

8768

Diag. Cht. No. 296

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey PHOTOGRAMMETRIC SHORELINE

Field No. (II) Ph-7(1A) E. Office No. T-8768

LOCALITY

State NEW JERSEY

General locality DELAWARE RIVER

Locality RANOCAS CREEK

194 g.

CHIEF OF PARTY

R.J. Sipe, Chief of Field Party.

T.B. Reed, Balti. Photo. Office.

LIBRARY & ARCHIVES

DATE December 20, 1951

8768

## DATA RECORD

T-8768

Quadrangle (II): Rancocas Creek, N.J. Project No. (II): PH-7(46)F

Field Office:  
Philadelphia, Pa.Chief of Party:  
Riley J. SipeCompilation Office:  
Baltimore Photogrammetric OfficeChief of Party:  
Thos. B. ReedInstructions dated (II III):  
25 March 1946, 19 July 1946  
Supplement No. 1 14 June 1946  
Supplement No. 2 11 October 1946Div. of Photogrammetry  
Copy filed in Descriptive  
~~Report No. T- (VI)~~Completed survey received in office:  
1-25-49

Reported to Nautical Chart Section: 2-7-49

Reviewed: 5-17-50 Applied to chart No.

Date:

Redrafting Completed: 4. 24 - 1951

April 10, 1951

Registered: 12-7-51

Published:

Compilation Scale: 1:10,000

Published Scale:

Scale Factor (III): 1.000

Geographic Datum (III): N.A. 1927

Datum Plane (III): MHW

Reference Station (III): MOORESTOWN, 1933.

Lat.: 39° 58' 06.204" (191.3m)

Long.: 75° 55' 59.023" (1400.7m)

Adjusted

~~Unadjusted~~State Plane Coordinates (VI): N.J. State Grid (green)  
Pa. State Grid (red)

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
47-C-2823	10-2-47	1501	1:10,000	4.6' above MLW
47-C-2824	"	1501	"	5.1' " "
47-C-2825	"	1502	"	-
47-C-2826	"	1502	"	-
47-C-2827	"	1503	"	6.0' " "
47-C-2828	"	1504	"	5.9' " "
47-C-2829	"	1505	"	5.9' " "
47-C-2834	"	1510	"	-
47-C-2835	"	1510	"	6.0' " "
47-C-2836	"	1512	"	5.1' " "
47-C-2837	"	1513	"	4.1' " "

Tide from (III): See paragraph 19 of Field Report attached to this report.

Mean Range:                      Spring Range:  
See par. 19 of field report.

Camera: (Kind or source) Single lens, type C, focal length 6".

Field Inspection by: Stanley J. Hathorn                      date: Nov. 1947

Field Edit by: J. D. Weiler                      date: 3-6-49

Date of Mean High-Water Line Location (III): Same as date of photographs supplemented with field inspection obtained November 1947.

Projection and Grids ruled by (III) <sup>TLJ</sup>                      date: 10-3-47

" " " checked by: TLJ                      date: 10-3-47

Control plotted by: L.A.Senasack                      date: 10 March 1948

Control checked by: M.F.Kirk                      date: 2 April 1948

Radial Plot by: F.J.Tarcza                      date: 4-19 to 4-23-48

Detailed by: R. Singel                      date: 11-17-48 to 12-2-48  
J. Council                      12-3 to 12-30-48

Reviewed in compilation office by:                      date:  
J.W.Vonasek                      1-4 to 1-11-49

Elevations on Field Edit Sheet  
checked by:                      date:

STATISTICS (III)

Land Area (Sq. Statute Miles): 4

Shoreline (More than 200 meters to opposite shore): none

Shoreline (Less than 200 meters to opposite shore): 12 statute miles

Number of Recoverable Topographic Stations established: 6\*

Number of <sup>photo-hydro</sup> ~~Temporary Hydrographic~~ Stations located by radial  
plot: 17

Leveling (to control contours) - miles:

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

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

Remarks:

\* Four of these recoverable topographic stations are also  
landmarks.

# Summary T-8768

This map is one of 24 shoreline surveys in project Ph-7(46) covering both sides of the Delaware River from Trenton, New Jersey and extending southward to lower Delaware Bay. These surveys at a scale of 1:10,000 provide revision data for nautical charts and detailed shoreline data for quadrangles in this same project.

