

# 5101

ORIGINAL

U. S. COAST AND GEODETIC SURVEY  
NOV 3 1935  
ADD. NO. 1

# 5101

Form 504  
Rev. Dec. 1933  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
R. S. PATTON, DIRECTOR

**DESCRIPTIVE REPORT**

Photo  
Topographic  
~~Hydrographic~~

Sheet No. T-5101

State New Jersey

LOCALITY

Sandy Hook Bay

~~Point Comfort to Leonardo~~

REARBOURNE

AND VICINITY

1934

CHIEF OF PARTY

R. C. Bolstad, Jr. H. & G. Engr.

applied to Chart 543 July 29, 1936 H. Mae Swen  
" " " 369 Dec 7, 1938 R. M. J.  
app'd to Chart 544 5-20-67 HR

-1-  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. ~~T-5101~~ 51

REGISTER NO. T5101

State New Jersey

General locality Sandy Hook Bay

Locality ~~Point Comfort to Leonardo~~ Keanburg and vicinity

Scale 1:10,000 photographs May 20, 1932  
Date of ~~survey~~ July 24, 1932  
Date of Compilation Sept. 9, 1934

~~Vessel~~ Air Photo Compilation Party No. 12, New York City

Chief of party Roswell C. Bolstad

Surveyed by See data sheet in Descriptive Report for this sheet.

Inked by J. E. Moreland

Heights in feet above --- to ground to tops of trees

Contour, Approximate contour, Form line interval --- feet

Instructions dated November 15, 1932

Remarks: Compiled on scale of 1:10,000 and printed by Photo  
Lithography.

- STATISTICS -

on

SHEET, FIELD NO. 51, REG. NO. T-5101

PHOTOS, NOS. <u>66 - 32 - 39 to 66 - 32 - 43</u>	DATE <u>5/20/32</u>
PHOTOS, NOS. <u>66 - 33 - 2 to 66 - 33 - 10</u>	DATE <u>5/20/32</u>
PHOTOS, NOS. <u>66 - 51 - 37 &amp; 66 - 51 - 38</u>	DATE <u>7/24/32</u>

BY

DATE  
From To

The Scale Factor of this sheet is 1.000

PROJECTION	<u>E.W. Fickenscher</u> E.W. Fickenscher	<u>1/5/34</u>
PROJECTION CHECKED	<u>R.A. Philleo</u> R.A. Philleo	<u>1/5/34</u>
CONTROL PLOTTED	<u>R.A. Philleo</u> R.A. Philleo	<u>1/8/34</u>
CONTROL CHECKED	<u>R.L. Fisher</u> R.L. Fisher	<u>1/10/34</u>
TOPOGRAPHY TRANSFERRED	<u>R.L. Fisher</u> R.L. Fisher	<u>1/11/34</u>
TOPOGRAPHY CHECKED	<u>R.A. Philleo</u> R.A. Philleo	<u>1/20/34</u>
SMOOTH RADIAL LINE PLOT	<u>W.E. Hackett</u> W.E. Hackett	<u>1/22 - 2/1/34</u>
RADIAL LINE PLOT CHECKED	<u>R.A. Philleo</u> R.A. Philleo	<u>2/1/34</u>
DETAIL INKED ✓ ✓	<u>J.B. Moreland</u> J.B. Moreland	<u>7/26 - 9/9/34</u>
PRELIMINARY REVIEW	<u>G. Crowther</u> G. Crowther	<u>11/7 - 11/9/34</u>
	<u>R.H. Peckworth</u> R.H. Peckworth	<u>11/23 - 11/30/34</u>

AREA OF DETAIL INKED 17.0 sq. Statute Miles (Land area)

AREA OF DETAIL INKED 0.0 sq. Statute Miles (Shoals in water area)

LENGTH OF SHORELINE (more than 200 meters from nearest opposite shore)  
12.0 Statute Miles

LENGTH OF SHORELING (rivers and sloughs less than 200 meters wide)  
40.5 Statute Miles

LENGTH OF ROADS, STREETS, TRAILS; RAILROADS 209.3 Statute Miles.

