

9507

N45

*

Diag. Cht. No. 1217-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-59 (50) Office No. T-9507

LOCALITY

State New Jersey

General locality Atlantic & Cape May Counties

Locality Ocean City

1945

CHIEF OF PARTY

Harry F. Garber, Chief of Field Party

H. A. Paton, Baltimore Photo. Office

LIBRARY & ARCHIVES

DATE January 31, 1956

9507

DATA RECORD

T-9507

Project No. (II): PH-59(50)

Quadrangle Name (IV):

Field Office (II): Pleasantville, N. Jersey

Chief of Party: Harry F. Garber

Photogrammetric Office (III): Baltimore, Maryland

Officer-in-Charge: H. A. Paton

Instructions dated (II) (III): 26 May, 1950

Copy filed in Division of
Photogrammetry (IV)
Office Files

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III): —

Scale Factor (III): 1,000

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No. 1217

Date: 8/53

Date registered (IV): 1-10-56

Publication Scale (IV): 1:24,000

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III):

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): POINT, 1932

Lat.: 39° 18' 15.293" (471.6m)

Long.: 74° 32' 15.760" (377.6 m)

Adjusted
Unadjusted

Plane Coordinates (IV):

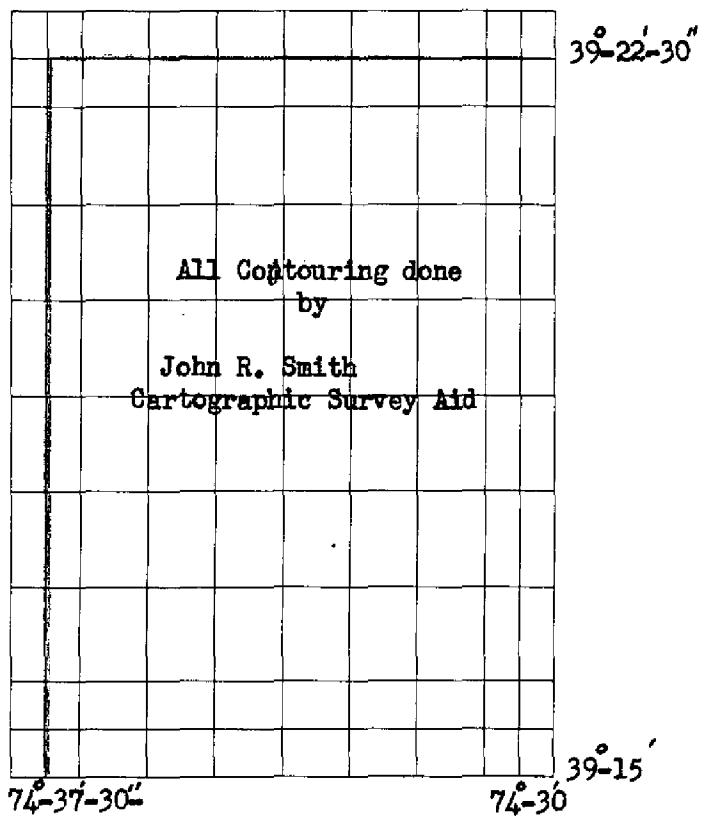
State: New Jersey Zone: —

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

Page 3

Field Inspection by (II): John R. Smith, Cartographic Survey Aid

Date: 15 Sept. 1950
to
1 November, 1950

Planetable contouring by (II): John R. Smith
Cartographic Survey Aid

Date: 15 Sept. 1950
to
1 November, 1950

Completion Surveys by (II): J. K. Wilson

Date: 27 May 1952

Mean High Water Location (III) (State date and method of location): 1950 - Office interpretation supplemented by field inspection.

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

Date: 1-7-51

Projection and Grids checked by (IV): H. D. Wolfe

Date: 1-16-51

Control plotted by (III): B. Kurs

Date: 4-30-51

Control checked by (III): R. R. Hartley

Date: 5-17-51

Radial Plot or Stereoscopic

Date: 9-21-51

Control extension by (III): F. J. Tarcza

Planimetry
Stereoscopic Instrument compilation (III):
Contours

Date: —

Date: —

Manuscript delineated by (III): J. Hohick

Date: 5-7-52

Photogrammetric Office Review by (III): R. Glaser
(Review after Field Edit)

Date: 11-13-52

Elevations on Manuscript
checked by (II) (III): R. Glaser

Date: 11-13-52

Camera (kind or source) (III): Single lens type "0" camera. 6" focal length.

Number	Date	Time	Scale	Stage of Tide - MLW
50-0-370-371	4-8-50	1003	1:10,000	2.7 (ocean)
372-375	"	1003-1004	"	2.0 (2.0 ocean)
50-0-382-388	"	1011-1012	"	2.1 (ocean)
389-393	"	1012-1013	"	1.8 (2.1 ocean)
394-395	"	1013	"	1.5 (2.1 ocean)
50-0-800	4-16-50	1053	"	land area
801-806	"	1054-1056	"	1.8
814-815	"	1120	"	0.8 (ocean)
816	"	1121	"	1.0 (0.8 ocean)
817-819	"	1121-1122	"	1.0
820-822	"	1123	"	1.2
823-824	"	1124	"	land area
844-846	"	1138-1139	"	1.0
847-849	"	1140	"	0.5 (0.5 ocean)

* continued at bottom of page

Reference Station: Sandy Hook, New Jersey
 Subordinate Station: Great Egg Bay (Hwy Br)
 Subordinate Station: Peck Bay (34th St. Br.)

** Cont'd at bottom of page

Washington Office Review by (IV): K. N. Maki

Final Drafting by (IV): J. Dray

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 36 sq. mi.

Shoreline (More than 200 meters to opposite shore) (III): 60 mi.

Shoreline (Less than 200 meters to opposite shore) (III): 42 mi.

Control Leveling - Miles (II): 6.5

Number of Triangulation Stations searched for (II): 56

Recovered: 44

Identified: 11

Number of BMs searched for (II): 81

Recovered: 60

Identified: 60

Number of Recoverable Photo Stations established (III): 4***

Number of Temporary Photo Hydro Stations established (III): None

Remarks:

* Additional photographs:

Number	Date	Time	Scale	Stage of Tide - MLW
50-0-852	4-16-50	1147	1:10,000	0.0 (ocean)
853-855	"	1147-1148	"	0.8 (0.0 ocean)

** Additional Subordinate Stations:

Great Egg Inlet (Hwy Br)

Ocean City (9th St. Br.)

Dock Thorofare (Br.)

