

Land... map series

Q. 1

8495

Diag'd. on diag. ch. No. 1218-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic Topographic

Field No. _____ Office No. T-8495

Horiz. Acc'y Test CAPE MAY

LOCALITY

State New Jersey

General locality Cape May County

Locality Cape May, New Jersey

1943

CHIEF OF PARTY

Fred. L. Peacock

LIBRARY & ARCHIVES

DATE January 28, 1948

B-1870-1 (1)

8495

Handwritten

DATA RECORD

T-8495

Quadrangle (II):

7½ Minute

Field Office:

Sanford, Maine

Compilation Office:

Baltimore, Md.

Instructions dated (II III):

March 18, 1943

Supplemental, Sept. 24, 1943
Completed survey received in office: 24 July 1943

Project No. (II):

CS-302-A

Chief of Party:

F. L. Gallen

Chief of Party:

Fred. L. Peacock

Copy filed in Descriptive
Report No. T- (VI)
Div. Photogram Office Files

Reported to Nautical Chart Section:

Reviewed: 30 Dec. 1943

Applied to chart No. 827
1218Date: April 1944
Aug. 1946

Redrafting Completed: 16 Feb. 1944

Registered: 6 Jan. 1948

Published: 1944

Compilation Scale: 1:20,000

Published Scale: 1:25000

Scale Factor (III): None

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): ~~COXALL, 1933~~ Cape May, new tank, 1936Lat.: ~~39° 00' 47.125" 1453.2m~~ Long.: ~~74° 57' 01.825" 43.9m~~ Adjusted
38° 56' 13.555" (418.0m) 74° 54' 55.991" (13985m) Unadjusted

State Plane Coordinates (VI):

New Jersey System of Plane Coordinates, Single Zone

X = 1,929,202.12 feet

Y = 37,887.92 feet

Military Grid Zone (VI)

A

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
13065	4/4/43	3:00p.m.	1:20,000	0.22' above M. L. W.
13074	4/4/43	3:00p.m.	1:20,000	0.22' above M. L. W.
13075	4/4/43	3:00p.m.	1:20,000	0.22' above M. L. W.

Tide from (III): Tables of predicted tides, reference station Sandy Hook with correction for Cape May, New Jersey municipal Pier.

Mean Range: 4.3' Spring Range: 5.2'

Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens camera
(focal length 8 1/4")

Field Inspection by: Morris W. Burr date: Spring, 1943

Field Edit by: Wendell Bever date: Oct. 1943

Date of Mean High-Water Line Location (III):

Same as the date of nine-lens photographs

Projection and Grids ruled by (III) Washington Office date: Unknown

" " " checked by: Washington Office date: Unknown

Control plotted by: unknown date: Unknown

Control checked by: Unknown date: Unknown

Radial Plot by: Unknown date: Unknown

Detailed by: M. Joy Turner date: June 26 to July 23, 1942

Reviewed in compilation office by: William E. Van Loon date: July 23, 1943

Elevations on Field Edit Sheet
checked by: Wendell Bever date: Oct. 1943

STATISTICS (III)

Land Area (Sq. Statute Miles); 21

Shoreline (More than 200 meters to opposite shore); 13 Statute Miles

Shoreline (Less than 200 meters to opposite shore); 14 Statute Miles

Number of Recoverable Topographic Stations established; One

Number of Temporary Hydrographic Stations located by radial plot;

Leveling (to control contours) - ^{None}miles; Unknown

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname
and initials (not initials only).

Remarks;

General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S. 301A, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

PREPARATION OF BASE MAPS

Assembly into quadrangle base sheets by photographic means of previously produced planimetric maps of the area. These maps were compiled by this Bureau from aerial photographs taken in 1932 and were published in 1934 on the scale of 1:10000. Lithographic prints of the quadrangle base sheets on cloth-mounted paper were furnished to the field parties and similar prints in red ink on celluloid sheets were furnished to the compilation office. 7-3749
7-3750

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs. The field parties were permitted to make field inspection notes either on the photographs or on the planimetric base sheet.

