5640

DESCRIPTIVE REPORT

Field 7

Topographic ⎞
Hydrographic ⎠ Sheet No. Reg. 5640

State ___ NEW JERSEY ___

LOCALITY

~~ATLANTIC COUNTY~~

GREAT EGG RIVER

Vicinity of Mays Landing

~~SCULLS LANDING TO MAYS LANDING~~

193 8

CHIEF OF PARTY

E. H. Kirsch

1216-3

Applied to new chart compilation 827   S. R. July 1939

DEPARTMENT OF COMMERCE

U.S. COAST AND GEODETIC SURVEY

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. ......7.............

REGISTER NO.   5640   T5640

State......New Jersey.........

General locality....Great Egg River.........

Locality..Soulls landing to City of Mays landing........ *Vicinity of*

Scale..1..:..10,000....... Date of survey....April........, 1936 2

Vessel..Air Photo Party No. 21.........

Chief of party....E. H. Kirsch.........

Surveyed by..See data sheet in descriptive report.........

Inked by........F. H. McBeth.........

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

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

Instructions dated....May 16th, 1935.........., 19......

Remarks:........None.........

PHOTOS NOS.	DATE

66-13-82 to 88   April 22nd, 1932
66-14-13 to 18   April 22nd, 1932

PROJECTION BY   ------------------- 4-27-35
                        L. C. Ripley

Projection Checked By   ------------------4-27-35
                        P. W. Hund

Control Plotted By   ---------------------
                        E. J. Anderson

Control checked By   --*F. H. McBeth* (signature)
                        F. H. McBeth

Control Plotted on Photos By -----------------------
                        J. F. Richardson

Control checked on Photos By --*F. H. McBeth* (signature)
                        F. H. McBeth

Smooth Radial Plot By   *E. H. Kirsch* (signature)
                        E. H. Kirsch   March, 1936

Smooth Radial Plot Checked --*F. H. McBeth* (signature)
                        F. H. McBeth

Detail Inked by   *F. H. McBeth* (signature)
                        F. H. McBeth   April 1936

DETAIL INKED: 30.0 Square statue miles (land area)

LENGTH OF COAST LINE: None

LENGTH OF SHORE LINE: 14.5 statue miles (more than 200 meters wide)

LENGTH OF STREAMS: 34.0 statue miles (less than 200 meters wide)

Ref. Sta.: German, 1935 $39°24'44.160''$ (1361.9) (90.4)
                           $74°34'31.118$ (?
                           $74°43'01.218$ (27.1)

N. J. Grid. Coord. x = 1,985, 776.88
                    y = 210, 860.05

GENERAL INFORMATION

Statistics:

The total land area covered by this sheet is approximately 30 square miles. There are 14.5 miles of shore line more than 200 meters from the opposite shore. This figure includes shore line of navigable water to the bridges at Mays Landing. There are approximately 34 miles of stream compilation of less than 200 meters in width. The numerous drainage ditches are not included in these figures. There is no coast line in the area covered.

General Report:

The sheet completes the compilation of the Great Egg River to Mays Landing, which is the limit of navigation on that stream. The tidal marshes are small and in places there are none. There are small areas under cultivation mostly on the west side of the River and some poultry farms. The remainder of the sheet is composed of wooded and brush areas.

Photographs:

Pictures from two flights were used in this compilation. The flights include pictures 66-13-82 to 66-13-88 along the east edge of the sheet, and 66-14-13 to 66-14-18 along the western edge. They were taken on the 22nd of April, 1932. The time of the flights is not recorded. The pictures are single lens, and were taken by the Aero Service Corporation of Philadelphia.

CONTROL:

Sources:

The control for this sheet is the second order triangulation executed by John Bowie Jr. in 1935 and first order traverse by the state of New Jersey in 1935 and 1936. All control was computed on N. A. 1927 datum. Several N. J. Geod. S. Stations were tabbed on the north end of the sheet, when the radial plot was made.