GENERAL LOCATION Sandy Hook Bay

LOCATION Point Comfort to Leonardo

DATUM North American 1927

Latitude 40°- 26'- 38.129" (1176.1 m.)

STATION Waackaack L.H. (1901) Longitude 74°-08'- 11.577" (272.9 m.)

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 51

GENERAL INFORMATION

The 1934 Air Photo Field Inspection Report, attached to Air Photo Topographic Sheet Descriptive Report, Register No. T-5100, furnished the necessary field data for the compilation of this sheet. Additional information was obtained from the notes on the field prints and from a special field inspection by Mr. J.B. Moreland, Draftsman, Party No. 12, after the detail on the sheet had been completed.

As an aid in detailing this sheet the following data was used: the Navesink and Sandy Hook Quadrangle Sheets of the U.S. Geological Survey; track layout data of the Central Railroad of New Jersey; U.S. Engineer traverses; New Jersey road map issued by the Standard Oil Company of New Jersey.

The Topographic Sheet, Register No. 4246, by Lieut. R.F.A. Studds in 1926 was used to check the shore line as obtained by the radial plot.

The accompanying STATISTICS SHEET details all data in connection with the compilation of this sheet.

Since the time at which the photographs covering this sheet were taken was not recorded, the stage of tide could not be determined.

This sheet was compiled from three sets of photographs taken by the Aero Service Corporation of Philadelphia, Pa. and enlarged by them to the scale of 1:10,000. The numbers of the photographs and dates on which they were taken are given on the STATISTICS SHEET, page 2, of this report.

CONTROL

(A) Sources

The following sources of control were used in the compilation of this sheet:

- (a) Triangulation by Lieut. R.W. Woodworth in his 1930-1933 lists, positions unadjusted.
- (b) Topographic Sheet by Lieut. R.F.A. Studds in 1926. Reg. No. 4246

All control was placed on the North American 1927 Datum before beginning the compilation. The adjustment was approximate, however, any final office adjustment should be unplottable at this scale, 1:10,000.

The railroad track layout data for this area, obtained from the Central Railroad of New Jersey, was useful in locating railroad stations, switches, bridges and other structures not readily apparent on the photographs. Since the railroad data consisted chiefly of linear measurements along the center line of the railroad and did not include bearings and azimuths of the tangent tracks it could not be used as control. This railroad data provided a satisfactory check of the plot as the location of highway and creek crossings located by radial plot coincided exactly with their location in the railroad data.

#### ADDITIONAL CONTROL

The triangulation stations "Red Chimney"(1926) and "Old Tank-Keansburg"(1926) could not be located and were not used in this compilation. Field inspection revealed that "Old Tank-Keansburg" had been demolished.

Topo stations "B" and "b" west of Belvedere Beach and "A" east of Conover Beacon, shown on Topography Sheet 4246 could not be located as no descriptions of these points were available.

#### Discrepancies.

The datum shown on topographic sheet Reg. No. 4246 by Lieut. R.F.A. Studds (1926) did not check with the datum used by Lieut. R.W. Woodworth (1930-1933). The positions as given by Lieut. Woodworth were used in this plot and checked satisfactorily.

The U.S. Engineer traverses by Company B, 29th Engineers, U.S. Army were used as an aid in detailing this sheet but could be used only as a check on the control since they could not be definitely tied in with the radial plot at all points.

*Stack(d)  
on Comp.* In addition to the above triangulation, topographic signal Brik (Brick Chimney of Keansburg Incinerator), taken from the topographic sheet, was spotted on the photos and used as supplementary control. Since this signal is also used as a recoverable topographic station it is shown on this sheet by a small black circle.