Longport (inside)

Atlantic City (Steel Pier)

Beach Thorofare (Shelter Island)

Ratio of
Ranges

Mean
Range

Spring
Range

0.8

3.8

4.6

0.8

3.7

4.5

0.8

3.8

4.6

0.8

3.9

4.7

0.9

4.1

5.0

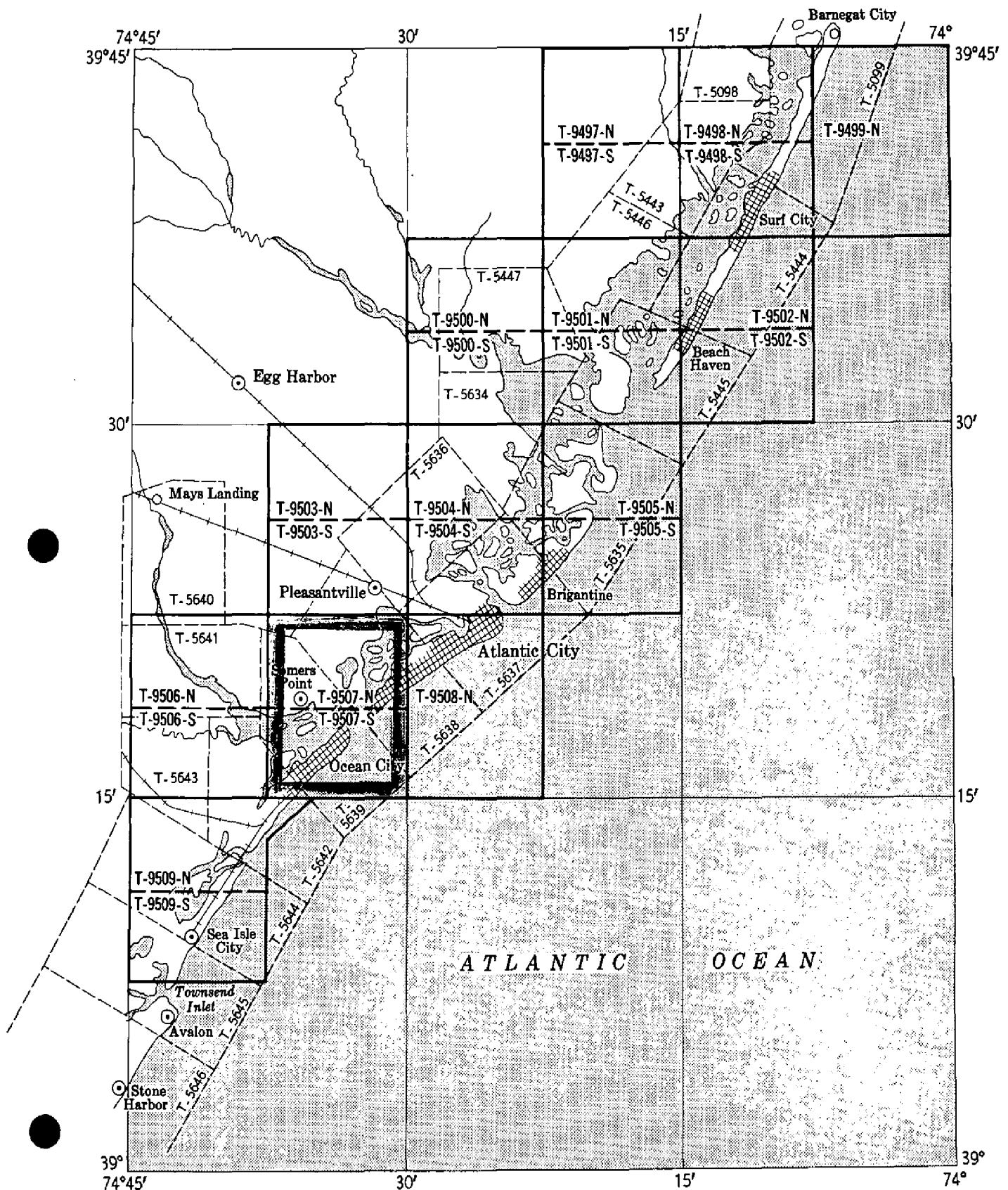
0.8

3.9

4.7

*** Recoverable Topo Stations searched for: 17 ; Stations recovered: 13

NEW JERSEY COAST, Townsend Inlet to Barnegat City



T-9497-N, T-9497-S to T-9509-N, T-9509-S are Topographic Maps
 Mapped by the U.S.C. and G.S. from aerial photographs to be taken in 1950

Summary to Accompany Descriptive Report T-9507

Topographic map T-9507 is one of 13 similar maps in project Ph-59(50). This project covers the New Jersey coast from Townsend Inlet north to the borough of Barnegat Light. This map was compiled by graphic methods. The field operations preceding compilation included complete field inspection and the determination of numerous elevations for planetable contouring. The compilation was at a scale of 1:10,000. The manuscript consists of 2 sheets each $3\frac{3}{4}'$ in latitude by $7\frac{1}{2}'$ in longitude. The entire map was field edited. The map is to be published by the Geological Survey at a scale of 1:24,000 as a standard $7\frac{1}{2}'$ topographic quadrangle. The registered copies under T-9507 will include two one-half quadrangle cloth-mounted prints at scale 1:10,000 identified as T-9507 N/2 and T-9507 S/2 and one cloth-mounted color print at scale 1:24,000 of the entire quadrangle. Hydrographic information furnished by this Bureau, depth curves and soundings, will be included on the color print.

FIELD INSPECTION REPORT
 QUADRANGLE T-9507
 39-15-99/74-30-00
 Project Ph-59(50)

Harry F. Garber, Chief of Party

The field work for this quadrangle was done in accordance with Instructions, dated 26 May 1950, Project Ph-59(50), under the direction of Joseph K. Wilson, Supervisor. Field work, in addition to those phases listed on Pages 2 and 3, was done by the following personnel:

<u>Name and Title</u>	<u>Phase</u>	<u>Date</u>
Leo F. Baugnet	Horizontal Control,	15 August 1950 to
Cartographic Survey Aid	Recovery and Shoreline	15 September 1950
Elmer L. Williams	Horizontal Control,	15 July 1950 to
Cartographer	Recovery and Shoreline	1 October 1950

This report is written in accordance with Paragraph 724 of the Preliminary Edition of the Topographic Manual, dated June, 1949.

2. AREAL FIELD INSPECTION

This quadrangle lies in the southeastern portion of Atlantic County and in the extreme northeastern part of Cape May County.