Errors:

No errors or descrepancies were found in the plotting of control or in the radial plot.

COMPILATION

Method:

The standard radial line method was used as described in the U. S. C. & G. S. notes on the compilation of planimetric line maps

from Aerial Photographs.

No adjustment of the plot was found necessary. There is a long run of pictures on the eastern edge of the sheet with no control stations on the eastern edge of the pictures. The pictures run well and the plot should be accurate.

Interpertation:

The interpretation of this area is accompained by some difficulties. Due to the time of the photographs not being recorded the stage of the tide is unknown and in places there appear several different water marks along the stream banks.

The wooded areas are largely brush and small trees, not sufficiently high to cast a shadow. There are but small areas of valuable timber on the entire sheet and the growth seems to vary in density and height. Particularly is this true to the south and east of the town of Belcoville.

Lying in the brush and trees to the east of N. J. highway No. 50 are the abandoned proving grounds of the U. S. Army. The buildings have been demolished but their concrete bases have been indicated and the system of railroads formerly used is now abandonded and the rails removed.

Only the larger buildings in the towns of Mays Landing and Belcoville have been shown.

Information from other sources:

This area has not been covered by a U. S. C. & G. Survey chart. Probably the most complete map of the area has been published by the New Jersey Department of conservation and development. Although this map is not as detailed as the present compilation no descrepancies have been noticable. It has been used as an authority for names appearing on this sheet.

Conflicting names:

On the map covering the area and mentioned above, names appear with the apostrophied form as WILSON'S LANDING and MATTHEW'S RUN. The apostrophe has been omitted on the overlay sheet. The New Jersey State publication differs from the U. S. C. & G. Survey Chart No. 1217 in calling Great Egg River The Great Egg Harbor River. In this case the U. S. C. & G. Survey chart has been followed as an authority.

COMPARISONS WITH OTHER SURVEYS

Junctions:

A satisfactory junction with sheet No. T 5641 on the south has been made. There are no other compilation junctions to be made on this sheet.

LANDMARKS

There are no important landmarks for navigation. Running roughly east and west across the center of the sheet is a power transmission line, the towers of which are plainly visible from their four concrete bases and from their shadows. They have reported on form 524. The two stacks just east of Mays Landing are plainly visible and have been reported on form 524.

RECOMMENDATIONS FOR FURTHER SURVEYS

This compilation is believed to be accurate, thorough and complete for charting purposes and no additional surveys are necessary. A probale error of not more than .4 mm may be found in the detail of importance for charting purposes and not more than .7 MM for detail of lesser importance.
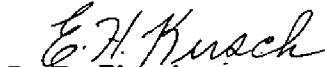
There is no navigation beyond the bridges at Mays Landing.

Submitted by

F. H. McBeth

Assisted by

E. H. Kirsch
Chief of Party.

The new Bulkhead and road near triangulation MAY was rodded in by planetable methods on Sept. 3rd, 1936.

	Remarks	Decisions
1		
2		
3		
4		
5		
6		
7		
8		Omit s
9		
10		
11		
12		
13		correct spelling P.O.Map Estelville
14		omit s
15		
16		omit s
17		
18		
19		
20		
21		omit s
22		
23		
24		
25		
26		
27		

M 234

GEOGRAPHIC NAMES

Survey No. T-5640

Name on Survey	A	B	C	D	E	F	G	H	K	
Lake Lenape					✓					1
May's Landing		✓	May's Ldg.		✓	✓				2
Babcock Creek		✓	✓		✓		✓			3
Belcoville					✓					4
Great Egg River	✓									5
Clarkstown		/	✓		✓					6
South River		✓	✓				✓			7
Wilson's Landing		✓	Wilson Ldg.		✓					8
Gravelly Run		✓	✓		✓					9
Thompsontown		✓	✓		✓					10
Cedar Branch		✓	✓		✓					11
Miry Run		✓	✓		✓					12
Estelville see F		✓	✓		✓	Estel-ville	Estel-ville			13
Steelman's Landing		✓	Steel-man Ldg.		✓	Steel-man Ldg				14
Perch Cove Run		✓	✓		✓					15
Matthew's Run		✓	Matthew Run		✓					16
										17
Watering Race Branch		Watering Race Branch	✓		Watering Race Branch		Watering Race Branch			18
										19
										20
Stephen's Creek		✓					✓			21
										22
										23
										24
										25
										26
										27