FIELD INSPECTION REPORT  
SHORELINE SHEET T-8768  
(74° 51' )(39° 58' )  
Project Ph-7(46)  
Subproject F  
Riley J. Sipe, Chief of Party

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 latter half of November 1947.

1. Description of the Area:

The entire area is along the Rancocas Creek. The creek is generally bounded by fast land on one shore, and by a wide tidal marsh on the opposite shore. The shore types alternate with slight changes in the channel. Most of the fast land next to the creek, and that along the inshore edge of the marsh is well defined by a tree line that varies in depth. Very narrow, but prominent strips of brush are scattered throughout the tidal marsh areas. Moderately rolling farmland lies immediately inshore.

This portion of the creek has not been used commercially since about 1940. Prior to 1940, a limited amount of sand and gravel was transported by barge downstream from a pit located immediately upstream of Centerton. Timber wharf and trestle ruins scattered along the creek are reminiscent of considerable activity on the creek prior to the advent of improved land transportation facilities in the area.

The area next to the creek is sparsely settled with an occasional small community. A limited number of very small power-driven pleasure boats use the creek, and that use is greatly handicapped by wide mud flats that bare next to the shores at MLW.

2. Completeness of Field Inspection:

Plans of a New Jersey Riparian Stream and Waterways Survey (N.J.R.S.&W.S.) of the Rancocas Creek, made by the W. P. A. in 1936 is included with the field data. Plans were secured from the Department of Conservation, Division of Water Policy and Supply, Trenton, N. J. However, additional copies of any sheets shown on the index should be obtained from the Department of Conservation, Division of Navigation, Newark 2, N. J.

Although field inspection is believed to be adequate and complete, the above plans are considered reliable and may come in handy for use by the office compiler as a supplement to field inspection.

It is recommended that as much of the brush in the tidal marsh as practical be compiled on the map manuscript. (See paragraph 7 regarding seasonal MHWL.)

3. Interpretation of Photographs:

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

Field photographs are not sharp and this condition was complicated by the existence of heavy tree foliage and shadows at the time of photography.

No peculiar characteristics in photographic detail were encountered.

4. Horizontal Control:

- a. U.S.C.&G.S. - No stations fell within the limits of photography.
- b. N.J.G.C.S. - Seven New Jersey Geodetic Control Survey stations were recovered (1 destroyed) just upstream of the sheet limits. These stations are located along the Marne Highway and N. J. Route No. 38. Four of the seven stations were identified for control of the radial plot. The destroyed station was identified because there was no doubt as to its original location and it was considered necessary for control of the plot.
- c. N.J.R.S.&W.S. - The existence of this permanently monumented control was discovered after field work had begun. It is reputed to be of 3rd or 4th order accuracy. Only general information was available from the N. J. Department of Conservation concerning the field methods used but it is generally believed that the work was performed under some supervision from the U.S.C.&G.S.. A study of the plans submitted will show that the survey was tied into U.S.C.&G.S. and N.J.G.C.S. monuments, and

positions on the plans are based on the N. J. Co-ordinate System.

All monumented stations within the sheet limits were searched for and recovery notes were completed on Form 526. Complete descriptions were written for all stations recovered in good condition.

Seven stations were recovered in good condition, and three of the seven identified. All horizontal control information shown on the plans is believed to be self-explanatory. The three stations were identified for control of the radial plot if the compilation office considers the scheme of satisfactory accuracy. In any event, it will be necessary that the seven recovered stations be used for hydrographic control.

Negative photostatic copies of recovery notes for all N.J.G.C.S. and N.J.R.S.&W.S. stations were furnished Mr. Robert G. Blanchard, Topographic Engineer, Department of Conservation, Trenton, N.J.

5. Vertical Control:

No field work required. The following information is included as a matter of record.

Like the N.J.G.C.S. stations, the N.J.R.S.&W.S. stations also serve as permanent bench marks. (See plans mentioned in paragraph 2 for further details.) When a discrepancy is found between the plan elevation and the elevation given in the description on the Form 526 as being stamped on the monument, the stamped elevation will be considered correct. (Based upon advice from Mr. Robert G. Blanchard, Topographic Engineer, Department of Conservation, Trenton, N. J.).

6. Contours and Drainage:

Not applicable.

7. Mean High-Water Line:

The photographs were taken at approximated MHW.

