

9 Form 524 descriptions filed

5650

Air
Photo

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

DESCRIPTIVE REPORT

Topographic } Field 17
Sheet No. Reg. 5650
~~Hydrographic~~

State New Jersey

LOCALITY

N. J. Coast, Delaware Bay

Dennis Creek to Dias Creek

Goshen and Vicinity

Photographs — 1952
Field Inspection — 1936
Compiled — 1936

~~1936~~

CHIEF OF PARTY

E. H. Kirsch

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. 17

REGISTER NO. 5650 **T5650**

State New Jersey

General locality N. J. Coast Delaware Bay

Locality Dennis Creek to Dias Creek. Goshen and Vicinity
Photographs 4-18-32

Scale 1:10 000 Date of survey Compilation Oct., 19 36

Vessel Air Photo Party No. 21.

Chief of party E. H. Kirsch

Surveyed by See data sheet in the descriptive report.

Inked by Ralph L. Fisher

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.

SHEET FIELD NO. 17

REGISTER NO. 5650

Photo Nos.

66-9-29
66-7-65 to 73
66-7-97 to 98
66-7-13 to 20

Date

4-19-32
4-18-32
4-18-32
4-18-32

Projection By

L. C. Ripley 5-9-35

Projection Checked By

T. B. Nutting 5-9-35

Control Plotted By

E. J. Anderson 1935

Control Checked By

P. W. Hund 1935

Control Plotted on Photographs By

E. H. Kirsch
E. H. Kirsch Aug. 1936

Control Checked on Photographs By

R. L. Fisher Oct. 1936

Smooth radial plot By

E. H. Kirsch
E. H. Kirsch Sept. 1936

Smooth radial plot Checked By

R. L. Fisher Oct. 1936

Detailed By

R. L. Fisher Oct. 1936

STATISTICS

Land area detailed 23.3 square statute miles

Length of Coast Line 5.8 Statute Miles

Length of Shore Line 0 (More than 200 meters wide)

Length of Shore Line 20.6 (Less than 200 meters wide)

Ref. Sta.: Goshen, 1932

Datum: N.A. 1927. $39^{\circ} 08' 13.308$ (410.4 m)
 $74^{\circ} 51' 12.195$ (292.9 m)

N.J. Grid Coord. $x=1947,035.12$
 $y=110,662.64$

GENERAL INFORMATION

STATISTICS

This sheet covers a land area of 23.3 square statute miles. There are 5.8 statute miles of coast line, 0.0 statute miles of shore line as measured along streams and bays more than 200 meters wide and 20.6 statute miles of streams less than 200 meters in width.

GENERAL REPORT:

This sheet is a continuation of compilations to the south and east and covers the area on Delaware Bay from Dennis Creek to Dias Creek. Outside of a few small towns the sheet consists of farm lands, Marsh and small timbered areas. The area is very flat and is but a few feet above sea level.

The area adjacent to Delaware Bay is marshy and is subject to erosion. There is a narrow sand beach from the southern end of the sheet to Bidwells Ditch, but north of there in most cases the marsh grass extends to the low water line.

PHOTOGRAPHS:

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

Photo No. 66-9-29 covers the north west edge of the compilation.

Photos No. 66-7-65 to 73 cover the western half of the sheet and run parallel to the coast line.

Photos No. 66-7-97 to 98 cover the north eastern edge of the compilation.

Photos No. 66-7-13 to 20 run from the south eastern to the northern edges of the compilation.

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

CONTROL

SOURCES:

Triangulation by C. D. Meaney, 1932. Triangulation by Robinson, 1933. Traverse by Air Photo Party No. 21, 1936. The traverse runs from J. A. Bonds triangulation station MAY to C. D. Meaney's triangulation station GOSHEN, and the field computations of this traverse are submitted with this report. The only marks left in the field are six N. J. Geodetic control Survey marks which were tied in with this traverse.

CONTROL

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 five 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 of the photos were taken could not be ascertained. As the photos were four years old at the time of the compilation it was deemed necessary to field inspect the entire Coast line. Measurements were taken from points that could be clearly seen on the photographs such as ditches and ponds. It is believed that the coast line as shown is correct for the present date. THE DATE OF THE FIELD INSPECTION WAS OCTOBER 8th, 1936.