Names underlined in red approved
by [signature] on 12/15/36

M 234

PLANE COORDINATE GRID SYSTEM

Positions of grid intersections used for fitting the grid to this compilation were computed by Division of Geodesy and the computation forms are included in this report.

Positions plotted by _____ R. E. Ask _____

Positions checked by _____ R. E. Ask _____

Grid inked on machine by _____ R. E. Ask _____

Intersections inked by _____ W. H. Schleiter _____

Points used for plotting grid:

x 1,980,000
y   125,000

x 1,990,000
y   210,000

x 2,000,000
y   225,000

x _____
y _____

x 1,980,000
y   195,000

x _____
y _____

x 2,000,000
y   195,000

x _____
y _____

Triangulation stations used for checking grid:
X = 1,985,776.88'   y = 210,860.05'

1. German 1935 (ref. sta.)   5. Steel 1935

2. May 1935   6. Spoil 1935

3. Water 1935   7. _____

4. W. Tower 1935   8. _____

Form No. 743
DEPARTMENT OF COMMERCE
U. S. Coast and Geodetic Survey
Ed. May 1935

T- 5640

GEODETIC POSITIONS FROM TRANSVERSE MERCATOR COORDINATES

STATE _N. J._ STATION _____

x	1,940,000.00	$\log S_\varphi$	4. 3 0 1 0 3 0 0 3
K	2,000,000.00	$\log (1200/3937)$	9 . 4 8 4 0 1 5 8 3
$x'\ (=x-K)$	− 2 0,0 0 0. 0 0	$\log (1/R)$	1 0 8 6
$x'^3/(6\rho_0{}^2)_\varrho$	.0 0	$\log S_m$	3 . 7 8 5 0 5 6 7 2
S_φ	− 2 0,0 0 0. 0 0	cor. arc to sine	− 7
		$\log S_1$	3. 7 8 5 0 5 6 6 5
3 $\log x'$	2. 9 0 3 0 9 0 0 0	$\log A$	8. 5 0 9 1 3 2 6 1
$\log 1/(6\rho_0{}^2)$	4. 5 8 1 0 2 1 3	$\log \sec \phi$	0. 1 1 2 2 8 8 5 2
$\log x'^3/(6\rho_0{}^2)_\varrho$	7. 4 8 4 1 1 1 3	$\log \Delta\lambda_1$	2. 4 0 6 4 7 7 7 8
		cor. sine to arc	+ 1 1
$\log S_m{}^2$	7 . 5 7 0 1 1 3 4 4	$\log \Delta\lambda$	2. 4 0 6 4 7 7 8 9
$\log C$	1. 3 1 9 9 1 8	$\Delta\lambda$	2 5 4.9 6 3 4
$\log \Delta\phi$	8. 8 8 9 0 0 3 1		

y	225,000.00					
			°	′	″	
ϕ' (by interpolation)	39 27 03.9549	λ (central mer.)	74	40	00.0000	
$\Delta\phi$	− .0776	$\Delta\lambda$	+	4	14.9634	
ϕ	39 27 03.8773	λ	74	44	14.9634	
	11.96 ^{mm}				35.78 ^{mm}	

Explanation of form:

$x' = x - K$

$S_\varrho = x' - \dfrac{x'^3}{(6\rho_0{}^2)_\varrho}$

$S_m = \dfrac{1}{R}\left(\dfrac{1200}{3937}\right) S_\varrho$

R = scale reduction factor

ϕ' is interpolated from table of y

$\Delta\phi = C S_m{}^2$

$\phi = \phi' - \Delta\phi$

$\Delta\lambda_1 = S_1 A \sec \phi$

$\log S_1 = \log S_m - $ cor. arc to sine

$\log \Delta\lambda = \log \Delta\lambda_1 + $ cor. arc to sine

$\lambda = \lambda$ (central mer.) $- \Delta\lambda$

T- 5640

GEODETIC POSITIONS FROM TRANSVERSE MERCATOR COORDINATES

STATE__*N. J.*_____ STATION_____

x	2,000,000.001	$\log S_g$	$\overline{7}$ 0 0 0 0 0 0 0 0
K	2,000,000.00	$\log (1200/3937)$	9 . 4 8 4 0 1 5 8 3
$x'\ (=x-K)$	+ 0.001	$\log (1/R)$	. 1 0 4 6
$x'^3/(6\rho_0{}^2)_g$	− . 00	$\log S_m$	$\overline{6}$. 4 8 4 0 2 6 6 9
S_g	+ 0.001	cor. arc to sine	− 0
		$\log S_1$	$\overline{6}$. 4 8 4 0 2 6 6 9
$3 \log x'$	$\overline{7}$. 0 0 0 0 0 0 0 0	$\log A$	8. 5 0 9 1 3 2 3 1
$\log 1/(6\rho_0{}^2)_g$	4. 5 8 1 0 2 1 3	$\log \sec \phi$	0. 1 1 2 2 4 4 6 5
$\log x'^3/(6\rho_0{}^2)_g$	$\overline{5}$. 5 8 1 0 2 1 3	$\log \Delta\lambda_1$	$\overline{5}$. 1 0 5 4 4 7 6 5
		cor. sine to arc	+ 0
$\log S_m{}^2$	$\overline{12}$. 9 6 8 0 5 3 3 8	$\log \Delta\lambda$	$\overline{5}$. 1 0 5 4 4 7 6 5
$\log C$	1. 3 1 9 9 1 8	$\Delta\lambda$	0
$\log \Delta\phi$	$\overline{10}$. 2 4 7 9 7 1		

	°	′	″			°	′	″
y	225,000.00							
ϕ' (by interpolation)	39	27	03.9549	λ (central mer.)	74	40	00.0000
$\Delta\phi$	−		.0000	$\Delta\lambda$			0.
ϕ	39	27	03.9549	λ	74	40	00.0000

$12.20^{mm.}$

Explanation of form:

$$x' = x - K$$

$$S_g = x' - \frac{x'^3}{(6\rho_0{}^2)_g}$$

$$S_m = \frac{1}{R}\left(\frac{1200}{3937}\right) S_g$$

R = scale reduction factor

ϕ' is interpolated from table of y

$$\Delta\phi = C\, S_m{}^2$$

$$\phi = \phi' - \Delta\phi$$

$$\Delta\lambda_1 = S_1 A \sec \phi$$

$\log S_1 = \log S_m -$ cor. arc to sine

$\log \Delta\lambda = \log \Delta\lambda_1 +$ cor. arc to sine

$\lambda = \lambda$ (central mer.) $- \Delta\lambda$

Form No. 743
DEPARTMENT OF COMMERCE
U. S. Coast and Geodetic Survey
Ed. May 1935

T-5640

GEODETIC POSITIONS FROM TRANSVERSE MERCATOR COORDINATES

State __N. J.__ Station _____

x	1,980,000.00	$\log S_a$	4.30103003
K	2,000,000.00	$\log (1200/3937)$	9.48401583
$x'\ (=x-K)$	−20,000.00	$\log (1/R)$	1096
$x'^3/(6\rho_0{}^2)_a$	.00	$\log S_m$	3.78505672
S_a	−20,000.00	cor. arc to sine	− 7
		$\log S_1$	3.78505665
$3 \log x'$	2.9030 9000	$\log A$	8.50913439
$\log 1/(6\rho_0{}^2)_a$	4.5910 213	$\log \sec \phi$	0.11177552
$\log x'^3/(6\rho_0{}^2)_a$	7.4941 113	$\log \Delta\lambda_1$	2.40546656
		cor. sine to arc	+ 11
$\log S_m{}^2$	7.5701 1344	$\log \Delta\lambda$	2.40546667
$\log C$	1.318652	$\Delta\lambda$	254.6635″
$\log \Delta\phi$	8.888765		