Few attempts were made to delineate the fast MHWL where it is obscured on the photographs by tree shadows. Most of the obscured fast MHWL is marked by a prominent bank. The fast MHWL has undergone no appreciable change in recent years and the N.J.R.S.&W.S. mentioned in paragraph 2 of this report will possibly assist the compiler if difficulty is experienced in office delineation.



The apparent MHWL is marked by a heavy growth of seasonal grass and occasional brush. This line is not definite in all places and will vary slightly with the season, becoming increasingly less definite during midwinter. Some grass grows between the MHWL and the MLWL, thus causing the apparent MHWL to become less prominent in some spots during the summer months of heaviest growth.

It is believed that sufficient notes and symbolization of the MHWL have been placed on the photographs for proper office compilation.

8. Low-Water Line:

No attempt was made to locate the MLWL since photography was at approximate MHW and no revealing photographic tones were found to indicate its approximate location. Measurements at the time of inspection were considered impractical because of a lack of detail to reference measurements from and because of the wide boggy mud flats that bare at MLW.

9. Wharves and Shoreline Structures:

Adequately covered on the photographs.

10. Details Offshore from the High-Water Line:

All details were inspected and adequately covered on the photographs.

11. Landmarks and Aids to Navigation:

Four transmission towers to be charted as new landmarks were identified on the photographs, and have been separately submitted on Form 567. These towers were inspected from the stream for suitability as landmarks. Form 524s are submitted with the field data.

There are no aids to navigation within the limits of this sheet.

12. Hydrographic Control:

Two natural objects were identified as topographic stations, and described on Form 524.

Nineteen photo-hydro stations were identified and numbered on the photographs according to the standard system. Typed descriptions are submitted on the back of pricking cards with the field data.

(See paragraph 4 regarding N.J.R.S.&W.S. stations.)

13. Landing Fields and Aeronautical Aids:

None within this area.

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 as listed 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 386

Rancocas Cr., N.J.

Centerton	2	SW	50.5'	48.5'	
			(South Draw)		

Hainesport, Burling- ton Co.	1	SW	46.0'	45.0'	
---------------------------------	---	----	-------	-------	--

Hainesport, PRR	1	FB			27.3' 25.5'
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(The swing bridge that spans the South Branch at the Marne Highway in Hainesport is unattended and it is necessary to give Mr. Charles Hammerle a 24-hour notice to have the bridge opened. Mr. Hammerle lives on the south bank of South Branch between the railroad and N.J. Route No. 38. His mailing address is Route 25, Bridgeboro, N. J.).

16. Buildings and Structures:

Heavy tree foilage and shadows make it difficult to detect some of the buildings on the photographs; and these buildings have been blocked in, or circled, in red ink. Deletions are in green ink.

17. Boundaries:

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.

19. Tide Data:

The tide data shown on the backs of the photographs for this sheet is based on local information, and the time lag along the stream is assumed to be in proportion with the Delaware River.

Local information revealed that the approximate mean range of tide at key points along the creek is as follows:

Centerton	6.0 ft.
Hainesport	4.5 ft.
Lumberton	3.5 ft.

20. Channel Data Upstream of Sheet Limits:

(Based upon information from local boatmen.)

The North Branch of the Rancocas Creek is not considered navigable by 32-inch powerboats beyond the limits of this sheet.

The same draft powerboats can use the South Branch as far as Hainesport at all stages of the tide if the operators are familiar with the channel. A few of the more experienced local operators use the channel with the same size boats almost as far upstream as Lumberton when the water stage is above 1/2 tide.

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)P.

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 Rebuilt 1938	Notice to Mariners #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 Its	Moved 1936	Notice to Mariners #36, dated 9-2-36
Beverly Range Its	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