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 were shown on the compilation.

There is a civilian conservation camp at Lat. $39^{\circ} 06.3'$ and Long. $74^{\circ} 52.7'$ which does not appear on the photos. This was added to the compilation from a map obtained from the commanding officer and from field inspection notes.

At the mouth of Bidwells Ditch jetties are being constructed. These were shown on the compilation in their finished state as the construction work on them will be finished this fall. The position of these jetties was determined by field inspection notes and by information obtained from the N. J. Board of Commerce and Navigation.

CONFLICTING NAMES:

All names in ink on the overlay sheet were taken from U. S. C. & G. S. Chart No. 1218, N. J. Department of Conservation and Development Atlas Sheet No. 37, and U. S. Geological Sheet (DENNISVILLE)

The railroad cutting across the North east corner of the compilation is now known as the Pennsylvania Reading Seashore Lines. This name was verified by the railroad officials. It was shown on the chart No. 1218 as the Atlantic City R. R.

Reeds Beach (Lat. $39^{\circ} 07'$ Long. $74^{\circ} 53'$) is a new name for a small settlement. It was verified by field inspection, local residents, highway signs, State highway maps, and N. J. Department of Conservation and Development Atlas Sheet No. 37. It also appears in the telephone book. As this is a well established name it is recommended that it be added to the charts covering this area and that the name (THE HUMMOCKS) shown on chart No. 1218 be expunged. Hummock means a small elevation, and this area is very flat. The field inspection party states that THE HUMMOCKS is not used by local residents and is unknown to them.

OLD ROBINS BRANCH (Lat. $39^{\circ} 11'$ Long. $74^{\circ} 52.5'$), CROW CREEK (Lat. $39^{\circ} 10'$ Long. $74^{\circ} 51'$) and SLUICE CREEK (Lat. $39^{\circ} 10'$ Long. $74^{\circ} 50'$) are new names for small streams. They appear on U. S. Geological Survey Quad. (DENNISVILLE) and N. J. Department of Conservation and Development Atlas Sheet No. 37. They were verified by the field inspection party. The name SLUICE CREEK also appears on a State highway marker.

BIDWELLS DITCH (Lat. $39^{\circ} 07'$ Long. $74^{\circ} 52'$) is a new name verified by the field inspection party. It also appears on a State highway marker.

South DENNIS (a town at the N. E. corner of the compilation) was verified by field inspection party. It appears in the telephone book, on highway signs and on the N. J. Department of Conservation and Development Atlas sheet No. 37.

COMPARISON WITH OTHER SURVEYS:

Satisfactory junctions have been made with sheets No. 12, Reg. No. 5645 on the north east; No. 13, Reg. 5646 on the southeast; and sheet No. 16, Reg. 5649 on the south. Sheets to the north and northwest have not yet been started.

LANDMARKS:

A list of marked recoverable stations has already been submitted. There are no landmarks for charts on this sheet.

BRIDGES:

There are no bridges of importance to navigation on this compilation.

The Sluice Creek bridge (Lat. $39^{\circ} 09.7'$ Long. $74^{\circ} 49.9'$) is a fixed concrete girder bridge. Ver. Clearance 2.0 feet above M. H. W. Hor. Clearance 28.2 feet.

The Bidwells Ditch bridge (Lat. $39^{\circ} 07'$ Long. $74^{\circ} 52'$) is a fixed steel girder bridge. Vert Clearance 3.0 feet above M. H. W. Hor. Clearance 60.0 feet.

The trails leading into the marsh are used by local farmers to haul salt hay and are not passable for automobiles. The small streams are bridged

by logs with cross planks. These are shown on the compilation as in most cases they are the only means of access to the marsh areas.