y	195,000.00		°	′	″
ϕ' (by interpolation)	39 22 07.4414	λ (central mer.)	74	40	00.0000
$\Delta\phi$	− .0774	$\Delta\lambda$	+	4	14.6635
ϕ	39 22 07.3640	λ	74	44	14.6635
	22.71 mm				35.10

Explanation of form: ✓

$x' = x - K$

$S_a = x' - \dfrac{x'^3}{(6\rho_0{}^2)_a}$

$S_m = \dfrac{1}{R}\left(\dfrac{1200}{3937}\right) S_a$

R = scale reduction factor

ϕ' is interpolated from table of y

$\Delta\phi = C\, S_m{}^2$

$\phi = \phi' - \Delta\phi$

$\Delta\lambda_1 = S_1 A \sec \phi$

$\log S_1 = \log S_m -$ cor. arc to sine

$\log \Delta\lambda = \log \Delta\lambda_1 +$ cor. arc to sine

$\lambda = \lambda$ (central mer.) $- \Delta\lambda$

Form No. 743
DEPARTMENT OF COMMERCE
U. S. Coast and Geodetic Survey
Ed. May 1935

GEODETIC POSITIONS FROM TRANSVERSE MERCATOR COORDINATES

STATE _N. J._   STATION _____

x	2,000,000.001	$\log S_g$	$\overline{7}$. 0 0 0 0 0 0 0
K	2,000,000.00	$\log (1200/3937)$	9 . 4 8 4 0 1 5 8 3
$x' (=x-K)$	+ 0.001	$\log (1/R)$	1 0 8 6
$x'^3/(6\rho_0^2)_0$	− .00	$\log S_m$	$\overline{6}$. 4 4 4 0 2 6 6 9
S_g	+ 0.001	cor. arc to sine	− 0
		$\log S_1$	$\overline{6}$. 4 4 4 0 2 6 6 9
$3 \log x'$	$\overline{7}$. 0 0 0 0 0 0 0	$\log A$	8 . 5 0 9 1 3 4 3 9
$\log 1/(6\rho_0^2)_0$	4 . 5 4 1 0 2 1 3	$\log \sec \phi$	0 . 1 1 1 7 7 5 6 6
$\log x'^3/(6\rho_0^2)_0$	$\overline{5}$. 5 4 1 0 2 1 3	$\log \Delta\lambda_1$	$\overline{3}$. 1 0 4 9 3 6 7 4
		cor. sine to arc	+ 0
$\log S_m^2$	$\overline{12}$. 9 6 8 0 5 3 3 8	$\log \Delta\lambda$	$\overline{3}$. 1 0 4 9 3 6 7 4
$\log C$	1 . 3 1 8 6 5 2	$\Delta\lambda$	0
$\log \Delta\phi$	$\overline{10}$. 2 8 6 7 0 5		

y	195,000.00			
	° ′ ″		° ′ ″	
ϕ' (by interpolation)	39 22 07.4414	λ (central mer.)	74 40 00.0000
$\Delta\phi$	− .0000	$\Delta\lambda$	0
ϕ	39 22 07.4414	λ	74 40 00.0000
	22.95^{mm}		