MAP T- 8768

PROJECT NO. PH-7(46)F

SCALE OF MAP 1:110,000

SCALE FACTOR Name

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR N-COORDINATE LONGITUDE OR E-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	
					FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
MON. 2823, 1938	N.J.G.C.S. N.A. Burlington 1927 County		418,391.54	1,951,329.44	3,391.54	1,608.46		1,033.7	490.3	Quadrangle	
MON. 8846, 1938	"	"	418,902.32	1,954,672.63	3,902.32	1,097.68		405.2	1118.8	L.M.G.	
MON. 14863, 1940	"	"	415,142.54	1,949,402.46	4,672.63	327.37		1,189.4	334.6	Outside	
MON. 14864, 1940	"	"	415,730.66	1,950,905.68	142.54	4,857.46		1,424.2	99.8	street limits	
MON. 14867, 1940	"	"	417,462.49	1,956,005.37	4,402.46	597.54		43.4	1480.6		
MON. 3/38-1, 1936	N.J. Riparian & Stream Survey	"	423,215.96	1,944,715.53	730.66	4,269.34		1,341.9	182.1		
MON. 3/39-2, 1936	"	"	424,220.61	1,945,624.38	905.68	4,094.32		222.7	1301.3		
MON. 3/51-1936	"	"	427,268.41	1,938,366.60	2,462.49	2,537.51		276.0	1248.0	Outside	
MON. 3/109, 1936	"	"	420,186.58	1,948,594.45	1,005.39	3,994.63		750.6	773.4		
MON. 3/115, 1936	"	"	419,847.84	1,951,341.03	4,220.61	779.39		306.4	1217.6	Street limits	
MON. 104/3, 1936	"	"	422,194.37	1,948,483.57	624.38	4,375.62		980.2	543.8		
MOORESTOWN 1933	Acc.No. C-1664 Page 56	"	39° 58' 06.204"	74° 55' 59.023"	4,715.53	284.47		1,437.3	86.7		
					4,268.41	2,731.59		1,286.4	237.6		
					3,366.60	1,633.40		190.3	1333.7		
					186.58	4,813.42		691.4	832.6		
					3,594.45	1,405.55		1026.1	497.9		
					4,847.84	152.16		56.9	1467.1		
					1,341.03	3,658.97		1095.6	428.4		
					2,194.37	2,805.63		1477.6	46.4		
					3,483.57	1,516.43		408.7	1115.3		
								668.8	855.2		
								1061.8	462.2		
								191.3	(1659.2)		
								1400.7	(23.3)		

1 FT. = 3048006 METER  
COMPUTED BY: H. R. Rudolph

DATE 26 Feb. 1948

CHECKED BY: L.A. Senasack

DATE 3-3-48

M-2388-12

MAP T..... 8/88 PROJECT NO..PH-7(46)F.E.

SCALE OF MAP ..... 1:10,000.

SCA● FACTOR

None.

[illegible]

1 ET - 1048008 MEYER

1 FT. = 3048006 MICRONS  
COMPUTED BY: H. R. Rudolph

DATE 26 Feb. 1948

CHECKED BY:.....L.A. Senasack.....

DATE 3-3-48

**M. 2388-12**

COMPILATION REPORT

SHORELINE MANUSCRIPT, SURVEY NO. T-8768

This is one of four shoreline manuscripts in project No. PH-7(46)F located along the Delaware River. These surveys are to be compiled in accordance with instructions dated 25 March 1946 and 19 July 1946 by graphic photogrammetric methods. Survey No. T-8768 includes the area in the State of New Jersey along Rancocas Creek from a point west of Charleston Landing to a point west of Hainesport.

26. CONTROL

See layout of control in radial plot report submitted to the Washington Office on 14 May 1948. A list of stations on Form No. M-2388-12 is included in this report. Sub. Sta. MCN. 3/29-2, 1936 could not be held in the radial plot.

27. RADIAL PLOT

Refer to combined radial plot report for Surveys Nos. T-8765 to T-8768 incl., submitted to the Washington Office on 14 May 1948, and *included in the Descriptive Report for T-8765*

28. DELINEATION

The delineation is in accordance with instructions pertaining to Project No. PH-7(46) dated 19 July 1946, and in accordance with Photogrammetry Instructions No. 17, dated 15 September 1947.

Considerable difficulty in delineating this manuscript was caused by poor photography and by the existence of heavy tree foliage and shadows at the time of photography.

29. SUPPLEMENTAL DATA

Plans of a New Jersey Riparian Stream and Waterway Survey (N.J.R.S. & W.S.) of Rancocas Creek, made by the W.P.A. in 1936 at a scale of 1:1200. There are a number of small shoreline details on these maps that were not identified by the field party. These have not been delineated because information as to their existence or prominence was not furnished.

30. MEAN HIGH WATER LINE

The mean high water line was delineated in accordance with the field identification and by stereoscopic examination of photographs.

31. MEAN LOW WATER LINE

Only those parts of mean low water line identified by the field party have been delineated.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE

Delineated in accordance with field identification.

33. WHARVES AND SHORELINE STRUCTURES

Delineated in accordance with field identification.