The shoreline of the Atlantic Ocean bisects the quadrangle from northeast to southwest. The New Jersey Intracoastal Waterway parallels the ocean throughout the entire quadrangle.

There are six incorporated towns within the quadrangle, namely: Northfield, Linwood, Somers Point, Margate City, Longport, and Ocean City; the largest of which is Ocean City. These communities are summer resorts and are almost fully developed.

Many of the bridges in the area are privately owned, and a toll is charged.

Great Egg Bay empties into Great Egg Inlet from the northwest portion of the sheet. The inlet divides the towns of Longport and Ocean City.

Truck farming is the chief occupation, with some small-scale lumbering and fishing.

No difficulty was encountered in the interpretation of the photographs. Sufficient classifications were made so that the compiler should have no great difficulty with the tones.

The field inspection is believed to be complete.

3. HORIZONTAL CONTROL

(a) One traverse line was run near the northwestern portion of the quadrangle. (See Field Inspection Report for Quadrangle T-9506, Page 8.)

(b) All stations are on the N.A. 1927 datum.

(c) Stations ~~not~~ established by the U.S.C.&G.S. are:

<u>Station</u>	<u>Agency</u>	<u>Order</u>	<u>Datum</u>
Ocean Drive, 1946	U.S.E.D.	Third	N.A. 1927
West Fork, 1946	"	"	"
Mon. 1833	N. J. Geodetic Control Survey	"	"
" 1834	"	"	"
" 1835	"	"	"
" 1836	"	"	"
" 1837	"	"	"
" 1838	"	"	"
" 2700	"	"	"
" 2701	"	"	"
" 2702	"	"	"
" 2703	"	"	"
" 2704	"	"	"
" 4812	"	"	"
" 4813	"	"	"
" 4814	"	"	"
" 4815	"	"	"
" 4816	"	"	"
" 4817	"	"	"
" 5728	"	"	"
" 5729	"	"	"
" 7851	"	"	"
" 7852	"	"	"
" 7853	"	"	"
" 7854	"	"	"
" 7855	"	"	"
" 7856	"	"	"
" 7860	"	"	"
" 7861	"	"	"
" 7862	"	"	"
" 7863	"	"	"
" 7864	"	"	"
" 7865	"	"	"
" 7866	"	"	"
" 7867	"	"	"
" 7868	"	"	"
" 7869	"	"	"

(d) A search was made for all known control. Stations reported as "lost" or "not found" are:

Lone 1935
 Great Egg Coast Guard, Flagpole, 1935
 Longport, 1931
 Longport, Reset, 1946
 Risley, 1935
 Sunoco, 1932
 West Broad (USED), 1946
 Mon. 2703 (NJGCS), 1935
 " 7851 " 1939
 " 7855 " "
 " 7860 " "
 " 7862 " "
 " 7865 " "

4. VERTICAL CONTROL

(a) A search was made for all known vertical control. Bench Marks in the quadrangle are:

<u>Station</u>	<u>Agency</u>	<u>Order</u>
Dock Thorofare (Bridge) TBM 1	USC&GS	Unknown
" TBM 2	"	"
" TBM 3	"	"
Longport-Ocean City Hwy. Bridge TBM 1	"	"
" TBM 2	"	"
" TBM 3	"	"
Longport (Nugents Wharf) TBM 1	"	"
" TBM 2	"	"
" TBM 4	"	"
" TBM 5	"	"
" TBM 6	"	"
Longport (Ventnor Ave.) Hwy. Bridge TBM 1	"	"
" TBM 2	"	"
" TBM 3	"	"
Ocean City TBM 1	"	"
" TBM USE	"	"
" (USE) TBM Ref. Mk. No. 1	"	"
" Primary TBM	"	"
Peck Bay TBM 1	"	"
" TBM 2	"	"
" TBM 3	"	"
" TBM USE	"	"
H-4	"	First
I-4	"	"
J-4	"	"
K-4	"	"
L-4 (Reset 1934)	NJGCS	Third
M-4	USC&GS	First

	<u>Station</u>	<u>Agency</u>	<u>Order</u>
Mon.	1833	NJGCS	Third
"	1834	"	"
"	1835	"	"
"	1836	"	"
"	1837	"	"
"	1838	"	"
"	2701	"	"
"	2702	"	"
"	2703	"	"
"	2704	"	"
"	4812	"	"
"	4813	"	"
"	4814	"	"
"	4815	"	"
"	4816	"	"
"	4817	"	"
"	5728	"	"
"	5729	"	"
"	7851	"	"
"	7852	"	"
"	7853	"	"
"	7854	"	"
"	7855	"	"
"	7856	"	"
"	7861	"	"
"	7862	"	"
"	7863	"	"
"	7864	"	"
"	7865	"	"
"	7866	"	"
"	7867	"	"
"	7868	"	"
"	7869	"	"
RV	1831	"	"
RV	1832	"	"
RV	1833	"	"
RV	1834	"	"
RV	1835	"	"
RV	1836	"	"
RV	1837	"	"
RV	2700	"	"
RV	2701	"	"
RV	2759	"	"
RV	2760	"	"

<u>Station</u>	<u>Agency</u>	<u>Order</u>
RV 2761	NJGCS	Third
RV 2762	"	"
RV 2763	"	"
RV 2764	"	"
RV 4827	"	"
RV 4828	"	"
RV 4829	"	"
RV 4830	"	"
RV 4831	"	"
RV 4832	"	"

(b) 6.5 Miles of supplemental levels were run with a wye level, beginning and closing on bench marks of third order accuracy or better. The greatest error of closure on any line was 0.28 feet. No adjustment was made.

(c) The first and last fly level points are 07-1 and 07-9.

(d) Inapplicable.

5. CONTOURS AND DRAINAGE

The contouring was done by planetable methods directly on single-lens photographs (1:10,000 scale) at a contour interval of ten (10) feet.

Grade maps showing curb elevations of Margate City, Longport and Ocean City were obtained from local engineers. These elevations were plotted on the photographs, after sample checks had been made. Necessary datum corrections were made by the topographer. These maps are submitted with the quadrangle data.

The natural drainage in the quadrangle is by Patcong Creek in the northwest and by numerous small creeks flowing into the Intra-coastal Waterway.

The highest natural elevation of ⁶¹~~57~~ feet is in the northwest section of the sheet. Along the Atlantic Ocean is a barrier beach. This area is mostly flat with some sand dunes rising to a height of twelve feet.

See Field Inspection Report for Quadrangle T-9506 concerning the cut photographs used.