RECOMMENDATION FOR FURTHER SURVEYS:

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

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

Assisted By

E. H. Kirsch

E. H. Kirsch
Chief of Party, No. 21.

Submitted By

Ralph L. Fisher

Remarks

Decisions

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GEOGRAPHIC NAMES

Survey No. T-5650

GEOGRAPHIC NAMES		On Chart No. 1218		On previous survey No. T-154, T-153		On U. S. quadrangle Maps		From local information		On local Maps		P. O. Guide or Map		Rand McNally Atlas		U. S. Light List	
Name on Survey		A	B	C	D	E	F	G	H	K							
✓ <u>Old Robins Branch</u>				✓		✓											1
✓ <u>Dennis Creek</u>		✓	✓	✓		✓											2
✓ <u>Crow Creek</u>				✓		✓											3
✓ <u>Sluice Creek</u>			Mill Cr.	✓		✓											4
✓ <u>South Dennis</u>			Dennis-ville	So. Dennis-ville		sp.	✓	✓									5
✓ <u>Delaware Bay</u>		✓		✓		✓											6
✓ <u>Goshen Creek</u>		✓		✓		✓											7
✓ <u>Goshen</u>		✓	✓	✓		✓	✓										8
✓ <u>Reeds Beach</u>						✓											9
✓ <u>Bidwell Ditch</u>			Goshen Cr. (upper End)														10
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Names underlined in red approved

by GFE on 12/17/56

Names underlined in red approved
by GHE on 12/17/36

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 Frank R. Gollo

Points used for plotting grid:

x 1,940,000 ft.
y 125,000

x 1,940,000
y 105,000

x 1,955,000
y 125,000

x
y

x 1,925,000
y 105,000

x
y

x 1,940,000
y 95,000

x
y

Triangulation stations used for checking grid:

- $X=1,947,035.12$ $Y=110,662.67$
1. Goshen 1932 (ref. sta.) 5. _____
 2. Dennis Creek 6. _____
 3. Rear Range Light 1933 7. _____
 4. Dennis Creek 8. _____
 5. Front Range Light 1933 8. _____
 6. Reeds 1933 8. _____

T-5650

GEODETIC POSITIONS FROM TRANSVERSE MERCATOR COORDINATES

STATE N. J.

STATION _____

x	<u>1,940,000.00</u>	$\log S_e$	<u>4.77815067</u>
K	<u>2,000,000.00</u>	$\log (1200/3937)$	<u>9.48401583</u>
$x' (=x-K)$	<u>-60,000.00</u>	$\log (1/R)$	<u>1.086</u>
$x'^3/(6\rho_0^2)_e$	<u>-.08</u>	$\log S_m$	<u>4.26217736</u>
S_e	<u>59,999.92</u>	cor. arc to sine	<u>59</u>
		$\log S_1$	<u>4.26217677</u>
$3 \log x'$	<u>14.33445375</u>	$\log A$	<u>8.50913924</u>
$\log 1/(6\rho_0^2)_e$	<u>4.5810213</u>	$\log \sec \phi$	<u>0.11058327</u>
$\log x'^3/(6\rho_0^2)_e$	<u>8.9154750</u>	$\log \Delta\lambda_1$	<u>2.88189928</u>
		cor. sine to arc	<u>+ 99</u>
$\log S_m^2$	<u>8.52435472</u>	$\log \Delta\lambda$	<u>2.88190027</u>
$\log C$	<u>1.315700</u>	$\Delta\lambda$	<u>761.9040</u>
$\log \Delta\phi$	<u>9.840055</u>		
y	<u>125,000.00</u>		
ϕ' (by interpolation)	<u>39 10 38.5601</u>	λ (central mer.)	<u>74 40</u>
$\Delta\phi$	<u>-.6919</u>	$\Delta\lambda$	<u>12 41.9040</u>
ϕ	<u>39 10 34.8682</u>	λ	<u>74 52 41.9040</u>
	<u>107.53 mm</u>		<u>100.60 mm</u>

Explanation of form:

$$x' = x - K$$

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

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

R = scale reduction factor

ϕ' is interpolated from table of y

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

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

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

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

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

$$\lambda = \lambda \text{ (central mer.)} - \Delta\lambda$$

T-5650

GEODETIC POSITIONS FROM TRANSVERSE MERCATOR COORDINATES

STATE N. J.

