947.

Limits of areas of marsh, high ground and interpretation of other inland features were determined after careful stereoscopic examination of the photographs.

Section of shoreline N. from Duck Island Front Light to Trenton Peoples Brewery Stack transferred to manuscript by use of the vertical projector as it was not possible to cut in detail points.

Field inspection was adequate for the area covered by this survey.

29. SUPPLEMENTARY DATA

U. S. Engineers Survey of the Delaware River, Philadelphia to Trenton, dated 1932 revised to 1941.

U. S. Engineers Disposal Area Maps, Delaware River, scale 1":200', various dates 1935 to 1945.

30. MEAN HIGH WATER LINE

Delineation of the mean high water line is in accordance with field identification.

31. MEAN LOW WATER LINE

~~None shown~~ *In accordance with field identification and office interpretation.*

32. DETAILS OFFSHORE FROM THE MHWL

Delineated in accordance with field identification.

33. WHARVES AND SHORELINE STRUCTURES

No comment.

34. LANDMARKS AND AIDS TO NAVIGATION

Delineated in accordance with field identification. Forms No. 567 for the landmarks and aids to navigation within the limits of this survey and all other surveys in Project No. PH-7(46)F are submitted with this report. *Also see Chart Letter 244 (49).*

See section of chart No. 296 attached to this report for landmarks to be deleted and names of landmarks to be changed as recommended by the field inspection party.

35. HYDROGRAPHIC CONTROL

²⁹
~~Thirty~~ photo hydro stations were located and delineated in accordance with field identification. A list of their descriptions is attached to this report.

36. LANDING FIELDS AND AERONAUTICAL AIDS

See field report.

37. GEOGRAPHIC NAMES

Geographic names were taken from the final name standards furnished this office. A list of geographic names is attached to this report.

39. JUNCTIONS

Junction was made with Survey T-8766 to the west and found to be in good agreement. The other boundaries are the project limits.

41. BRIDGES

See paragraph 15 in the field report.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

This manuscript was compared with United States Corps of Engineers quadrangles Trenton West, Trenton East, Columbus and Bristol (scale 1:25,000) and found to be in good agreement with the exception of Carlyle Creek which is not shown on the manuscript as it has been filled in.

Previous survey No. T-3378 of the U.S. Coast and Geodetic Survey is in the area of this manuscript but was not available for comparison. *See Review Report.*

45. COMPARISON WITH EXISTING NAUTICAL CHARTS

This manuscript was compared with the U. S. Coast and Geodetic Survey Chart No. 296, scale 1:40,000, and found to be in good agreement except for Carlyle Creek, which is not shown on the manuscript as it has been filled in.

The following topographic information shown on Survey T-8765 is of sufficient importance to warrant immediate application to the charts:

None.

The following topographic details above the plane of MHW are not shown on this manuscript but are believed to still exist and should be carried forward on the chart:

None.

Low water features are to be completed by the Hydrographic Party.

Minor changes in cultural and shoreline details require no special discussion.

Respectfully submitted:

Louis A. Maskell
Engineering Draftsman

Harry R. Rudolph
Supervisor

Joseph W. Vonack
Photogrammetric Engineer
Photogrammetric Office Reviewer

Approved and forwarded
March 1949

Howard B. ...
Officer in Charge
Baltimore Photogrammetric Office

PHOTO-HYDRO STATIONS

<u>Signal No.</u>	<u>Description</u>	<u>Photo.No.</u>
6501	Light pole at rear center of small wood bldg. next to river. Building located at end of track at gravel loading site approximately 60 ft. above MHW.	2082
6502	Downstream corner next to river of old brick house in ruins. Approx. 30 ft. above MHW.	2082
6503	Upstream gable of abandoned brick and wood house. Approx. 35 ft. above MHW.	2082
6504	Brick chimney at downstream gable of three story white frame house. Approx. 50 ft. above MHW.	2083
6505	Downstream gable of old two story brick house. Approx. 50 ft. above MHW.	2085
6506	White chimney in center of roof. Approx. 35 ft. above MHW.-	2089
6507	Gable next to Biles Creek of unpainted dwelling. Approx. 30 ft. above MHW.	2090
6508	Chimney at downstream gable of two story unpainted house. Approx. 40 ft. above MHW.	2090
6509	Upstream gable of tiny white dwelling. Approx. 30 ft. above MHW.	2090
6510	Intersection of road centerline. Approx. 15 ft. above MHW.	2090
6511	Upstream gable of two story white frame house. Approx. 50 ft. above MHW.	2090
6512	Downstream corner of stone pier next to creek. Approx. 2 ft. above MHW.	2090
6513	Chimney at gable next to creek of two story concrete house. Approx. 50 ft. above MHW.	2091
6514	Roof peak in center of two story light brick house. Approx. 50 ft. above MHW.	2091
6515	Chimney at riverward gable of two story gray frame building. Approx. 50 ft. above MHW.	2092

Signal No	Descriptions	Photo. No.
6516	Downstream corner of large metal building. Approximately 45 ft. above MHW.	2092
6517	Downstream tower of six skeleton steel towers upstream of large Trenton Marine Terminal bldg. Approx. 75 ft. above MHW.	2091
6518	Downstream corner next to river of flat top green metal bldg. Approx. 30 ft. above MHW.	2091
6519	Square, dirty brick chimney at upstream end of large building that is downstream of Oil Co. Approx. 75 ft. above MHW.	2093
6520	SW corner of sheet piling oil wharf. Approx. 5 ft. above MHW.	2089
6521	West gable of Bordentown Yacht Club cinder block bldg. Approx. 20 ft. above MHW.	2088
6522	Upstream corner of concrete wharf of Yapewi Aquatic Club. Approx. 2 ft. above MHW.	2088
6523	North gable of tin covered bldg. of Continen- tal Chain Corp. Approx. 40 ft. above MHW.	2084
6524	Concrete RR telephone booth. Approx. 15 ft. above MHW.	2084
6525	Downstream gable of cinder block bldg. with red roof of Bordentown Yacht Service. Approx. 35 ft. above MHW.	2082
6526	Chimney in center of roof of 2 story brick house with green roof. Approx. 80 ft. above MHW.	2082
6527	Riverward iron RR signal post, set in concrete of two identical posts (on opposite sides of track.) Approx. 20 ft. above MHW.	2082
6528	Chimney at downstream gable of 1$\frac{1}{2}$ story house. Approx. 40 ft. above MHW.	2082
6529	Peak of roof of the front half of a small permanent gray metal bldg. Approx. 15 ft. above MHW.	2106
6530	Concrete RR telephone booth. Approx. 15 ft. above MHW.	2106

FIELD EDIT REPORT
SHORELINE SHEET T-8765
(74°42.5') (40°06.5')
PROJECT PH-7 (46)

E. R. McCarthy, Chief of Party

The field edit survey of this sheet was made by Mr. R. A. Horn, Photogrammetrist, from 11 April 1949 to 14 April 1949, in accordance with The Director's Field Edit Instructions dated 24 August 1945 and supplementary instructions.

46. METHODS

See report on T-8767

4. HORIZONTAL CONTROL

Triangulation station "TRENTON? PEOPLES BREWERY STACK, 1933", mentioned under paragraph 26 of the compilation report, was investigated in the field. General appearance and local information verify that this station has not been disturbed.

7. MEAN HIGH WATER LINE

See report on T-8767

11. LANDMARKS AND AIDS TO NAVIGATION

Footings are all that remain of both the front and rear lights of the NEWBOLD RANGE. The KINKORA RANGE, similarly, is no longer in existence. All that remains of the front light is the footing; the rear light structure is upright but the light has been removed. Form 567 is submitted on the status of aforementioned aids. The Commandant of the U. S. Coast Guard has been notified of the necessity of a change in the Light List.