6. WOODLAND COVER

The cover was classified in accordance with Paragraph 5433 of the Preliminary Edition of the Topographic Manual, dated June, 1949. In accordance with published edition.

7. SHORELINE AND ALONGSHORE FEATURES

(a) This quadrangle is composed almost entirely of apparent shoreline, except for the area adjacent to the beach. Measurements from identifiable points on the photographs were made to the high water line along the beach at half-mile intervals. The high-water line near Great Egg Inlet should be checked by the Field Editor, as this area is subject to considerable change. Refer to item 52.

Both the 1:10,000 scale and 1:12,000 scale photographs were used on the shoreline inspection.

(b) No attempt was made to accurately locate the low-water line, except for the area south of Great Egg Inlet along the beach, which was located by the same methods used on the high-water line. However, the entire area was inspected at low-water, and an approximate low-water line has been shown in many places where it was discernible on the photographs.

(d) Bluffs - There are no bluffs along the shoreline.

(e) All docks, wharves, piers, landings, etc. have been labeled on the photographs.

(f) Seven submarine cables have been located on the photographs. The cable connecting Longport and Ocean City is no longer used, according to the U. S. Coast Guard telephone section supervisor in Atlantic City. However, the cable is still in place.

8. OFFSHORE FEATURES

There were no offshore features noted during the field inspection.

9. LANDMARKS AND AIDS See item 56

(a) Seven landmarks are recommended on Form 567 for charting, two of which were not previously charted. Form 567 will be submitted for the southern portion of the project at a later date.

(b) No interior landmarks are recommended.

(c) There are no Aeronautical Aids within the quadrangle.

(d) There are no fixed aids to navigation within the quadrangle.

10. BOUNDARIES, MONUMENTS AND LINES

A special report on boundaries will be submitted at a later date by Richard L. McGlinchey, Cartographic Survey Aid. Filed in Div. of Photogrammetry general files.

11. OTHER CONTROL

Two topographic stations, Ocean City Coast Guard Lookout Tower, and Stack, 1950, were established. Sixteen previously established topographic stations were searched for and are reported on Form 524. Thirteen of the above stations which have not been reported on Form 567 are:

Ben, Bench Mark No. 1, 1937
 Br. Tender's House (Broad Thoro), 1935
 Chy-Lynwood Country Club, 1935
 Chimney, School House, 1936
 C. G. Flagpole, 1937
 N. Cupola, School Cupola, 1937
 Ocean City Coast Guard Flag Tower, 1936
 Ocean City Coast Guard Lookout Tower, 1936
 Pole, Firehouse, 1936
 So. Gable (Dock Thoro), 1935
 Till, Cupola Hotel, 1937
 Two, S. Cupola, 1937
 War, N. E. Dome, 1937

12. OTHER INTERIOR FEATURES

All roads and buildings have been classified in accordance with Paragraphs 5441 and 5446 of the Preliminary Edition of the Topographic Manual, dated June, 1949. In accordance with published edition.

The towns of Ocean City, Margate City, Longport, ^{*}Somers Point, and ~~Linwood~~, have urban limits. The urban limits of the above-mentioned towns, with the exception of Somers Point, were delineated by the Washington office and checked by the field inspector. The urban limits of Somers Point were delineated by the field inspector.

All bridge information as listed in the "U. S. Engineers List of Bridges Over Navigable Waters in the U. S., dated July, 1941, and its Supplement, dated January 1, 1948" was verified in the field. All clearances were carefully measured with a steel tape, and the published description verified except for discrepancies which were reported to the local District Engineer. (See copy attached to this report.)

* Urban areas not included for these towns. All buildings are shown. K.H.M.
 9/21/53

13. GEOGRAPHIC NAMES *on file 854*

This is the subject of a "Special Report" which will be submitted at a later date by Merle W. Smith, Cartographic Survey Aid. Filed in Geographic Names Section, Div. of Charts.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

A Coast Pilot Report for the project will be submitted by the Chief of Party. There are no other reports or special data, except as noted in Paragraphs 10 and 13.

Filed in Coast Pilot Section, Div. of Charts.

20 October 1950

Submitted by:

John R. Smith

John R. Smith
Cartographic Survey Aid

25 October 1950

Approved:

Harry F. Garber

Harry F. Garber
Chief of Party

MAP T 9507

PROJECT NO. Ph-59(50)

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -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	
BANK, 1932	G-1249 Pg 13	N.A. 1927	39	16	46.638			1438.3	(412.1)		
			74	34	31.118			745.8	(692.3)		
BOY, 1936	G-3175 P.349	"	39	16	03.119			96.2	(1754.1)		
			74	37	03.692			88.5	(1349.9)		
FRAMBES, 1932	447 Pg.19	"	39	21	37.731			1163.6	(686.7)		
			74	34	54.700			1309.6	(126.9)		
STACK LARGE SW Δ BANK, 1932	G-1447 32	"	39	15	43.470			1340.5	(509.8)		
			74	36	26.773			641.9	(796.6)		
LINE, 1935	G-3126 346	"	39	17	50.157			1546.8	(303.5)		
			74	35	23.782			569.9	(867.9)		
MARSHALL, 1935	G-3126 336	"	39	20	07.620			235.0	(1615.3)		
			74	34	35.470			849.5	(587.5)		
NW BRIDGE TENDERS HOUSE, 1935	G-3126 345	"	39	17	56.116			1730.6	(119.7)		
			74	33	26.411			632.9	(804.9)		
OCEAN CITY STANDPIPE, 1932	G-1447 32	"	39	16	37.66			1161.4	(688.9)		
			74	34	51.18			1226.8	(211.4)		
POINT, 1932	447 Pg.20	"	39	18	15.293			471.6	(1378.7)		
			74	32	15.760			377.6	(1060.0)		
PORK, 1935	G-3126 344	"	39	20	14.716			453.8	(1396.5)		
			74	31	01.354			32.4	(1404.5)		
SOM, 1935	G-3126 336	"	39	18	45.505			1403.3	(447.0)		
			74	35	49.657			1189.7	(247.8)		
SOMERS POINT STANDPIPE, 1932	G-1447 31	"	39	19	07.453			229.8	(1620.5)		
			74	36	01.259			30.2	(1407.2)		3