STATION _____

x	<u>1,955,000.00</u>	$\log S_0$	<u>4.65321222</u>
K	<u>2,000,000.00</u>	$\log (1200/3937)$	<u>9.48401583</u>
$x' (=x-K)$	<u>-45,000.00</u>	$\log (1/R)$	<u>1.086</u>
$x'^3/(6\rho_0^2)_0$	<u>-.03</u>	$\log S_m$	<u>4.13723891</u>
S_0	<u>44,999.97</u>	cor. arc to sine	<u>33</u>
$3 \log x'$	<u>13.95963753</u>	$\log S_1$	<u>4.13723858</u>
$\log 1/(6\rho_0^2)_0$	<u>4.5810213</u>	$\log A$	<u>8.50913923</u>
$\log x'^3/(6\rho_0^2)_0$	<u>8.5406548</u>	$\log \sec \phi$	<u>0.11058379</u>
$\log S_m^2$	<u>8.27447782</u>	$\log \Delta\lambda_1$	<u>2.75696160</u>
$\log C$	<u>1.315700</u>	cor. sine to arc	<u>56</u>
$\log \Delta\phi$	<u>9.590178</u>	$\log \Delta\lambda$	<u>2.75696216</u>
y	<u>125,000.00</u>	$\Delta\lambda$	<u>571.4288"</u>
ϕ' (by interpolation)	<u>39 10 35.5601</u>	λ (central mer.)	<u>74 40 "</u>
$\Delta\phi$	<u>1.3892</u>	$\Delta\lambda$	<u>9 31.4288"</u>
ϕ	<u>39 10 35.1709</u>	λ	<u>74 49 31.4288"</u>
	<u>108.46 mm</u>		<u>75.45 mm</u>

Explanation of form:

$$x' = x - K$$

$$S_0 = x' - \frac{x'^3}{(6\rho_0^2)_0}$$

$$S_m = \frac{1}{R} \left(\frac{1200}{3937} \right) S_0$$

R = scale reduction factor

ϕ' is interpolated from table of y

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

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

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

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

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

$$\lambda = \lambda \text{ (central mer.)} - \Delta\lambda$$

T-5660

GEODETIC POSITIONS FROM TRANSVERSE MERCATOR COORDINATES

STATE N. J.

STATION _____

x	<u>1,925,000.00</u>	$\log S_s$	<u>4.87506033</u>
K	<u>2,000,000.00</u>	$\log (1200/3937)$	<u>9.48401583</u>
$x' (=x-K)$	<u>-75,000.00</u>	$\log (1/R)$	<u>10.86</u>
$x'^3/(6\rho_0^2)_s$	<u>-.16</u>	$\log S_m$	<u>4.35908702</u>
S_s	<u>74,999.84</u>	cor. arc to sine	<u>93</u>
$3 \log x'$	<u>14.62518378</u>	$\log S_1$	<u>4.35908609</u>
$\log 1/(6\rho_0^2)_s$	<u>4.5410213</u>	$\log A$	<u>8.50914062</u>
$\log x'^3/(6\rho_0^2)_s$	<u>9.2072051</u>	$\log \sec \phi$	<u>0.11024376</u>
$\log S_m^2$	<u>8.71817404</u>	$\log \Delta \lambda_1$	<u>2.97847047</u>
$\log C$	<u>1.314855</u>	cor. sine to arc	<u>+ 154</u>
$\log \Delta \phi$	<u>0.033029</u>	$\log \Delta \lambda$	<u>2.97847201</u>
y	<u>105,000.00</u>	$\Delta \lambda$	<u>951.6387</u>
ϕ' (by interpolation)	<u>39 07 17.4754</u>	λ (central mer.)	<u>74 40 "</u>
$\Delta \phi$	<u>- 1.0790</u>	$\Delta \lambda$	<u>15 51.6385</u>
ϕ	<u>39 07 16.7964</u>	λ	<u>74 55 51.6385</u>
	<u>51.80 mm</u>		<u>124.05 mm.</u>

Explanation of form:

$$x' = x - K$$

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

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

R = scale reduction factor

ϕ' is interpolated from table of y

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

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

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

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

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

$$\lambda = \lambda \text{ (central mer.)} - \Delta \lambda$$

T-5650

GEODETIC POSITIONS FROM TRANSVERSE MERCATOR COORDINATES

STATE N. J.