47. ADEQUACY OF COMPILATION

The compilation appears very good. Minor details which were generally obscure on the photographs and changes that have transpired since photography are noted on the field edit sheet and the photographs.

49. REVIEWS

See report on T-8767

Submitted: 15 April 1949

Robert A. Horn
Photogrammetrist

The positions given have been checked after listing by

~~R. A. Horn~~ *H. R. Rudolph*

Chief of Party:

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. 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.

April 1945

~~TO BE ORNATED~~
TO BE DELETED

Camden, N.J.

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

The positions given have been checked after listing by Stanley Hiken, Eng. And

R. G. Harwin

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. 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.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

**TO BE CHARTED
TO BE DELIVERED**

STRIKE OUT ONE

Trenton, New Jersey

April 14, 1950

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

The positions given have been checked after listing by I. Martin Gazik

S. V. Griffith

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* beacons shall be reported on this form. The data should be considered for the charts of the area and not by the charting office.

FIELD INSPECTION OF CHARTED LANDMARKS AND AIDS TO NAVIGATION

Chart No. 296 --- Philadelphia, Pa. to Trenton, N.J.

Ship GILBERT, October 1948

Reference:- INSTRUCTIONS - DELAWARE RIVER, Director's letter
22/MEK, S-2-GI, 12 October 1948 - Paragraph 2.

In accordance with Instructions contained in reference, a field inspection of charted Landmarks and Aids to Navigation on Chart No. 296 was accomplished, underway, by the Ship GILBERT.

All Landmarks and Aids were checked on northbound and southbound trips run on 23 and 27 October 1948, respectively. During the intervening period, the Ship GILBERT remained at Trenton, N. J. and an inspection was made of the immediate locality of Trenton from the bridge to the Trenton Marine Terminal.

Inspection of Landmarks was accomplished by Lieutenant Commander John Laskewski, and of Aids to Navigation by Lieutenant Commander E. B. Quinn.

RECOMMENDATIONS:-

(1) All Landmarks and Aids to Navigation noted with a check mark in red ink on the enclosed copy of Chart No. 296 were identified and are recommended for retention.

(2) All Landmarks and Aids marked for deletion or labeled "N.E." (Non-Existent) are recommended for removal from the chart.

(3) Where noted at certain tanks, it is recommended that the wording "(Elev)" be added to the charted descriptions.

(4) It is recommended that the name "Trenton Marine Terminal" be added to the chart as indicated on the insert plan.

GENERAL COMMENT:-

(1) The Trenton Marine Terminal is practically the head of navigation on the river. Only pleasure craft and small oil barges of 8-foot draft go beyond the terminal wharf. The latter are brought alongside the Delaware Petroleum Company wharf, 200 yards southeast of the bridge, only at high tide when there is 9 feet of water at the wharf face.

(2) The turning basin adjacent to the Delaware Petroleum Company wharf is no longer used. The basin is gradually filling with silt and the bulkhead is not kept in repair.

(3) The area between buoys "C-13" and "C-15" in Duck Island Range channel shows shoaling that was also commented on by the managements of both the Trenton Marine Terminal and the Delaware Petroleum Company. Depths corrected to 9 feet at MLW were recorded by the Ship GILBERT's fathometer on both northbound and southbound trips, with the ship approximately in the center of the channel.

(4) The Kinkora Range and Newbold Range lights north of Newbold Island have been discontinued. Two of the beacons supporting these lights have been removed as indicated on the chart.

(5) The Landreth Channel range lights on Burlington Island were not lighted on either day that the Ship GILBERT passed them, but this may have been a temporary condition since the range beacon towers were in good condition.

(6) The buoys within the area of this chart appeared to be in position, well-tended, and adequate.

(7) Local information at Trenton indicates that shipping in the area from Philadelphia to Trenton decreases annually.

John Laskowski, Lt. Comdr., C&GS.