It was not possible, on this sheet, to show any recoverable topo stations submitted by Lieut. E.R. McCarthy, who was operating in this area in 1934, since no record of the positions has been received in this office and no bromides or photostats of the aluminum control sheets have been forwarded. This compilation was completed before the above mentioned data was available. No descriptions were available from Lieut. E.R. McCarthy.  
*Recoverable stations added in Washington office. See Review. E.R.S. 10-12-35*

(B) Errors

There are no apparent errors in the control positions for this compilation. The control along the shore is strong and the radial plot gave good intersections. The aluminum control sheets by Lieut. E.R. McCarthy had not been completed at the time this compilation was completed.

(C) Discrepancies

No control stations established by other organizations were used in this compilation. The railroad track layout data of the Central Railroad of New Jersey and the U.S.E. traverses could only be used as a check as noted in paragraph (A) above.

COMPILATION

(A) Method

The usual radial line method of plotting was used in the compilation of this sheet.

(B) Adjustments of Plot

The photographs of this area appear to have very little tilt and scale fluctuation and are very clear and distinct. The photographs of adjacent flights were so widely separated that the topography common to both flights that was clear and free from distortion was quite narrow, thereby decreasing the number of points common to both flights and making accurate junction of adjacent flights correspondingly difficult. It would have facilitated the plotting if the flights had been extended one picture further into Sandy Hook Bay to obtain intersections from three radials instead of two radials in this area.

The area is crossed by several creeks and swamps running inland at right angles to the shore, the ground elevations rising rapidly to hills between these depressions. These changes in elevation produced considerable displacement radially and necessitated a revision of the radial plot in the vicinity of Horsford Tank and Chapel Hill Lighthouse which are located on a hill about 250 feet above the surrounding country. However, by holding to all available control for this sheet excessive

Additional Interpretation

The entrance channel to Compton Creek which is marked by bouys on U.S.C. & G.S. Chart 369 is not clearly defined on the photos and the bouys do not show, therefore, it has not been shown on this sheet. No data <sup>are</sup> available regarding the positions of these bouys.

Scattered piles, not appearing on the photos have been located by the field inspection party as accurately as possible and shown on this sheet. For more accurate data regarding these piles and a fish trap not shown reference should be made to the hydrographic sheets of this area.

Two wrecks are shown off shore near meridian 74 03 on U.S.C.&G.S. Chart 369. One wreck is shown on this compilation, the other lies just beyond the limits of the sheet and is therefore not shown.

Drainage ditches in the marsh area in the vicinity of Perchole and Ware Creeks (Lat. 34° 25.5' Long. 74° 04.5') have been represented by single solid straight lines.

*Ditches in the vicinity of Pears Creek (Lat. 40° 26.3', Long. 74° 06.4') have been added from the photographs in the Washington office.*

*U.S. 10-22-55*



adjustment, to the extent of causing any appreciable error, was not necessary.

(C) Interpretation

Only the usual graphic symbols were used as approved by the Board of Surveys and Maps, 1932, and no great difficulty was experienced in interpreting the photographic detail.

The double full line was used to indicate first order roads and the double broken line for private driveways and roads of lesser importance. An exceedingly poor road or trail was shown as a single dashed line. In most cases ( unless identified by the field inspection ) the classification had to be determined by the appearance under the stereoscope. Unsurfaced highways shown on this sheet were represented by double broken lines.

The dashed line with railroad symbol imposed, extending across the sheet almost due north in longitude 74° 05' is an abandoned single track branch railroad running to Port Monmouth and has been so labeled on the cover sheet.

The railroad data was especially helpful in identifying structures and switches.

Practically no shoal areas have been shown on this sheet since they are not clearly enough defined to be accurately located.

There are no bridges of importance to navigation on this sheet. Only Compton Creek is listed by the Coast Pilot as navigable, and that only for small boats a distance of one mile to a fixed railroad bridge.