34. LANDMARKS AND AIDS TO NAVIGATION

See forms 567 submitted for subproject PH-7(46)F.

35. HYDROGRAPHIC CONTROL

~~Eighteen~~<sup>Seventeen</sup> photo hydro points were described and identified by the field party. One other photo hydro point (No. 6819) was described by the field party but not identified. This photo hydro point was identified, from its description, in the compilation office. A list of descriptions is included in this report.

36. LANDING FIELDS AND AERONAUTICAL AIDS

None

38. GEOGRAPHIC NAMES *84*

These were taken from the Burlington & Mt. Holly quadrangles furnished by the Washington Office. A list of geographic names is attached to this report.

39. JUNCTIONS

Junction was made with Survey No. T-8767 to the northwest and is in agreement. To the east, south, and west is the project limits.

41. BRIDGES

See paragraph 15 of the field report.

44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS

Survey No. T-8768 has been compared in detail with the U. S. Geological Survey Burlington quadrangle, scale 1:25,000, and Mount Holly quadrangles, scale 1:62,000, and was found to be in good agreement.

No previous topographic surveys of the U. S. Coast and Geodetic Survey exist in the area of Survey No. T-8768.

45. COMPARISON WITH NAUTICAL CHART

T-8768 has been compared with Nautical Chart No. 296, scale 1:40,000, corrected to 13 July 1946, and found to be in fair agreement.



45. COMPARISON WITH NAUTICAL CHART (Continued)

The following topographic information shown on T-8768 is of sufficient importance to warrant immediate application to the chart -

None.

The following details above the plane of mean high water 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 shown in part and should be completed by the hydrographic party.

Minor differences in cultural and shoreline details need no special discussion.

Respectfully submitted  
December 1948

Justin Council  
Engineering Draftsman  
Compilation and Descriptive  
Report

Harry R. Rudolph  
Supervisor

Joseph W. Vorseck  
Photogrammetric Engineer  
Photogrammetric Office Reviewer

Approved and forwarded  
21 January 1949

Thos B. Rind  
Officer in Charge  
Baltimore Photogrammetric Office

# DESCRIPTION OF PHOTO HYDRO STATIONS

FOR

SURVEY NO. T-8768

PROJECT PH-7(46)

Signal No.	Description	Photo. No.
6801	Upstream gable of 2-story gray (shingle siding with green roof). Martin house. Approx. 35 ft. above MHW.	2827
6802	Riverward gable of green roof of a small white house near the MHWL. Second house upstream of old wharf ruins. 15 ft. above MHW.	2835
<del>6803</del>	<del>Cupola of large dark grey barn. 90 ft. above MHW.</del>	<del>2836</del>
6804	Upstream corner (steel steps at corner) of swimming pier. 2 ft. above MHW.	2836
6805	Riverward gable of old brick (front half) and board (rear half) cabin with wood shingle roof located in front of large farmhouse. 40 ft. above MHW.	2836
6806	Shore end of pier at wooden bulkhead. 1 ft. above MHW.	2824
6807	Upstream end of Marne Highway bridge fender. 5 ft. above MHW.	2823
6808	Upstream corner of earth-filled wooden wharf. 4 ft. above MHW.	2824
6809	NE corner of concrete remains of old dam that is immediately downstream of present Rancocas Lake dam. 5 ft. above MHW.	2836
6810	Chy at downstream end of gable of 2 story brick house. Approx. 60 ft. above MHW.	2835
6811	Downstream gable of large unpainted wood barn with rusty tin roof. Approx. 80 ft. above MHW.	2835
6812	50 foot white wooden mast of simulated training ship. Mast is located at center of rear edge of the super-structure which joins the concrete deck on the rear. Approx. 55 ft. above MHW.	2836

Description of photo hydro stations  
Page 2.

Signal No.	Description	Photo. No.
6813	Gable next to MHWL of 1 story white frame cabin with red roof. Approx. 25 ft. above MHW.	2835
6814	Corner next to center of creek at downstream end of old sunken barge. Approx. at MHW.	2835
6815	Upstream gable of 1½ story red brick house. Approx. 35 ft. above MHW.	2828
6816	Large, square, red brick stack projecting several feet above tree tops. Approx. 85 ft. above MHW.	2827
6817	Road intersection. Approx. 5 ft. above MHW.	2828
6818	Upstream gable of 2 story unpainted house. Approx. 50 ft. above MHW.	2828
<del>6819</del>	<del>Upstream tower of the fourth pair of transmission towers, south of Haneccas Creek. Approx. 150 ft. above MHW.</del>	<del>2828</del>

FIELD EDIT REPORT  
Shoreline Manuscript T-8768  
Rancocas Creek, New Jersey  
Project Ph-7(46)  
E. R. McCarthy, Chief of Party

Field edit of this shoreline sheet was completed during March 1949 by John D. Weiler, Photogrammetrist.