1 FT. = 3048006 METERS
COMPUTED BY: J.C. Richter

DATE 13 Dec. 1950

CHECKED BY: M.F. Kirk

DATE 5. January 1951

M 2368.12

MAP T-9507 PROJECT NO. Ph-59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -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)
OCEAN DRIVE, 1946	U.S.E. TRAY, MEC COORD.	N.A. 1927	172,338.73 2,030,696.11			712.9 (811.1) 212.2 (311.8)	
MON 1833 NJGCS, 1934	MON DESCR.	"	175,354.11 2,020,127.80			108.0 (1416.0) 39.0 (1485.0)	
MON 1834 NJGCS, 1934	"	"	177,040.22 2,021,116.21			621.9 (902.1) 340.2 (1183.8)	
MON 1835 NJGCS, 1934	"	"	185,658.92 2,026,545.70			200.8 (1323.2) 471.1 (1052.9)	
MON 1836 NJGCS, 1934	"	"	187,153.42 2,027,470.50			656.4 (867.6) 753.0 (771.0)	
MON 1837 NJGCS, 1934	"	"	193,471.67 2,032,259.72			1058.2 (465.8) 688.8 (835.2)	
MON 1838 NJGCS, 1934	"	"	194,647.44 2,033,374.28			1416.6 (107.4) 1028.5 (495.5)	
MON 2700 NJGCS, 1935	"	"	164,002.73 2,025,456.61			1220.0 (304.0) 139.2 (1384.8)	
MON 2701 NJGCS, 1935	"	"	163,108.46 2,024,666.85			947.5 (576.5) 1422.5 (101.5)	
MON 2702 NJGCS, 1935	"	"	156,841.58 2,019,801.99			561.3 (962.7) 1463.7 (60.3)	
MON 2704 NJGCS, 1935	"	"	153,238.45 2,016,512.92			987.1 (536.9) 461.1 (1062.9)	

1 FT. = 3048006 METES
COMPUTED BY: J.C. Richter

DATE: 13 Dec. 1950

CHECKED BY: M.F. Kirk

DATE:

5 Jan. 1951

18

MAP T. 9507 PROJECT NO. Ph-59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	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
				FORWARD	(BACK)		FORWARD	(BACK)	
MON 4812 NJGCS 1936	Desc. of Mon.	N.A. 1927	174,306.49 2,039,358.04				1312.6 1328.3	(211.4) (195.7)	
MON 4813 NJGCS 1936	"	"	174,994.55 2,040,394.80				1522.3 120.3	(1.7) (1403.7)	
MON 4814 NJGCS 1936	"	"	176,501.81 2,042,171.82				457.8 662.0	(1066.2) (862.0)	
MON 4815 NJGCS 1936	"	"	177,379.40 2,043,298.58				725.2 1005.4	(798.8) (518.6)	
MON 4816 NJGCS 1936	"	"	179,099.44 2,045,441.28				1249.5 134.5	(274.5) (1389.5)	
MON 4817 NJGCS 1936	"	"	179,971.18 2,046,835.14				1515.2 559.4	(8.8) (964.6)	
MON 5728 NJGCS 1937	"	"	159,043.35 2,022,154.49				1232.4 656.7	(291.6) (867.3)	
MON 5729 NJGCS 1937	"	"	159,937.23 2,023,093.33				1504.9 942.9	(19.1) (581.1)	
MON 7852 NJGCS 1939	"	"	195,451.00 2,030,417.61				137.5 127.3	(1386.5) (1396.7)	
MON 7853 NJGCS 1939	"	"	194,562.07 2,029,530.48				1390.5 1380.9	(133.5) (143.1)	
MON 7854 NJGCS 1939	"	"	191,517.87 2,027,991.41				462.7 911.8	(1061.3) (612.2)	
MON 7855 NJGCS 1939	"	"	189,897.34 2,025,979.94				1492.7 298.7	(31.3) (1225.3)	

Deleted - reported as
probably destroyed.

1 FT. = 3048006 METERS
COMPUTED BY: J.C. Richter
CHECKED BY: M.F. Kirk
DATE: 13 Dec. 1950
DATE: 5 Jan. 1951
M-2388-12 19

MAP T. 9507

PROJECT NO. Ph-59(50)

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	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
				FORWARD	(BACK)		FORWARD	(BACK)	
MON 7856 NJGCS, 1939	NJGCS Desc. of Mon.	N.A. 1927	188,876.38 2,025,472.50				1181.5 144.0	(342.5) (1380.0)	
MON 7861 NJGCS, 1939	"	"	185,996.23 2,023,815.12				303.7 1162.9	(1220.3) (361.1)	
MON 7863 NJGCS, 1939	"	"	182,545.15 2,022,052.23				775.8 625.5	(748.2) (898.5)	
MON 7864 NJGCS, 1939	"	"	180,854.90 2,020,352.38				260.6 107.4	(1263.4) (1416.6)	
MON 7866 NJGCS, 1939	"	"	178,114.63 2,018,239.82				949.4 987.5	(574.6) (536.5)	
MON 7867 NJGCS, 1939	"	"	177,115.38 2,017,812.81				644.8 857.4	(879.2) (666.6)	
MON 7868 NJGCS, 1939	"	"	176,463.28 2,019,040.38				446.0 1231.5	(1078.0) (292.5)	
MON 7869 NJGCS, 1939	"	"	175,236.16 2,018,493.75				72.0 1064.9	(1452.0) (459.1)	
Sub Pt ANCHORAGE R M No. 1, 1935	"	"	39° 18' 74. 34				456.8 389.3	(1393.5) (1048.4)	
Sub Pt MON 7868 NJGCS, 1939	"	"		Plot graphically					
Sub Pt MON 2704 NJGCS, 1935	"	"							
Sub Pt MON 1837 NJGCS, 1934	"	"		Plot graphically					
				Plot graphically					

1 FT. = 3048006 METERS C. Richter
COMPUTED BY:

DATE 19 Dec. 1950

CHECKED BY: M.F. Kirk

DATE 5 Jan. 1951

M-2386-12
20

MAP T- 9507 PROJECT NO. Ph 59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

MAP T- 9507 PROJECT NO. Ph 59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

MAP T- 9507 PROJECT NO. Ph 59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

[illegible][illegible][illegible][illegible][illegible]

MAP T. 9507

PROJECT NO. Ph-59(5)