The Atlantic Coast Pilot states that a channel 150 feet wide and 4 feet (1.2m) deep has been dredged across the flats to the mouth of Compton Creek where it is 75 feet wide and 4 feet (1.2m) deep. In June 1932 the controlling depth in the improved channel leading to the creek was about 6 feet (1.8m)

A ruined pier north of Port Monmouth is shown on Chart 369. Since it appears only on one picture of the flight with no adjacent radial points available its position could not be accurately determined. It was therefore omitted, knowing that the hydrographic party would pick it up. *See Review.*

A row of dolphins on each side of the Keansburgh Steamboat Company pier has been located on the celluloid sheet from Topography Sheet Number 4246 as these dolphins do not appear in the photos.

(D) Information from Other Sources

No information was available from other sources. No shoreline had been run in by the Field Party before this compilation was completed.

(E) Conflicting Names

Mill Creek is so named on U.S.C.&G.S. Chart 369 and on U.S.C.&G.S. Topography Sheet 4246 but is called Few Creek on the Navesink Quadrangle Sheet and the Sandy Hook Quadrangle Sheet of the U.S.G.S. as well as by the Field Inspection Party.

Perchole Creek is a new name from field inspection.

*change to show*

Thorns Creek is a new name from the U.S.G.S. maps.  
Ware Creek , Waackaack Creek and Mahoras Brook are  
new names from field inspection and U.S.G.S. maps.  
Belvedere Beach is a new name derived from Topography  
Sheet 4246 of the U.S.C. & G.S.  
Garrett Hill, Chapel Hill, and New Mommouth are new  
names from U.S.G.S. maps.

#### COMPARISON WITH OTHER SURVEYS

The junctions with all other sheets are satisfactory.

The position of "Water Tank" (1926) on topographic sheet 4246  
by Studds appears to be about 8 to 10 meters west of the plotted  
position, on the compilation, of the same object "Tank-Ideal Beach"  
(1930) as listed by Woodworth.

#### LANDMARKS

Landmarks previously submitted by Lt. R. W. Woodworth  
check satisfactorily.

There are also many other objects (such as houses, ends of  
docks, etc. ) which are located within the accuracy specified  
under the following heading, RECOMMENDATIONS FOR FURTHER SURVEYS,  
and may be used to obtain hydrographic "fixes". Care should be taken  
in using the houses to use the center as the size shown on this  
sheet may be expanded somewhat.

#### RECOMMENDATIONS FOR FURTHER SURVEYS

The compilation of this sheet is believed to have a probable  
error of not over 2 meters in well defined detail of importance  
for charting and of 4 meters for other data. It is understood that  
the widths of roads and similar objects may be slightly expanded  
in order to keep the detail clear and to avoid the closing up of  
the lines and the photographing of the same as a solid area in  
the photolithographic process. However, it is believed that in no  
case are the roads shown wider than the fence lines or actual  
width of right of way.

To the best of my knowledge this sheet is complete in all de-  
tail of importance for charting purposes, within the accuracy  
stated above, and no additional surveys are required.

Submitted by

*J. B. Moreland*  
J. B. Moreland  
Draftsman

Assisted by

*R. H. Peckworth*  
R. H. Peckworth  
Draftsman

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

Includes all recoverable topographic stations (located by photo plot) shown by small black circle on this sheet and not described on Form 524 by this party.

