5648

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic - AIR PHOTO

Field No. 15 *Office No.* T-5648

LOCALITY

State New Jersey

General locality Atlantic Coast

Locality Cape May

194 36

CHIEF OF PARTY

E. H. Kirsch

LIBRARY & ARCHIVES

DATE

B-1870-1 (1)+

5648

Form 537a
Ed. Nov. 1929

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO. T5648

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. 15

REGISTER NO. 5648

State New Jersey

General locality Atlantic Coast

Locality Cape May

Scale 1:10,000 Date of survey Photos - 4/18/32 Compilation-Sept., 1936

Vessel Air Photo Party No. 21.

Chief of party E. H. Kirsch

Surveyed by See data sheet in the descriptive report

Inked by R. L. Fisher

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

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

Instructions dated May 16, 1935

Remarks: None.

SHEET 15
Register 5648

Photo nos.	Date
66-7-49 to 5~~4~~5	4-18-32
66-7-30 to 3~~8~~3	4-18-32
66-7-37	4-18-32
M(228-251)871-14	1-23-33 (12:50 P.M)
Projection By	L. C. Ripley 5-7-35
Projection Checked By	T. B. Nutting 5-7-35
Control Plotted By	E. J. Anderson 1935
Control Checked By	P. W. Hund 1935
Control Plotted on Photos By	EHK E. H. Kirsch July 1936
Control Checked on Photos By	R. L. Fisher Sept. 1936
Smooth radial Plot By	EHK E. H. Kirsch Aug. 1936
Smooth radial plot checked By	R. L. Fisher Sept. 1936
Detailed By	R. L. Fisher Sept. 1936

Land area detailed 18.0 square statute miles

Length of Coast line 10.0 statute miles

Length of shoreline 5.6 statute miles (more than 200 meters wide)

Length of streams 22 statute miles (less than 200 meters wide)

GENERAL INFORMATION

Reference Station: Hanger 1932
Latitude 38° 56' 52.411" (1616.2 m)
Longitude 74° 53' 17.459" (4204 m) adjusted

STATISTICS:

This sheet covers a land area of 18.0 square statute miles. There are 10.0 statute miles of coast line, 5.6 statute miles of shoreline as measured along streams and bays more than 200 meters wide, and 22 statute miles of streams less than 200 meters in width.

GENERAL REPORT:

This sheet is a continuation of compilations to the north and covers Cape May and vicinity. Outside of a few small towns the sheet consists of farm land and marsh and small timbered areas.

A sand beach runs along the entire coast line. The beach is protected near the towns by wooden jetties. The unprotected area is constantly changing, most of the change being due to erosion.

Near the North East corner of the sheet there are two long stone & concrete jetties protecting Cape May Harbor Entrance. The area south of these jetties is subject to erosion

PHOTOGRAPHS:

This sheet was compiled from parts of three flights of single lens, 1:10 000 scale aerial photographs, taken by the Aero Service Corp of Philadelphia.

Photo Nos. 66-7-49 to 53 cover the western half of the sheet and run parallel to the coast line.

Photo No. 66-7-54 55 covers the entrance to Cape May Harbor.

Photo 66-7-37 covers the north center part of the compilation. It was taken 4-18-32

Photos 66-7-30 to 33 cover the eastern half of the sheet and were taken 4-18-32.

Practically all of the photos are of good scale and free from excessive tilt.

CONTROL

SOURCES:

Triangulation by C. D. Meaney, 1932, J. A. Bond, 1936, R. F. A. Studds & G. C. Mattison, 1927, R. L. Shoppe, 1927 & 1928, and J. B. Boutelle, 1914, furnished the control for this sheet.

Cape May, flat top water tank, Meaney, 1932, appears on photo

66-7-31 and was used for control. The tank no longer exists and is not shown on this compilation.

ERRORS:

No errors in the control were found.

COMPILATION

METHOD:

The usual radial line method as described in "Notes on the compilation of planimetric line maps from 5 lens aerial photographs" was used in compiling this sheet.