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -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	
				FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
TWO, S CUPOLA, 1937	Form 524	N.A. 1927	39 18 74 31				1446.9 696.3	(403.4) (741.2)		
TILL, CUPOLA HOTEL, 1937	"	"	39 16 74 34				857. 859	(993) (579)		
STANDPIPE MAR- GATE, 1936	"	"	39 19 74 30				879.3 1285.5	(971.0) (151.7)		
STANDPIPE LONG- PORT, 1936	"	"	39 18 74 31				1813.3 540.9	(37.0) (896.5)		
STANDPIPE (ALUMINUM) 1935	"	"	39 16 74 34				1305.2 1106.6	(545.1) (331.5)		
SOUTH GABLE (DOCK THORO) 1935	"	"	39 21 74 32				342.2 493.6	(1508.1) (944.0)		
BEN, BENCH MARK NO.1, 1937	"	"	39 17 74 37				1492.4 680.3	(357.9) (757.5)		
BR. TENDERS NO (BROAD THORO) 1935	"	"	39 18 74 33				1435.6 840.2	(414.7) (597.3)		
N CUPOLA, SCHOOL CUPOLA, 1937	"	"	39 18 74 31				1487.6 629.8	(362.7) (807.7)		
C.G. FLAGPOLE, 1937	"	"	39 17 74 33				1236 1091	(614) (347)		
CHY.-LINWOOD COUNTRY CLUB, 1935	"	"	39 21 74 33				249.5 1018.2	(1600.8) (418.5)		
CHIMNEY, SCHOOL HOUSE, 1936	"	"	39 19 74 30				1655.5 241.9	(194.8) (1195.1)		

1 FT. - 3048006 METERS C. Richter

DATE 13 Dec. 1950

CHECKED BY: M.F. Kirk

DATE 1/5/51

M. 2388-12

22

COMPILATION REPORT T-9507

The photogrammetric plot report for the area of this survey has been submitted with the descriptive report for T-9503.

31. DELINEATION

Manuscript No T-9507 was delineated by graphic methods.

32. CONTROL

The identification, density, and placement of horizontal control was adequate.

Two stations, OCEAN DRIVE, USE, 1946 and STANDPIPE, MARGATE, 1936, were not held in the radial plot. Refer to items 23 & 24 Photogrammetric Radial Plot Report for this manuscript.

33. SUPPLEMENTAL DATA

1. Geographic name standard, dated January 27, 1951, on Corps of Engineers, Pleasantville, N. J. quadrangle, was furnished by the Washington Office.

2. Corps of Engineers, quadrangles of Atlantic City, N.J. and Sea Isle City, N.J. were used to determine the road objectives.

3. Maps of Ocean City, Cape May County by William Collison, Jr.

34. CONTOURS AND DRAINAGE

No comment.

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection is considered adequate. The MHW line along the ocean was furnished by reference distances to identifiable detail. (See Field Report item 7-a). A small amount of apparent shoreline and low water line was indicated by the field party. The remainder was identified by analogy and office interpretation of the photographs.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

Forms 567 for nine (9) landmarks which appear on the manuscript are submitted with this report.

Forms 567 for one additional landmark and two nonfloating aids, furnished by field edit, are also herewith submitted.

38. CONTROL FOR FUTURE SURVEYS

Forms 524 are submitted for four (4) recoverable topographic stations established and thirteen (13) previous stations recovered. A list of these stations appear under item 49. The forms for two of the stations were prepared in this office.

Form 524 for one additional station was furnished by the field edit party. Forms 524 filed in Div of Photogrammetry general files.

39. JUNCTIONS

Junction has been made and is in agreement as follows:

On the N with T-9503
On the S with T-9509 (extension)
On the E with T-9508
On the W with T-9506

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41.-45.

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Survey No T-9507 has been compared with:

1. Corps of Engineers, Pleasantville, N.J. Quadrangle, scale 1:62,500, published 1948.
2. U.S.C. & G.S. Topographic Maps T-5638 (1936), T-5639 (1936), and T-5642 (1936), scale 1:10,000.

47. COMPARISON WITH NAUTICAL CHARTS

Survey No. T-9507 has been compared with U.S.C. & G.S. Chart No. 827, scale 1:40,000, dated October, 1943 corrected to September 1, 1950, and Chart No. 826, scale 1:40,000, dated July 1951, corrected to August 13, 1951.

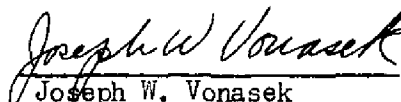
Items to be applied to Nautical Charts:

None.


Items to be carried forward:

None.

Respectfully submitted
December , 1952


Joseph W. Vonasek
Carto. (Photo.)

Approved and Forwarded
December , 1952


Hubert A. Paton
Comdr. C. & G.S.
Officer in Charge

\$STRIKE OUT ONE

Pleasantville, New Jersey

I recommend that the following objects which have ~~(None exist)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(None exist)~~ the charts indicated.

The positions given have been checked after listing by

Paul Taylor:

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

TO BE CHARTED
TO BE CHARTED

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Pleasantville, New Jersey 27 May, 1952

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

The positions given have been checked after listing by

Paul Taylor

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

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

MONITORING CHANGES IN LANDMARKS FOR CHARTS

TO BE CHARTED } **STRIKE OUT ONE**

Baltimore, Maryland

November, 1952

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

The positions given have been checked after listing by R. Glaser

H. A. Paton

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating*/

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

32 Old Turnpike
Pleasantville, N. J.

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

19 October 1950 EXPRESS ADDRESS:

To: District Engineer
U. S. Engineering Department
120 Broad Street
Philadelphia, Pennsylvania

Subject: Bridge Clearances

1. Listed on the attached sheet are discrepancies we have found between our measurements and those as listed in the U. S. Engineers "List of Bridges Over Navigable Waters in the United States", revised to 1 July 1942, and Supplement, dated 1 January 1948.

2. It is requested that you notify the director of this agency in Washington, D. C. as to which of these measurements should be used for charting.