Description	Latitude			Longitude			Method of Determination
	°	'	D.M. Meters	°	'	D.M. Meters	
Cupola (Pavilion)	40	27	(1285) 566	74	08	(992) 422	A.P.T. 1934
* Cupola (Church) (St. Anne's )	40	26	(685) 1168 <sup>7</sup>	74	07	(36) 1378 <sup>7</sup>	A.P.T. 1934
* Spire (M.E. Church)	40	26	(906) 945 <sup>7</sup>	74	07	(169) 1248 <sup>7</sup>	A.P.T. 1934
* Tank	40	26	(1168) 683 <sup>7</sup>	74	07	(408) 1008 <sup>6</sup>	A.P.T. 1934
* Br. Chy. (Incinerator)	40	26	(1554) 297 <sup>3</sup>	74	08	(1264) 150 <sup>6</sup> 148	A.C.S. Topo. Reg. 4246 1934 1926
* Cupola (School)	40	26	(1574) 277	74	07	(1342) 721	A.P.T. 1934
Tall Flagpole	40	25	(1511) 340	74	03	(1240) 174	A.P.T. 1934
F.P. Firehouse	40	25	(1674) 177	74	03	(956) 458	A.P.T. 1934
Spire (Baptist Ch.)	40	25	(1662) 189	74	03	(808) 606	A.P.T. 1934

\* Listed by Lt. Woodworth for expunging . It can be used as a class "C" landmark.

A.C.S. denotes aluminum control sheet.

A.P.T. denotes air photo topography.

\* These stations are located on graphic control survey T-6217a and are described on Form 524.

V.R.S. - 9/18/35

There are several undescribed recoverable stations along the water front on T-6217a. Some of these have been transferred to the compilation (p. 2, #5a). Those that are not shown on the compilation have been omitted because of their proximity to triangulation and other graphic control.

V.R.S.

REVIEW OF AIR PHOTO COMPILATION T 5101 (1934)  
October 1935

1. Comparison with Contemporary Graphic Control Surveys

T 6217a, b (1:10,000), June-July 1934

The graphic control party did not locate any shore line. Shore line shown in pencil on T 6217a, b was transferred in the field from blue prints of the air photo compilations. (D.R. 6217a, b, p. 3) Locations of topographic stations on T 6217a, b do not conflict with the compilation shore line.

The shore line reference for @ End (d) on Form 524 places the high water line 10 meters inside the compilation high water line. This is a difference in interpretation. The compilation shore line follows the berm of the marsh, which is described as the low water line by the graphic control party. The compilation shore line has been accepted as being more consistent with the general practice of this office. The descriptive card for @ End (d) has been corrected.

Details appearing on T 6217a, b, which have not been transferred to the compilation are as follows:

- a. U. S. Engineers grid system. A discussion of U. S. Engineers surveys may be found in descriptive report, T 6217a, b.
- b. Temporary topographic stations.
- c. Magnetic meridian.
- d. Buoys.

2. Comparison with previous Topographic Surveys

(a) T 4246 (1:10,000), 1926

No important differences between the compilation and T 4246 have been found. The compilation party has made all necessary comparisons in the field.

The compilation is complete and adequate to supersede the area covered on T 4246.

(b) T 7 (1836), T 541 (1855-56), T 1713 (1886), T 1721 (1886)

These are plane table surveys on a 1:10,000 scale. The shore line details shown on these surveys have no value for present charting purposes.

The compilation is complete and adequate to supersede the areas covered on T 7, T 541, T 1713 and T 1721, with the exception of hachures on T-7.

3. Comparison with Contemporary Hydrography

H 5617 (1:10,000), 1934

The ruined pier (lat. 40° 26.8', long. 74° 05.3') mentioned on page 5, paragraph c of the descriptive report has been added to the compilation in the office. It is shown as a series of stone piles. In the review H 5617, page 3, paragraph 7a(2), it is recommended that the ruins be removed from the charts as the hydrographic party found no evidence of their presence. Due to the fact that they are distinctly visible on the photograph (66-33-8, May 20, 1932), it is highly improbable that the piles of stones have completely disappeared. It is not apparent, from an inspection of H 5617 and the report for same, that the hydrographic party made any particular effort to find these ruins. While not a dangerous menace to navigation, it would seem advisable to continue charting the ruins. ✓ c k<sup>6</sup>

There are no conflicts between the hydrography and the compilation shore line.