STATION _____

x	<u>1,940,000.00</u>	$\log S_e$	<u>4.77815067</u>
K	<u>2,000,000.00</u>	$\log (1200/3937)$	<u>9.48401583</u>
$x' (=x-K)$	<u>-60,000.00</u>	$\log (1/R)$	<u>1086</u>
$x'^2/(6\rho_0^2)$	<u>-.08</u>	$\log S_m$	<u>4.26217736</u>
S_e	<u>59,999.92</u>	cor. arc to sine	<u>- 59</u>
$3 \log x'$	<u>14.33445375</u>	$\log S_1$	<u>4.26217677</u>
$\log 1/(6\rho_0^2)$	<u>4.5410213</u>	$\log A$	<u>8.50914131</u>
$\log x'^3/(6\rho_0^2)$	<u>8.9154750</u>	$\log \sec \phi$	<u>0.11007526</u>
$\log S_m^2$	<u>8.52435472</u>	$\log \Delta\lambda_1$	<u>2.88139334</u>
$\log C$	<u>1.314433</u>	cor. sine to arc	<u>+ 99</u>
$\log \Delta\phi$	<u>9.838788</u>	$\log \Delta\lambda$	<u>2.88139433</u>
y	<u>95,000.00</u>	$\Delta\lambda$	<u>761.0170</u>
ϕ' (by interpolation)	<u>39 05 39.0324</u>	λ (central mer.)	<u>74 40 "</u>
$\Delta\phi$	<u>-.6899</u>	$\Delta\lambda$	<u>12 41.0170</u>
ϕ	<u>39 05 38.3425</u>	λ	<u>74 52 41.0170</u>
	<u>118.24 mm</u>		<u>98.59 mm</u>

Explanation of form:

$$x' = x - K$$

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

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

R = scale reduction factor

ϕ' is interpolated from table of y

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

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

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

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

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

$$\lambda = \lambda \text{ (central mer.)} - \Delta\lambda$$

T-5650

GEODETIC POSITIONS FROM TRANSVERSE MERCATOR COORDINATES

STATE

N. J.

STATION

x	1,940,000.00	$\log S_e$	4.77815067
K	2,000,000.00	$\log (1200/3937)$	9.48401583
$x' (=x-K)$	-60,000.00	$\log (1/R)$	1086
$x'^3/(6\rho_0^2)_e$	.08	$\log S_m$	4.26217736
S_e	59,999.92	cor. arc to sine	59
$3 \log x'$	14.33445375	$\log S_1$	4.26217677
$\log 1/(6\rho_0^2)_e$	4.5810213	$\log A$	8.50914062
$\log x'^3/(6\rho_0^2)_e$	8.9154750	$\log \sec \phi$	0.11024483
$\log S_m^2$	8.52435472	$\log \Delta\lambda_1$	2.84156182
$\log C$	1.314455	cor. sine to arc	+ 99
$\log \Delta\phi$	9.839210	$\log \Delta\lambda$	2.88156281
y	105,000.00	$\Delta\lambda$	761.3122
ϕ' (by interpolation)	39 07 17.8754	λ (central mer.)	74 40
$\Delta\phi$	.6906	$\Delta\lambda$	12 41.3122
ϕ	39 07 17.1848	λ	74 52 41.3122
	53.00 mm		99.25 mm