46. METHODS

In field editing the map manuscript all roads in the area were traversed by truck. The shoreline was checked by driving and walking to Rancocas Creek at necessary intervals.

All data added to the map manuscript were either plotted from topographic features or cut in by planetable methods.

47. ADEQUACY OF THE MAP MANUSCRIPT

In general, the map manuscript was adequate and correct. A considerable number of buildings in the vicinity of Rancocas Heights were obscured by dense woods on the aerial photographs, and therefore omitted by the compiler. These have been added to the field edit sheet.

The vertical clearances of the two bridges on the sheet were obtained.

All other items appear correctly with the exception of Geographic Names. Evidently a number of old geographic names in the area have become obsolete, and have been superseded by those in present use. Charleston Landing is now ADAMS WHARF. Hudson Island Landing is now IRISH WHARF. In fact, no one could be located who had heard of the original names, and it is recommended that they be changed accordingly. The names RANCOCAS HEIGHTS, RANCOCAS WOODS, CENTERTON, and CENTERTON BRIDGE should be added to the map manuscript as shown.

The map manuscript was reviewed by Mr. Ralph Cann, a storekeeper at Centerton, N. J. for 17 years and by Mr. Hjalmer Forsell, a fisherman at Irish Wharf, N. J. for 55 years. They found no errors in the corrected map.

Respectfully submitted  
6 March 1949

*John D. Weiler*

John D. Weiler  
Photogrammetrist

GEOGRAPHIC NAMES

- .. Borton Landing
- .. Bougher \*
- .. Charleston Landing ADAMS WHARF \*
- .. Hudson Island
- .. Hudson Island Landing IRISH WHITE ✓
- .. Leeds Wharf
- .. Little Mill Creek
- .. Mason Creek
- .. Parker Creek
- .. Rancocas Creek \*
- .. Rancocas Woods
- .. South Branch Rancocas Creek
- .. Stokes Island

\* after name = U.S.B.-M.  
decision.

The following names do not appear on the geographic names standards but are shown on the field photographs:

- .. Marne Highway
- .. Rancocas Heights (name ok, but not on sheet)
- .. Rancocas Lake .

- .. Pennsylvania R.R.
- .. Delaware River\* (for title)

Centerton

- .. Centerton Bridge

Names preceded by .  
are approved. 2/14/48  
L.H.

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62. Comparison with Registered Topographic Surveys.-None

63. Comparison with Maps of Other Agencies.-

Beverly, Pa.,-N.J.	1:25,000	A.M.S.	1947
Burlington, Pa.,-N.J.	1:62,500	U.S.G.S. Reprint	1945
Mount Holly, N. J.	1:62,500	A.M.S.	1942
Trenton, N. J.-Pa.	1:125,000	U.S.G.S. Reprint	1943

64. Comparison with Contemporary Hydrographic Surveys.-None

65. Comparison with Nautical Charts.-

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

66. Adequacy of Manuscript.-This survey complies with the National Standards of Map Accuracy.

67. Mean Range of Tide.-The mean range of tide has been incorrectly reported on the reverse side of each of the field photographs as varying between 7 and 8 feet.

The 1946 Atlantic Ocean Tide Tables indicate the mean range as being 5.7 feet at Torresdale, Pa.

68. Miscellaneous.-Plans of the N.J.R.S. & W.S., mentioned in Item 2 of the Field Inspection Report ~~and~~ included herein, contain soundings that may be of some use to the Nautical Chart Branch.

Reviewed by:

L. Martin Gazik  
L. Martin Gazik

APPROVED

S. V. Griffith  
Chief, Review Section B 12/11/51  
Div. of Photogrammetry

M. Edmonston  
Chief, Nautical Chart Branch  
Division of Charts

O. S. Reading  
Chief, Div. of Photogrammetry

W. M. Scaife  
Chief, Div. of Coastal Surveys