ADJUSTMENTS OF THE PLOT:

No unusual adjustments of the plot were necessary.

INTERPRETATION:

The time at which the pictures were taken was not known and therefore the stage of the tide at the time the photos were taken could not be ascertained. As the photos were 4 years old at the time of the compilation it was deemed necessary to field inspect the entire coast line. Measurements and sextant fixes were taken and it is believed that the coast line as shown is correct for the present date. Date of field i nspection is SEPTEMBER 14th, 1936.

The West Jersey and Seashore R. R. is now abandoned and is shown as a dashed line.

The photos were generally clear and no unusual difficulty was encountered in interpreting the detail.

INFORMATION FROM OTHER SOURCES:

In all cases where it was determined that changes had been made in piers, docks etc. since the photos were taken, field measurements were taken and the present shape and condition was shown on the compilation.

Aid in interpretating the detail was obtained from ~~riparian survey~~ photos no. M~~230~~328-871-14 to M25~~2~~1-871-14. of Jan. 1933 furnished by the Beach Erosion Board

A new road starting just south of Triangulation Station New 1927 and running northward to the town of North Cape May was added to the compilation from field inspection notes.

A new road running from Lat. 38° 55.8' Long. 74° 56.8' to Cape May Point was added to the compilation from field inspection notes. This road connects the ends of two existing roads which show on the photographs.

CONFLICTING NAMES

All names in ink on the overlay sheet were taken from charts No. 1218 and 234 and from State of N. J. Dept. of Conservation and development atlas sheet No. 37 and U. S. Engineers Map 8710-N-1-W/2. Some of these conflict with present names.

Town Bank (chart 1218) is now known as North Cape May and is shown as North Cape May on the overlay sheet.

Sewell Point (chart 1218) is shown on N. J. Conservation atlas sheet no. 37 as Sewells Point. Sewell Point was retained.

The railroad running to Cape May is now known as the Penn. Reading Seashore Lines. This name was verified by the Railroad officials/ It was shown on chart 1218 as the Atlantic City R. R.

COMPARISION WITH OTHER SURVEYS

JUNCTIONS:

A satisfactory junction has been made with sheet No. 14 REG. No. 5647 on the North East and with Sheet No 16 REG. No. 5649 on the North East. There are no junctions on the other three sides of the compilation.

LANDMARKS:

A list of marked recoverable stations is submitted with this report. A list of landmarks for charts will be submitted at the close of the season as a separate report for the project. (This list of landmarks has been submitted and is filed as chart letter 751-1936).

BRIDGES:

There is but one bridge on this compilation, the SCHELLENGER LANDING BRIDGE, across Cape Is. Creek.
Lat. 38° 56.9' Long. 74° 54.7' 2 leaf bascule Hor. Clearance 41 feet Ver. Clearance 2 feet. This data was obtained by field inspection. These field inspection values shown on the compilation. U.S.C. Bridge List 1935 gives Horiz. Cl = 38 ft - Vert. Cl. = 5.12 ft. H.W.

RECOMMENDATION FOR FURTHER SYRVEYS:

This compilation is believed to have a probable error of not more than .3 MM in position of well defined detail for charting and of not more than ~~.6~~ .8 MM for other detail.

To the best of my knowledge this sheet is complete in all detail of importance for charting and no additional surveys are necessary.

ASSISTED BY

E. H. Kirsch

E. H. Kirsch

SUBMITTED BY

R. L. Fisher

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 1,940,000 ft y 25,000 ft	x 1,915,000 y 55,000
x 1,940,000 y 40,000	x y
x 1,925,000 y 40,000	x y
x 1,915,000 y 40,000	x y

Triangulation stations used for checking grid:

X=1,936,997.31 y=41,798.81

1. Hanger 1932 (ref. sta)
2. Cape May L. H. 1859
3. Hotel Cup. 1914
4.
5.
6.
7.
8.

T 5648

Form No. 743
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Ed. May 1925

GEODETIC POSITIONS FROM TRANSVERSE MERCATOR COORDINATES

STATE N.J. STATION

x	1940000	$\log S_g$	
K		$\log (1200/3937)$	9.484015 83
x' $(=x-K)$	-60000	$\log (1/R)$	
$x'^3/(6\rho_o^2)_g$	—	$\log S_m$	
S_g		cor. arc to sine	—
		$\log S_1$	4.26217677
$3 \log x'$		$\log A$	8.50914614
$\log 1/(6\rho_o^2)_g$		$\log \sec \phi$	0.10889563
$\log x'^3/(6\rho_o^2)_g$		$\log \Delta\lambda_1$	2.88021854
		cor. sine to arc	+ 98
$\log S_m^2$	8.524355	$\log \Delta\lambda$	2.88021952
$\log C$	1.311472	$\Delta\lambda$	758.9611
$\log \Delta\phi$	9.835827		
y	25.000		
ϕ' (by interpolation)	38° 54′ 07.1179″	λ (central mer.)	74° 40′ ″
$\Delta\phi$	— 0.6852	$\Delta\lambda$	-12 38.9611
ϕ	38 54 06.4327	λ	74 52 38.9611

19.84 mm. 93.88 mm.

Explanation of form:

$x'=x-K$

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

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

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.)$-\Delta\lambda$

U. S. GOVERNMENT PRINTING OFFICE 11—11521

T 5648

Form No. 743
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Ed. May 1925

GEODETIC POSITIONS FROM TRANSVERSE MERCATOR COORDINATES

STATE N. J. STATION

x	1940 000	$\log S_g$	4.77815067
K		$\log (1200/3937)$	9.48401583
x' $(=x-K)$	-60 000	$\log (1/R)$	1086
$x'^3/(6\rho_o^2)_g$	− 0.08	$\log S_m$	4.26217736
S_g	59 999.92	cor. arc to sine	− 59
		$\log S_1$	4.26217677
$3 \log x'$	14.3346	$\log A$	8.50914512
$\log 1/(6\rho_o^2)_g$	4.5810	$\log \sec \phi$	0.10914772
$\log x'^3/(6\rho_o^2)_g$	8.9156	$\log \Delta\lambda_1$	2.88046961
		cor. sine to arc	+ 98
$\log S_m^2$	8.524355	$\log \Delta\lambda$	2.88047059
$\log C$	1.312108	$\Delta\lambda$	759.″4000
$\log \Delta\phi$	9.836463		
y	40 000		
ϕ' (by interpolation)	38° 56′ 35.″3872	λ (central mer.)	74° 40′ ″
$\Delta\phi$	− 0.6862	$\Delta\lambda$	-12 39.4000
ϕ	38 56 34.7010	λ	74 52 39.4000

107.01 mm. 94.90 mm

Explanation of form:

$x'=x-K$

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

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

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.)$-\Delta\lambda$

U. S. GOVERNMENT PRINTING OFFICE 31—11521

T 5648

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	1925000	$\log S_g$	4.87506033
K		$\log (1200/3937)$	9.48401583
x' $(=x-K)$	-75000	$\log (1/R)$	1086
$x'^3/(6\rho_o^2)_g$	− 0.16	$\log S_m$	4.35908702
S_g	74999.84	cor. arc to sine	− 93
		$\log S_1$	4.35908609
$3 \log x'$	14.6253	$\log A$	8.50914512
$\log 1/(6\rho_o^2)_g$	4.5810	$\log \sec \phi$	0.10914707
$\log x'^3/(6\rho_o^2)_g$	9.2063	$\log \Delta\lambda_1$	2.97737828
		cor. sine to arc	+ 153
$\log S_m^2$	8.718174	$\log \Delta\lambda$	2.97737981
$\log C$	1.312108	$\Delta\lambda$	949.2483″
$\log \Delta\phi$	0.030282		
y	40 000		
ϕ' (by interpolation)	38° 56′ 35.3872″	λ (central mer.)	74° 40′ ″
$\Delta\phi$	− 1.0722	$\Delta\lambda$	-15 49.2483
ϕ	38 56 34.3150	λ	74 55 49.2483

105.82 mm. 118.62 mm.