Explanation of form: /

$$x' = x - K$$

$$S_g = x' - \frac{x'^3}{(6\rho_0^2)_0}$$

$$S_m = \frac{1}{R}\left(\frac{1200}{3937}\right) S_g$$

R = scale reduction factor

ϕ' is interpolated from table of y

$\Delta\phi = C S_m^2$

$\phi = \phi' - \Delta\phi$

$\Delta\lambda_1 = S_1 A \sec \phi$

$\log S_1 = \log S_m - $ cor. arc to sine

$\log \Delta\lambda = \log \Delta\lambda_1 + $ cor. arc to sine

$\lambda = \lambda$ (central mer.) $- \Delta\lambda$

GEODETIC POSITIONS FROM TRANSVERSE MERCATOR COORDINATES

STATE __N. J.__   STATION _____

x	1,990,000.00	$\log S_g$	4. 00000000
K	2,000,000.00	$\log (1200/3937)$	9.48401583
$x' (=x-K)$	$-10,000.00$	$\log (1/R)$	1086
$x'^3/(6\rho_o^2)_o$	.00	$\log S_m$	3.44402669
S_g	$-10,000.00$	cor. arc to sine	$-$ 2
		$\log S_1$	3.44402667
$3 \log x'$	2.00000000	$\log A$	8.50913335
$\log 1/(6\rho_o^2)_o$	4.54102 13	$\log \sec \phi$	0.11203194
$\log x'^3/(6\rho_o^2)_o$	6.54102 13	$\log \Delta\lambda_1$	2.10519196
		cor. sine to arc	$+$ 3
$\log S_m^2$	6.96805338	$\log \Delta\lambda$	2.10519199
$\log C$	1.319286	$\Delta\lambda$	127.4066
$\log \Delta\phi$	8.287339		
y	210,000.00		
ϕ' (by interpolation)	39 24 35.6986	λ (central mer.)	74 40 00.0000
$\Delta\phi$	.0194	$\Delta\lambda$	$+$ 2 07.4066
ϕ	39 24 35.6792	λ	74 42 07.4066
	110.03^{mm}		17.72^{mm}

Explanation of form:

$x' = x - K$

$$S_g = x' - \frac{x'^3}{(6\rho_o^2)_o}$$

$$S_m = \frac{1}{R}\left(\frac{1200}{3937}\right) S_g$$

R = scale reduction factor

ϕ' is interpolated from table of y

$\Delta\phi = C S_m^2$

$\phi = \phi' - \Delta\phi$

$\Delta\lambda_1 = S_1 A \sec \phi$

$\log S_1 = \log S_m -$ cor. arc to sine

$\log \Delta\lambda = \log \Delta\lambda_1 +$ cor. arc to sine

$\lambda = \lambda$ (central mer.) $- \Delta\lambda$

REVIEW OF AIR PHOTO COMPILATION NO. 5640

Chief of Party: E. H. Kirsch   Compiled by: F. H. McBeth

Project: H. T. 205   Instructions dated: May 16, 1935

✓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 naviga-
       tion which affect the chart, is discussed in the descriptive
       report. (Par. 26; and 66 g,n)

✓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 applica-
       tion to the charts. (Par. 28)

✓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 ade-
       quate for chart compilation. (Par. 16a, 43, and 44)

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 Compila-
tion of Planimetric Line Maps from Five Lens Air Photographs."

✓ 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)

✓ 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)

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) *No 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 naviga-tion is given in the descriptive report. (Par. 16c) *Overhead Cable Crossing. Crosses Great Egg River near lat 39° 25' 30" long. 74° 41' 50". The two supporting towers are about 150 feet high with a cable clearance of about 100 feet.*

✓ 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. *adjusted*

✓ 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 Longi-tude 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:
None. High water line is of the date of photographs, April 22, 1932 as the field inspection showed no appreciable change.

18. Examined and approved;

E. H. Kirsch.
Chief of Party

19. Remarks after review in office: There are no previous surveys covering this area. Hydrographic + Topographic surveys are contemplated for this area in 1937. Corrections + additions to T-5640 as a result of these surveys will be made when this work is completed.

Reviewed in office by: R. E. Ask.
Frank G. Erskine

Examined and approved:

C. K. Green.
Chief, Section of Field Records

L. O. Colbert.
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work

G. Tude
Chief, Division of Hydrography and Topography.