4. Comparison with Charts

The compilation area is covered on charts 369, 543 (in part), and 1215. The compilation is in general agreement with the charts, with the following exceptions:

- a. The tank shown on chart 1215 in lat. 40° 27.2', long. 74° 07.5' is no longer in existence and should be removed from the chart.
- b. The pier shown on charts 369 and 1215 at lat. 40° 27.2', long. 74° 08.8' is in ruins and should be shown as such.

5. Additions and Corrections

- a. The following recoverable stations have been transferred to the compilation in the office by *V. R. Sobieralski* and checked by *L. C. Lande*:

<u>Station</u>	<u>Transferred From</u>
N.E. Light Pole atop Warehouse	T 6217a
N. End of Fishing Stakes	"
S. End of Fishing Stakes	"
E. Gable of E. Yellow House	"
Center Gable of Boat House	"
W. Gable of White House	"
RNB-18 (U.S.E.)	T 6217b

- b. Pier ruins have been added in lat. 40° 26.8', long. 74° 05.3', as discussed in paragraph 3 of this review.

- c. Ditches in the vicinity of Pew Creek (lat. 40° 26.3', long. 74° 06.4') have been added in the office to make this area more consistent with similar conditions in other parts of the compilation.

d. Minor changes in various details throughout the compilation have been made after careful inspection of the photographs.

#### 6. Described Stations

Described recoverable stations with the following exceptions have been located on the compilation by radial intersection in the field. Descriptions may be found on Form 524 filed under T 6217a.

The following described stations have been transferred to the compilation in the office by *V. R. Sobieralski* and checked by *R. C. Lande*:

<u>Station Name</u>	<u>Filed Under</u>
Chimney (Public School)	T 6217a
CnC-1(U.S.E.) to CnC-7(U.S.E.)	"
End	"
Fin (N. Gable Auditorium Bldg.)	"
Red Tank	"
SHB-4 (U.S.E.)	"
Vol	"

#### 7. Landmarks, Lights and Beacons

All landmarks, lights, and beacons shown on the charts are included on the compilation with the exception of the tank discussed in paragraph 4a of this review.

#### 8. General

The projection has been checked and is satisfactory.

The drafting is so poor that the compilation will not be published until redrawn. It is recommended that the photographs be consulted frequently as this work is done, in order to show a better delineation of cultivated land. In many cases, hedges and fences have been omitted where they show plainly on the photographs. Also there are numerous lines on the present drawing which are not recoverable on the ground and which should be removed. These lines represent divisions of cultivation only and will change from year to year as new plantings are made.

Reviewed by V. R. Sobieralski *V. R. Sobieralski*

Checked by B. G. Jones *B. G. Jones*

Survey No. T-5101

## GEOGRAPHIC NAMES

Date. 10-23-35

Chart No. \_\_\_\_\_

## New Jersey

Diagram No. \_\_\_\_\_

\*, Approved by the Division of Geographic Names, Department of Interior.

Ø, Not Approved by the Division of Geographic Names, Department of Interior.

R, Referred to the Division of Geographic Names, Department of Interior.

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Keansburg</u>	Same		✓	
	<u>East Keansburg</u>		✓	✓	
	<u>Waackaack Creek</u>	G.S. Quad.		✓	
	<u>Thorn Creek</u>	"	chart as THORN Cr		
	<u>Belvedere Beach</u>	Same		✓	
	<u>Point Comfort</u>	"		✓	
	<u>Ideal Beach</u>	"		✓	
	<u>Sandy Hook Bay</u>	"		✓	
	<u>Pew Creek</u>	Mill Creek <sup>PEW'S CO. ON G.S. QUAD.</sup>	✓	<u>PEW'S CREEK</u>	
	<u>Port Monmouth</u>	Same <sup>all G.S. QUAD.</sup>		✓	
	<u>Showl Harbor</u>	"		✓	
	<u>Compton Creek</u>	"		✓	
	<u>Belford</u>	"		✓	
	<u>New Monmouth</u>	"		✓	
	<u>Hopping</u>	"		✓	
	<u>Cedar Island</u>		<u>Cedar Id.</u>	✓	40° 25.5' 74° 04.5'
	<u>Perchole Creek</u>		✓	✓	
	<u>Ware Creek</u>	G.S. Quad.		✓	
	<u>Leonardo</u>	Same		✓	
	<u>Fowler Brook</u>		✓		40° 24.5' 74° 09.2'
	<u>Mahoras Brook</u>	G.S. Quad.			40° 24.3' 74° 08.4'
	<u>Garrett Hill</u>	Same			
	<u>Chapel Hill</u> RARITAN BAY	"			