16 November 1948.

F. B. Quinn, Lt. Comdr., C&GS.

Survey No. T-8765

[illegible]

GEOGRAPHIC NAMES

Survey No.

T-8765

GEOGRAPHIC NAMES												
Survey No.												
T-8765												
2 Name on Survey		A	B	C	D	E	F	G	H	K		
✓	Westbridge		(railway)								1	
✓	Lower Bridge		(highway)								2	
											3	
	<u>Pennsylvania side:</u>										4	
✓	Delaware Division Penna. Canal (Abandoned)										5	
✓	Morrisville										6	
✓	Moon Island										7	
✓	Skyhaven Air Center										8	
✓	River Road										9	
✓	Bilas Island										10	
✓	Bilas Creek										11	
✓	Bilas Point										12	
✓	Sucker Point										13	
✓	Echo Point										14	
✓	Starkeys Island										15	
✓	Starkeys Creek										16	
✓	Asparagus Creek										17	
✓	Starveout Creek										18	
✓	Starveout Island										19	
✓	Pennsbury Historical Park										20	
✓	Pennsbury Manor										21	
											22	
											23	
✓	THORTON CREEK										24	
✓	ROEBING										25	
✓	STURGEON POND										26	
✓	ROWAN LAKE										27	
✓	Creek Road										28	

Names underlined in red are approved. 3/23/49 L. Heck

Approved 4-13-50 by L. Heck

Review Report T-8765
Shoreline Survey
April 14, 1950

62. Comparison with Registered Topographic Surveys

T-171	1:10,000	1844
T-172 bis	1:10,000	1844
T-173	1:10,000	1844
T-3378	1:20,000	1911

Such areas of the above listed surveys as are common to this manuscript have been superseded by it for nautical charting purposes.

63. Comparison with Maps of Other Agencies

Trenton, N.J.-Pa.	1:125,000	U.S.G.S.	Reprint 1943
Bordentown, N.J.-Pa.	1:62,000	U.S.G.S.	Reprint 1944
Burlington, Pa.-N.J.	1:62,000	U.S.G.S.	Reprint 1945
Trenton West, N.J.-Pa.	1:25,000	A.M.S.	1947
Bristol, Pa.-N.J.	1:25,000	A.M.S.	1947
Trenton East	1:24,000	A.M.S.	1948
Columbus, N.J.	1:24,000	A.M.S.	1948

64. Comparison with Contemporary Hydrographic Surveys

None

65. Comparison with Nautical Charts

Chart 296 1:40,000 Sept. 1948 (Revised)

No significant differences occur between the map and the chart.

66. Adequacy of Manuscript

This compilation complies with the National Standards of Map Accuracy.

67. Triangulation Stations

The discrepancy between the radially plotted and geographic positions for TRENTON, PEOPLES BREWERY, STACK, 1933 has been noted in the Radial Plot and Compilation Reports. In sighting on this object from TURKEY, 1933, it is quite possible that another stack may have been mistakenly focused upon, since there is an industrial area in the immediate vicinity with quite a number of stacks. See Form 567, dated April 14, 1950 included herein. Form 526 was forwarded to the Division of Geodesy indicating that the non-check position given for this station was in error.

68. Miscellaneous

The mean range of tide has been incorrectly reported on the reverse side of each of the field photographs for T-8765, T-8766, T-8767 and T-8768 and in their respective Descriptive Reports as varying between 7 and 8 feet.

The Tide Tables for the Atlantic Ocean of 1946 indicate the mean range as being 6.2 feet at Trenton, N.J. and 6.1 feet at Bordentown, N.J.

Reviewed by:

L. Martin Gazik
L. Martin Gazik

Approved by:

A. V. Griffith
Chief, Review Section R.H.M.
Division of Photogrammetry

H. B. Edmonson
Chief, Nautical Chart Branch
Division of Charts

O. S. Reading
Chief, Div. of Photogrammetry
B.M.

W. M. Scaife
Chief, Div. Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. T 8765

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.