Explanation of form:

$x'=x-K$

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

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

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.)$-\Delta\lambda$

U. S. GOVERNMENT PRINTING OFFICE 11—11521

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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	1,915,000	$\log S_g$	
K		$\log (1200/3937)$	9.484015 83
x' $(=x-K)$	-85,000	$\log (1/R)$	
$x'^3/(6\rho_o^2)_g$	—	$\log S_m$	
S_g	84,999.766	cor. arc to sine	—
		$\log S_1$	4.413444323
$3 \log x'$		$\log A$	8.509145 12
$\log 1/(6\rho_o^2)_g$		$\log \sec \phi$	0.109146 55
$\log x'^3/(6\rho_o^2)_g$		$\log \Delta\lambda_1$	3.03173490
		cor. sine to arc	+ 197
$\log S_m^2$	8.826889	$\log \Delta\lambda$	3.03173687
$\log C$	1.312108	$\Delta\lambda$	1075.8132
$\log \Delta\phi$	0.138997		
y	40,000		
ϕ' (by interpolation)	38° 56′ 35.3872″	λ (central mer.)	74° 40′ ″
$\Delta\phi$	— 1.3772	$\Delta\lambda$	- 17 55.8132
ϕ	38 56 34.0100	λ	74 57 55.8132

104.88 mm. ✓ 134.44 mm

Explanation of form:

$x'=x-K$

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

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

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.)$-\Delta\lambda$

U. S. GOVERNMENT PRINTING OFFICE 11—11521

T
5648.

Form No. 743
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Ed. May 1935

GEODETIC POSITIONS FROM TRANSVERSE MERCATOR COORDINATES

STATE NJ. STATION

x	1,915,000	log S_g	4.92941773 ~~0697~~
K		log (1200/3937)	9.484015 83
x' $(=x-K)$	-85,000	log $(1/R)$	1086
$x'^3/(6\rho_o^2)_g$	-.234	log S_m	4.41344442
S_g	84,999.766	cor. arc to sine	-119
		log S_1	4.41344323
3 log x'	14.7882	log A	8.50914408
log $1/(6\rho_o^2)_g$	4.5810	log sec ϕ	0.10939901
log $x'^3/(6\rho_o^2)_g$	9.3692	log $\Delta\lambda_1$	3.03198632
		cor. sine to arc	+197
log S_m^2	8.826889	log $\Delta\lambda$	3.03198829
log C	1.312742	$\Delta\lambda$	1076.4362
log $\Delta\phi$	0.139631		
y	55,000		
ϕ' (by interpolation)	38° 59′ 03.6556″	λ (central mer.)	74° 40′ ″
$\Delta\phi$	-1.3792	$\Delta\lambda$	-17 56.4362
ϕ	38 59 02.2764	λ	74 57 56.4362

7.02 mm 135.83 mm

Explanation of form:

$x'=x-K$

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

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

R=scale reduction factor

ϕ' is interpolated from table of y

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

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

$\Delta\lambda_1=S_1A\sec\phi$

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.)$-\Delta\lambda$

U. S. GOVERNMENT PRINTING OFFICE 11—11521

REVIEW OF AIR PHOTO COMPILATION T-5648
Scale 1:10,000

Comparison with Previous Topographic Surveys

T- 148 (1842), 1:10,000
T- 149 (1842), 1:10,000
T-1470 (1879), 1:10,000
T-1483 (1880), 1:10,000
T-1549a(1883), 1:20,000
T-2450 (1899), 1:10,000
T-4291 (1927), 1:5,000
T-4366 (1928), 1:10,000
T-4455 (1929), 1:5,000
T-4668 (1932), 1:10,000

There is good general shoreline agreement with numerous changes in detail between the more recent of these old surveys and T-5648. Since 1900 there has been considerable change in both culture and shoreline, chiefly in the vicinity of Cape May Harbor, where extensive dredging operations have been carried out and also two stone and concrete jetties have been constructed. The dock in lat. 38°57.2', long 74°51.25 on T-4366 is gone.