Leave on photo sheet, but do not chart O.K.



REVIEW OF AIR PHOTO COMPILATION NO. T-5101

Chief of Party: Roswell C. Bolstad

Compiled by: (See page 2 of  
Compiler's Report)

Project: New York Air Photo Compilation Instructions dated: Nov. 15, 1932.  
Party No. 12

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)
  
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)  
  
See paragraph (B) Errors, and paragraph COMPARISON WITH OTHER SURVEYS.
  
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)
  
4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)  
  
All information applied to this sheet from blueprints has been field checked by adequate measurements.
  
5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
  
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)
  
7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)  
All highwater line sketched in by actual field inspection and adequate measurements. Compilation is up-to-date.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

12. NAMES.

The following new names have been shown on this compilation sheet;

Thorns Creek  
Pew Creek  
\*New Mommouth  
Ware Creek  
\*Chapel Hill

Waackaack Creek  
Mahoras Creek  
Perchole Creek  
\*Garrett Hill

These names have been verified by Mr. George M. Beaman, Postmaster of Keansburg, N.J., as being correct and in common usage. In addition to these names the name "East Keansburg" was added at Mr. Beaman's suggestion.

\* These names already appear on the charts.

U.S. - 10-23-35

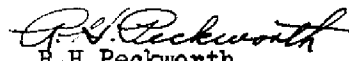
8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41) No definite low water lines have been shown on this sheet; only character in accordance with par. 16(g).
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)  
Submitted by Lt. E.R.McCarthy, 1934.
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)  
  
See paragraph on LANDMARKS.
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
13. The geographic datum of the compilation is N.A. 1927 and the reference station is correctly noted.
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following:
  1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
  2. The degrees and minutes of Latitude and Longitude are correctly marked.

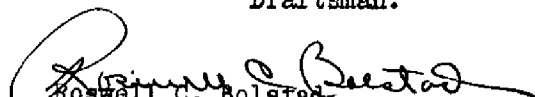
3. All station points are exactly marked by fine black dots.
4. Closely spaced lines are drawn sharp and clear for printing.
5. Topographic symbols, for similar features are of uniform weight.
6. All drawing has been retouched where partially rubbed off.
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.
17. Remarks: Any additional reports and requirements affecting this area are referred to the reports of Lt. E.R. McCarthy who is conducting field operations in this vicinity at the present time. Also see 1932 reports of Lt. Comdr. Cotton.

18. Examined and approved;  
Preliminary Review---

  
R.H. Peckworth  
Draftsman.

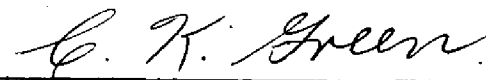

  
Roswell C. Bolstad  
Chief of Party


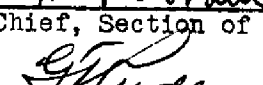
19. Remarks after review in office: *See review pages.*

Reviewed in office by: *V.R. Sabieralski*

*B.G. Jones*

Examined and approved:

  
C.K. Green  
Chief, Section of Field Records  
  
L.O. Solbut  
Chief, Division of Charts

  
J.S. Borden  
Chief, Section of Field Work  
  
G. Hude  
Chief, Division of Hydrography  
and Topography.

## NAUTICAL CHARTS BRANCH

SURVEY NO. T-5101

### 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.