Explanation of form:

$$x' = x - K$$

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

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

R = scale reduction factor

ϕ' is interpolated from table of y

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

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

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

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

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

$$\lambda = \lambda \text{ (central mer.)} - \Delta\lambda$$

Sta	Objects	X	Dist to next Sta.					
May	Channel/ T.P.1	180-05-45.2	741.65	T.P.11	T.P.10 T.P.12	202-47-30.8	476.68	
T.P.1	May T.P.2	182-24-31.2	821.47	T.P.12	T.P.11 T.P.13	175-04-42.1	942.85	
T.P.2	T.P.1 T.P.3	228-22-30.4	1339.28	T.P.13	T.P.12 T.P.14	147-44-02.9	321.96	
T.P.3	T.P.2 T.P.4	112-56-36.7	530.41	T.P.14	T.P.13 T.P.15	149-29-44.2	423.67	
T.P.4	T.P.3 T.P.5	251-08-25.8	1465.48	T.P.15	T.P.14 T.P.16	197-24-06.2	387.31	
T.P.5	T.P.4 T.P.6	179-54-52.4	1967.21	T.P.16	T.P.15 Goshen	120-07-34.2	111.07	
T.P.6	T.P.5 T.P.7	187-55-30.0	3873.07	Goshen	T.P.16 R.M.2	284-31-04.2		
T.P.7	T.P.6 T.P.8	147-44-10.8	520.42					
T.P.8	T.P.7 T.P.9	66-45-7.9	1218.53					
T.P.9	T.P.8 T.P.10	201-39-29.2	390.74 308.49					
T.P.10	T.P.9 T.P.11	150-24-37.5	767.43					

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

FIRST ANGLE OF TRIANGLE

11-8386
ST. LOUIS, MISSOURI, SEPTEMBER 19, 1964.

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

Ed. April, 1929

α	2	T.P. 2	to 3	T.P. 1	307	52	50.8	α	3	T.P. 3	to 2	T.P. 2	356	15	18.9
$2^d \angle$			&		+ 22.8	22	30.4	$3^d \angle$					+ 11.2	56	36.7
α	2	T.P. 2	to 1	T.P. 3	77.6	15	21.2	α	3	T.P. 3	to 1	T.P. 4	709	11	55.6
$\Delta \alpha$							- 2.3	$\Delta \alpha$						-	13.1
					180	00	00.0						180	00	00.0
α'	1	T.P. 3	to 2	T.P. 2	356	15	18.9	α'	1	T.P. 4	to 3	T.P. 3	489	11	42.5

[illegible]

11-00363 ET. H. GLOVER & SONS 225 PARKER ST. BOSTON, MASS.

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

FIRST ANGLE OF TRIANGLE									
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POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

FIRST ANGLE OF TRIANGLE									
° ' "		° ' "		° ' "		° ' "		° ' "	
to 3		to 2		to 1		to 3		to 2	
T.P. 8		T.P. 7		T.P. 9		T.P. 8		T.P. 9	
335		54		50.8		335		54	
+ 66		45		07.9		+ 66		45	
42		39		58.7		42		39	
180		00		00.0		180		00	
222		39		37.0		222		39	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09		44.057		39		09	
1		1		1		1		1	
T.P. 9		T.P. 8		T.P. 8		T.P. 9		T.P. 8	
39		10		13.113		39		10	
-		-		29.056		-		-	
39		09							

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

		° ' "		° ' "		° ' "	
α	2	T.P.9	to 3	T.P.8	222	39	27.0
$\Delta\alpha$			&		+201	39	29.2
α	2	T.P.9	to 1	T.P.10	64	19	06.2
$\Delta\alpha$							9.2
α'	1	T.P.10	to 2	T.P.9	180	00	00.0
α'	1	T.P.10	to 3	T.P.10	244	18	57.0

FIRST ANGLE OF TRIANGLE

		° ' "		° ' "		° ' "	
ϕ	39	09	44.057	2	T.P.9	74	49
$\Delta\phi$			- 5.491		390.74		+ 14.645
ϕ'	39	09	38.566	1	T.P.10	74	50

		° ' "		° ' "		° ' "	
		Values in seconds		Values in seconds		Values in seconds	
s	2.591 888	1189.4	39-09-41.3	s	2.885 039	558.6	39-09-28.3
Cos α	9.636 859	(661.0)		Cos α	9.914 810	(12 91.8)	
B	8.510 916			B	8.510 916		
h	0.739 663		+ 147.5	h	1.310 765	20.453	+
s²	5.1824		(1293.0)	s²	5.7700		
Sin² α	9.909 6			Sin² α	9.511 2		
C	1.3153			C	1.3154		
	6.407 3				6.59 66		
h²				h²			
D				D			