Harry F. Garber
Comdr., USCGS
Chief of Party

cc: The Director, USCGS

BRIDGE CLEARANCES

Page	Miles Above Mouth	Nearest Town, Street, etc.	Owner	Type	Published Horizontal Clearance	Observed Horizontal Clearance	Published Vertical Clearance	Observed Vertical Clearance
176	1.0	Somers Point, N. J. (Ship Channel)	Atlantic City & Shore R.R. Co.	Swing	REMOVED	REMOVED	REMOVED	REMOVED
176	.75	Somers Point, N. J. (Elbow Thorofare)	Atlantic City & Shore R.R. Co.	Fixed	REMOVED	REMOVED	REMOVED	REMOVED
176	.50	Ocean City, N. J. (Rainbow Thorofare)	Atlantic City & Shore R.R. Co.	Fixed	REMOVED	REMOVED	REMOVED	REMOVED
208	80.3	Ocean City, N. J. (Beach Thorofare)	Atlantic City & Shore R.R. Co.	Fixed	REMOVED	REMOVED	REMOVED	REMOVED
176	.25	Ocean City, N. J. (Great Egg Bay)	Ocean City, Long- port Automobile Bridge Company	Bascule	90.0 feet	102 feet	18.0 feet	23 feet
394	1.1	Risleys Channel (Longport)	Atlantic County	Bascule	50.0 feet	45.0 feet		
360	.50	Futcong Creek (Somers Point)	Atlantic County	Swing	Fixed 35.0 feet	34.5 East 35.2 West	Fixed 7.3 feet	6.0 feet
210	93.6	Ludlam Thorofare (Sea Isle City)	Cape May County	Bascule	50.0	48.5	8.1	10.0
284	0.2	Middle Thorofare (6 miles south of Ocean City)	Cape May County	Fixed	23.0	10.3	6.2	6.0
208	7.4	Manahawkin Bay (Ship Bottom)	N. J. State High- way Department	Bascule	50.5	51.5	6.7	8.4
208	68.9	Atlantic City, N. J. (Manasquan Inlet)	Penn. Reading Sea- shore Lines	Swing	34.2	34.0	4.1	2.0

ALL MEASUREMENTS ARE FROM MHW

49. NOTES FOR THE HYDROGRAPHER

Seventeen recoverable topographic stations are shown on the manuscript and listed as follows:

- ✓ STANDPIPE, 1950 (new geogr. position for Standpipe Margate, 1936)
- ✓ STACK, 1950
- ✓ FRAMBES AZ MK (1932), 1950
- ✓ CHIMNEY (Chy - Linwood Country Club) 1935
- ✓ ROOF (Br. Tender's Ho. - Broad Thoro) 1935
- ✓ GABLE (S Gab.- Dock Thoro) 1935
- ✓ POLE (Pole, Firehouse) 1936
- ✓ S CUPOLA (TWO - S Cup) 1937
- ✓ STANDPIPE (S Pipe Longport) 1936
- ✓ CHIMNEY (Chy, Sch. Ho) 1936
- ✓ N CUPOLA (N Cup. Sch Cup) 1937
- ✓ POINT AZ MK (1932) 1950
- ✓ LOOKOUT TOWER ,1950
- ✓ BM No 1 (BEN ≠ BM No 1) 1937
- ✓ FLAGPOLE (C.G. Flagpole) 1937
- ✓ STANDPIPE (S Pipe Alum.) 1935
- ✓ CUPOLA (TILL - Cup hotel) 1937

An additional station was furnished by field edit:

- ✓ LOOKOUT TOWER, 1952

FIELD EDIT REPORT
Quadrangle T-9507
Project Ph-59(50)

Paul Taylor, Chief of Party

The field edit of this quadrangle was accomplished during the months of April and May, 1952.

51. METHODS

Standard surveying methods were used for the application of the corrections and additions to this map. The inspection was accomplished by means of a truck, to traverse all passable roads, and on foot to inaccessible areas that required special investigation.

Two field edit sheets, 1:20,000 scale prints, are submitted with the field edit information. This includes all the additions, corrections and deletions found during the field edit. Where these changes have not been shown directly on the field edit sheets, they have been referenced to the field photographs. The legend on the field edit sheets is shown to indicate the colored inks and the symbols which were used to apply the above information.

Questions that have been asked on the discrepancy prints have been answered or referenced directly on the discrepancy prints in black ink.

52. ADEQUACY OF COMPILATION

The compilation of this map is considered to be adequate with the exception of the corrections and additions of the field edit data that are to be applied. Data applied.

Buildings have been circled and classified on photographs 50-0-820 and 845 in the areas on the northern portion of the sheet that had been classified as urban areas.

In regards to the route of the Intracoastal Waterway across Great Egg Harbor Inlet, the present approximate route is indicated on the discrepancy print. However it is recommended that a cautionary note be included when delineating this feature as it is subject to constant change. It is understood that maintenance boats of the New Jersey Department of Navigation frequently sound this channel and change the channel markers as necessary.

The Mean High Water Line has been changed on the Ocean City side of Great Egg Harbor Inlet. One rock groin and two rock seawalls have been constructed since field inspection. The changes are shown on photograph 50-0-849.

At approximate latitude $39^{\circ} 16' 30''$, the delineation of the Mean High Water Line was questioned on the discrepancy print. Operations were in progress during the field edit to build up the beach at this point. Two large dredges were pumping sand from Great Egg Harbor Bay into this area. The present change has been indicated on the field edit sheet and the pilings and bulkheads which can be seen on the photographs will in all probability be removed or covered over soon.

The boundaries on this sheet have been shown correctly. Verification has been obtained from the Boundary Report and from Mr. William J. Collison, City Engineer of Ocean City.

A few swamp changes have been shown on the field photographs, also, the limits of the marsh area on the southern half of the sheet has been indicated in purple ink as requested.

No large active borrow pits were found during this investigation. With the exception of two or three pits, which were being partially worked, the remainder are abandoned. In all cases the depression contours adequately depict the areas.

53. MAP ACCURACY

The horizontal positions of the map detail appear to be good.

No standard vertical accuracy test was required for this sheet. The contours, however, were visually checked throughout the quadrangle and were found to adequately show the terrain. Several small errors of contour expression were corrected.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

Mr. William J. Collison, City Engineer of Ocean City, N. J., who has been a resident of the area for fifty years, states that he would be willing to examine a proof copy of this quadrangle for possible errors. Mr. Collison's address is: Ocean City Bank Building, Ocean City, New Jersey.

56. LANDMARKS AND AIDS

Two lights were located by planetable methods in Great Egg Harbor Bay. They are known locally as "BASS HARBOR LIGHT I" and "ANCHORAGE POINT LIGHT 2". These lights are shown on the field edit sheet.

One landmark, Coast Guard Tower at Longport, was located. The tower is no longer used by the Coast Guard. However, it is a steel structure and is recommended as a landmark.

Forms 567 and 524 are submitted with the field edit data.