This compilation, T-5648, is adequate to supersede the previous topographic surveys over the common area.

Hydrographic and graphic control surveys as requested for hydrographic control are contemplated for this area in 1937. Corrections and additions to T-5648 as a result of these surveys will be made when the 1937 work is completed.

Comparison with Charts 1218, 3243 and 234.

This compilation, T-5648, shows numerous minor corrections to shoreline and interior detail on the present charts. The more important of these changes are:

1. Addition of new roads mentioned on page 2 of the descriptive report and new streets at North Cape May.

2. Refer to page 3 of the descriptive report (T-5448) regarding landmarks.

3. The following details on the present charts are not visible on the photographs and are not shown on this compilation but have not been disproved by field inspection:

   a. Two wrecks on chart 234, lat. 38°57', long. 74°54.3'.
   b. Two rocks on chart 234, lat. 38°56.5', long. 74°,52.7'.
   c. Row of piling along outer coast line at Coast Guard Air Station and piling in Cape May Harbor at lat. 38°56.8', long. 74°54.3'.

   will be gone in DR. 17 H 6232

Supplementary Information

Auxiliary Photographs

A strip of outer coast photographs, Nos. M (228-251) 871-14 taken at 12:50 p.m. on January 23, 1933 for the U. S. Beach Erosion Board, were used for examination of the outer coast line. These photographs were not used in the radial plot.

Field Inspection

As mentioned in the descriptive report, page 2, the outer coast high water line was located by measurements and sextant fixes on Sept. 14, 1936. The field inspection party also noted several changes in detail, such as new roads, docks, etc. which had occurred since the photos were taken.

Triangulation

1914 - J. B. Boutelle
1927 - R.F.A. Studds and G. C. Mattison
1927-8 - R. L. Schoppe
1932 - C. D. Meaney
1936 - J. A. Bond

Standard Symbols and Interpretation

Limits of cultivation are shown on compilation as long dashed lines (— — —). This is not recommended and will not be used on future sheets. Too many trails of ~~doubtful existence~~ no importance are shown, especially around fields. In many cases a hedge symbol would have been better.

~~Military Information~~

~~Because of the military importance of detail at the Coast Guard Station this sheet will be placed in the confidential files. Buildings and △ Hanger 1927 will not be shown on the published copies and it is recommended that they be left off the charts.~~

March 8, 1937. R. E. Ask.

R. E. Ask
B.G. Jones

REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: E. H. Kirsch Compiled by: R. L. Fisher

Project: H. T. 205 Instructions dated: May 16tth, 1936

✓✓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)

✓✓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)

✓✓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)

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."

✓✓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)

✓✓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 adjusted 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.

* Limits of cultivation are shown as long dashed lines (— — —). where not defined by trails, hedges etc.
This is not recommended and will not be used on future sheets.

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

18. Examined and approved;

E. H. Kusch
Chief of Party

19. Remarks after review in office:

Reviewed in office by: R. E. Ask BG Jones

Examained and approved:

E. K. Green
Chief, Section of Field Records

Fred. L. Peacock
Chief, Section of Field Work

L. O. Colbert
Chief, Division of Charts

R. H. Mill
Chief, Division of Hydrography and Topography.

	Remarks	Decisions
1	ON 1929 Road Map of N.J.	
2		
3		
4		
5		
6		
7	T-148* skunk Sds. is between Mill Cr. & Mill Cr. Thoro. T-1470 called Cedar I Cr.	
8	T-1483 'Mill Creek'	
9		
10		
11		
12		
13		
14		
15		
16		
17	* Copy of T-5648 sent to a Mr. Cameron, local resident Name corrected 5/4/38 JHE	Schellenger Landing
18		
19		
20		Twomile Beach
21		
22		
23		
24		
25		
26		
27		From Folder Cape May City