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

		° ' "		° ' "		° ' "	
		to 3		to 2		to 1	
α	2	T.P. 11		T.P. 10		T.P. 12	
$\Delta\alpha$							
α	2	T.P. 11		T.P. 12		T.P. 13	
$\Delta\alpha$							
α'	1	T.P. 12		T.P. 11		T.P. 12	
FIRST ANGLE OF TRIANGLE							
ϕ	39	09	18.113	2	74	50	24.350
$\Delta\phi$							
ϕ'	39	09	09.811	1	74	50	41.096
Values in seconds							
s	2.678227	302.6		39.09-13.9		Values in seconds	
$\cos\alpha$	9.730039	+ (1547.8)					
B	8.510916						
h	0.919182	8.302					
s^2	5.3564						
$\sin^2\alpha$	9.8522						
C	1.3153						
h^2	6.5239						
D							
Values in seconds							
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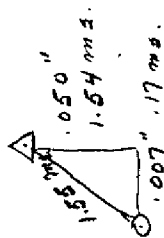
11-0362 U. S. GOVERNMENT PRINTING OFFICE: 1959

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

α	2	T. P. 15	to 3	T. P. 14	169	48	51.8	α	3	T. P. 16	to 2	T. P. 15	187	12	56.7
$2^{\text{d}} \angle$					+197	24	06.2	$3^{\text{d}} \angle$					-120	07	34.2
α	2	T. P. 15	to 1	T. P. 16	7	14	58.0	α	3	T. P. 16	to 1	Qashem	307	20	30.9
$\Delta \alpha$						-	1.3	$\Delta \alpha$							+2.3
					180	00	00.0						180	00	00.0
α'	1	T. P. 16	to 2	T. P. 15	187	12	56.7	α'	1	Qashem	to 3	T. P. 16	127	20	33.2

[illegible]
$$\frac{16300 \text{ meters}}{1.55} = 10,516$$

first order Goshen
39-08-13.308
74-51-12.195



POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

11-9302 U. S. GOVERNMENT PRINTING OFFICE: 1969

W. J. Geod. S. No. 2789

REVIEW OF TOPOGRAPHIC MAP T-5650

Data Record

Triangulation to 1933
Supplemental Traverse to 1936
Photographs to April 1932
Field Inspection to Oct. 8, 1936 (Page 2, D. R.)
No graphic control or supplemental planetable surveys
No contemporary ~~topographic~~ ^{hydrographic} surveys
H. W. Line as of Oct. 8, 1936 (page 2, D. R.)

Comparison with Previous Topographic Surveys

T-153 (10,000) (1842)
T-154 (10,000) (1842)
T-1549a (20,000) (1883)
T-4568 (10,000) (1932)

Comparison with the previous topographic surveys shows this compilation to be adequate to supersede the sections of those surveys which it covers. The general shape of the coast line and creeks is the same as on the previous surveys but there have been numerous changes in details of the High Water Line and in the roads.

Comparison with Chart 1215

This compilation shows numerous corrections to details of the High Water line and to the roads on Chart 1218.

No landmarks have been recommended for this area of Chart 1218.

Control

The compilation is well controlled from about latitude 39°09' southward. See page 1 regarding supplemental traverse.

North of latitude 39°09' very little control was available. The N. J. Geodetic Survey Stations shown north of latitude 39°09' were located by the photo plot and did not control the plot. A check on the accuracy of the plot will be obtained by comparison with the state traverse positions of these stations. The state traverse positions will probably be available shortly and a record of the comparison will be added to this review.

B. G. Jones

September 14, 1937.

REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: E. H. Kirsch

Compiled by: Ralph L. Fisher

Project: H.T. 205

Instructions dated: May 16th, 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 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* 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: *None*

✓ 18. Examined and approved;

E. H. Kirsch
Chief of Party

19. Remarks after review in office:

Reviewed in office by: *B. G. Jones* 9/23/37

Examined and approved:

B. H. Green
Chief, Section of Field Records
L. O. Solbert
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work
G. W. Hinde
Chief, Division of Hydrography
and Topography.