Attached

27 May 1952
Submitted by:

Joseph K. Wilson
Joseph K. Wilson,
Cartographer

4 June 1952
Approved by:

Paul Taylor
Paul Taylor
Lt. Comdr., USC&GS
Chief of Party

T-9507

48. GEOGRAPHIC NAMES

Alex Island
Anchorage Point
Atkinson Ave.
Atlantic Ave.
Atlantic City (only for city limits)
Atlantic County
Atlantic Ocean

Bargaintown (name o.k. but it appears to lie north of map)
Bargaintown Pond
Bass Harbor

Beach Thorofare
Bonds Bar Island
Boro. of Longport
Broad Thorofare
Bull Thorofare

Birch Grove Park (under const.)
Cape May County
Carnival Bayou
Cowpens Island

Dock Thorofare
Drag Channel
Drag Island
Dune Island

Egg Harbor Township
Elbow Thorofare

Garrett Thorofare
Golders Point
Great Egg Harbor Bay
Great Egg Harbor Inlet

Hospitality Creek

Intracoastal Waterway

Jeffers Landing Road
Jerome Ave.
Jonas Island

Kiahs Island

Lakes Bay
Lakes Channel
Linwood
Little Meadow Run
Lone Cedar Island

Longport

Maple Run
Margate City
Mill Creek
Mulberry Thorofare

Northfield
Northfield Zion Road

N.J. 52 (no longer used)
N.J. 52 (Somers Point - Ocean City)
Ocean City
Ocean City Heights Ave.
Ocean City Airport

Patcong Creek
Peck Bay
Peck Beach

Pennsylvania Reading Seashore Lines
Pleasantville (only for city limits)
Pork Island

Rainbow Channel
Rainbow Islands
Rainbow Thorofare
Risley Channel
Robert Best Road
Roosevelt Boulevard

Scull Bay Seaview
Seaview (delete, per Names Report)
Shelter Island Bay

Shelter Island Waters
Ship Channel
Shooting Island
Shore Road
Sod Thorofare

Somers Point (main name as well as boundaries)
Somers Point Longport Blvd.
Somers Point Mays Landing Road
Steelman Bay
Steelmanville
Stillman Creek

Toms Island
The Lagoon
Upper Township
U.S. 9

Venetian Bayou
Ventnor Ave.
Ventnor City

GEOGRAPHIC NAMES CONTINUED

Whirlpool Channel
Whirlpool Island
Williams Island
Winkle Island

Names of features appearing on the map:

Atlantic City Country Club
Atlantic County Farm
Central Memorial Hall
Crestlea Park Elementary School
Dawes Ave. School
Friends Central Cemetery
Friendship Church
Lake Memorial Tabernacle

Linwood Elementary School
Linwood Country Club
New York Ave. School
Ocean City Somers Point Golf Course
Shore Memorial Hospital
Steelmanville Elementary School
U.S. Coast Guard Station (See main list)
Zion Cemetery

These names appear to be o.k., but only those found on map are underlined.

✓ 14th St. R.R. Sta (in Ocean City)
 ✓ 9th St. (" ")

Names approved 9-22-53
 L. Heck

Review Report T-9507
Topographic Map
24 September 1953

62. Comparison with Registered Topographic Surveys.-

T-143	1:10,000	1841
T-146	"	1842
T-1744	1:20,000	1886
T-2054	"	1891
T-2454	"	1899
T-2562	1:10,000	1901
H-2695	"	1904
T-5638 Supp.	"	1932
T-5639 Supp.	"	"
T-5642 Supp.	"	"

A comparison of T-9507 with the most recent of the previous surveys reveals that the shoreline of the north shore of Great Egg Harbor Inlet in the area of the Longport-Ocean City Highway Bridge east of Broad Creek has receded, whereas, most of the ocean side has built up in an easterly or seaward direction.

The shoreline of the inside bays and channels has remained relatively stable. A few new channels have been dredged in Beach Thorofare to straighten the Intracoastal Waterway route.

T-9507 supersedes all the above surveys in common areas for nautical charting purposes.

63. Comparison with Maps of Other Agencies.-

Pleasantville, N.J., USE 15' quadrangle, 1:50,000, 1948 (also published at scale 1:62,500).

Contours and drainage are more expressive of the terrain on T-9507 than on the quadrangle. Additional cultural development has occurred subsequent to the publication of the quadrangle.

64. Comparison with Neautical Charts.-

827, 1:40,000, Intracoastal Waterway, ed. 1951,
corr. to ~~6/9/52~~
2/16/53

1217, 1:80,000, ed. 1948, corr. to ~~2/13/50~~
9/7/53

On T-9507 the shoreline of the north shore of Great Egg Harbor between longitude $74^{\circ} 32.5'$ - $74^{\circ} 33.7'$ and at approximate latitude $39^{\circ} 18.5'$ has receded about 100 meters, more or less, in comparison with the charts. The shoreline of Peck Beach on the

ocean side, as shown on T-9507, is in a more easterly position than that shown on the charts. The inside channels show very minor differences, none of which are significant to charting. Bulkheads and groins not shown on the charts have been added along the north-eastern area of the Ocean City shoreline. A marine basin has also been dredged north of the Ocean City Airport and leading into Beach Thorofare.

66. Accuracy of Results and Future Surveys.-This map complies with all instructions and is adequate as a base for hydrographic surveys and the construction of nautical charts. This map complies with the National Map Accuracy Standards.

Reviewed by:

K. N. Maki
K. N. Maki

APPROVED

H. C. Lande
Chief, Review Branch
Div. of Photogrammetry

H. C. Edmundson
Chief, Nautical Chart Branch
Division of Charts *GR*

H. W. Swanson
Chief, Div. of Photogrammetry

Carl V. Heaton
Chief, Div. of Coastal Surveys

30 January 1956

History of Hydrographic Information for T-9507

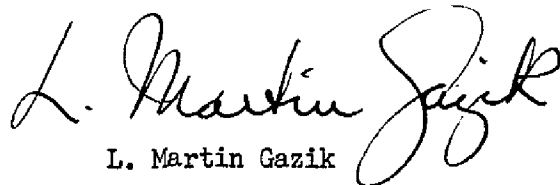
Hydrography applied to the map manuscript for T-9507 is in accordance with the general specifications of May 18, 1949.

Depth curves and soundings in feet (Mean Low Water Datum) originate with the following surveys and chart:

Hydrographic Survey	H-6226 (1937)	1:20,000
"	"	H-6230 (1937) 1:10,000
"	"	H-6254 (1937) 1:10,000
"	"	H-6262 (1937) 1:10,000
Nautical Chart No. 82 ⁷ 6 , 1951 (corr. to September 1953		1:40,000

Photographs of the series O, numbers 800-806, 814-823, 845-850 and 853-855, taken April 16, 1950 were used in conjunction with the above listed hydrographic surveys and chart for the interpretation of the mean low water line and the determination of channels subject to constant and rapid change.

Hydrography was compiled by L. Martin Gazik and checked by O. Svendsen.



L. Martin Gazik

10-21,53

NAUTICAL CHARTS BRANCH

SURVEY NO. T-9507

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.