M 234

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GEOGRAPHIC NAMES

Survey No. T-5648

Name on Survey	A On Chart No. 1218	B On previous survey No. T-148, T-149	C On U. S. quadrangle Maps & Mil. Map	D From local information	E N.J.S. Dept. of Cons. & Devel. Map #37 On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K B.P. 14914	
North Cape May	Town Bank		Town Bank		✓					1
New England Creek	✓	✓			✓					2
Cold Spring	✓		✓		✓	✓	✓			3
~~Parson Harbor~~	✓	Parsons Hbr								4
~~Higbee Landing~~			✓		Higbees Ldg.					5
Cedar Creek			✓							6
~~Skunk~~ MILL Sound CR	✓	Skunk Sds. *	✓		Mill Cr.					7
~~Mill Creek~~ UPPER THOROFARE	✓	upper Thoro.	✓		upper Thoro.				upper Thoro.	8
Cape May Harbor	✓		Cape I. Sd.		✓		✓			9
Middle Thorofare	✓	✓			✓				✓	10
Lower Thorofare		✓			✓				✓	11
Pond Creek		✓	✓		✓					12
Cape May Point	✓		✓		✓	✓				13
West Cape May			✓		✓	✓	✓			14
Cape Island Creek	✓	T-148	✓		✓					15
Cape May	✓		Cape May ~~City~~		Cape May City	✓	✓			16
~~Schellenger Landing~~		Schellingers Ldg. T-1470	Schellinger's ~~Ldg.~~	✓ *					Schellengers Ldg.	17
Sewell Point	✓		Sewells Pt.		Sewells Pt.					18
~~Cold Spring Inlet~~		T-148	✓						✓	19
Two Mile Beach (one word)		T-148	✓		✓		✓			20
Atlantic Ocean			✓		✓					21
~~South Cape May~~					✓					22
~~Poverty Beach~~		T-1470	✓		✓					23
~~Mill Lake~~			✓ P.M.M.							24
~~Cold Spring Harbor~~ off sheet					✓		✓			25
~~Harbor Branch Jd.~~							✓			26
Lake Lily										27

Names underlined in red approved by GFE on 12/31/36

M 234

Report T 5648 Supplemental
5/5/38

1. Details in red on T 5648 Supplemental were applied by J. Ferguson and E.W. Frederick 5/38 and checked by B.g Jones. Sources of information for these changes are:

a. Planetable Survey of July 1937 (Field No PP) filed in air photo unit as C.S. 124 M all details on C.S. 124 M were applied to 5648 Supplemental except temporary topographic stations and the magnetic meridian

b. Planetable Survey of ~~July~~ Sept 1937 (Field No QQ) filed in air photo unit as CS 117 M. This sheet contains no actual planetable survey and was used only for uplotting signals for Hydrography. Nothing applied to Supplemental T5648

c. Hydrographic Survey ~~H626~~ H6224 (1937). The following changes in T5648 have been applied to the Supplemental T5648 from H 6224.

1. Pier at Lat. 38° 56.8' Long. 74° 52.5'
2. Removed buildings in same area
3. Added Swell Island Lat 38°56.9' Long. 74°52.3'
4. Removed Swell Island in same vicinity

d.
d. From original Photos. Plotted rock awash at Lat. 38° 56.5' long. 74° 52.6' - Same rock shown on previous surveys.

e. From Field Inspection uploaded April 30, 1938 on copy of T5648 filed as C.S. 135. Various name corrections and building deletions. Δ Stack 1927 Lat. 38°56.5 Long 74° 58.4' uploaded gone - uploaded on T5648 Supplemental by wreck symbol. Cold Spring Coast Guard Sta. uploaded not in use for some years. No change made on

Marine Railway & Coast Guard Sta. gone

T 5648 Supplemental which shows flagtower located in 1936 and still standing as far as we know.

Applied to chart 1218. April 30, 1937 g.H.S.
Applied to chart 1219 from chart 1218. May 24, 1937 g.H.S.
Applied to chart 234 Jan. 14, 1938. R.L.J.
" " " 827 July, 1939 S.R.