Contouring by planetable, directly on the photographs or on the planimetric base sheet at the option of the field party. The contouring for this quadrangle was done on the *last sheet*.

Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Revision of the planimetric base map from the new photographs and addition of contours and corrections obtained by the field parties. No radial plot was made for this work.

FIELD EDIT

Comparison of a copy of the corrected manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

26 CONTROL:

The compilation office was furnished a red-line print on celluloid, of the 1936 planimetric survey covering the area of Survey No. T-8495.

No recovery notes of the triangulation stations shown on the red-line print on celluloid, were furnished the compilation office. It is not known, if any of these triangulation stations are lost.

Information regarding recommendations for deletion of horizontal control inside the U. S. Naval Air Station, Cape May, New Jersey, is contained in a memo from the field party, which is attached to this descriptive report.

27 RADIAL PLOT:

No radial plot was run for this map manuscript as instructions dated March 18, 1943 require only the revision of the 1936 planimetric compilation to the date of the nine lens photographs taken in April, 1943 and the addition of 20' contours as determined by the field party.

28 DETAILING:

The field inspection party furnished the compilation office a red-line print on Whatman paper, of the 1936 compilation. On it was shown a partial field inspection, elevations and contours. The red-line print on celluloid was oriented over this field inspection print and all field inspection transferred to the map manuscript. The 1943 photographs were oriented under the map manuscript by using points of common detail. New roads and streets were added, roads revised where necessary and all cultural and physical features in the area of the map manuscript were brought up to the date of the 1943 photographs.

In urban areas, greater than one square mile in area, buildings along the shoreline, only have been shown. In rural areas and urban areas less than one square mile in area, all buildings have been shown except small out-buildings. The compilation office is without data as to the location of public buildings, therefore, these buildings could not be designated.

It was found necessary, after careful stereoscopic inspection of the photographs, to relocate much of the mean high-water line along the Atlantic Ocean and Delaware Bay included in the area of this map manuscript. New piers, docks, and harbor developments built since the 1936 compilation and visible on the photographs have been detailed.

28 DETAILING: (cont'd)

The intra-coastal canal has been detailed and its adjoining area revised where necessary.

Location of township lines were furnished the compilation office by the field inspection party on a red-line print of the 1936 compilation printed on thin tracing paper. These were transferred directly to the map manuscript from the print on tracing paper.

According to instructions dated March 18, 1943, paragraph 8, no. complete field inspection was to be made for this map manuscript until after this map manuscript has been revised to the date of the 1943 photographs.

It is believed by the compilation office, that the shoreline has been correctly interpreted and that it will not be necessary to field inspect the shoreline included in the area of this survey in connection with the field edit.

A boundary sketch, reduced in scale from a boundary map drawn on a scale of 1" = 100'; was furnished the compilation office by the field party showing the Coast Artillery Reservation at Cape May, New Jersey. This Coast Artillery station was plotted on a scale of 1:20,000 by bearings and distances and transferred directly to the map manuscript, using existing roads for orientation. All detail was deleted inside the reservation in accordance with the request of the Commanding Officer at Fort Miles as expressed in a field party memoranda attached hereto. See page 12 of this report.

The boundary limits of the U. S. Naval Air Station, Cape May, New Jersey was delineated from a map of this reservation furnished this compilation office by the field party. All detail was deleted inside the reservation in accordance with the request of the local naval authority. (See memorandum attached to this report) (page 11)

29 SUPPLEMENTAL DATA:

The following previous Topographic surveys by the U. S. Coast & Geodetic Survey have been made, covering portions of this map manuscript.

T-148	- 1842, scale 1:10,000
T-149	- 1842, scale 1:10,000
T-1470	- 1879, scale 1:10,000
T-1483	- 1880, scale 1:10,000
T-1549a	- 1883, scale 1:20,000
T-2450	- 1899, scale 1:10,000
T-4455	- 1929, scale 1: 5,000
T-4291	- 1927, scale 1: 5,000
T-5648	- 1936, scale 1:10,000

29 SUPPLEMENTAL DATA: (cont'd)

Only survey No. T-5648 was available to the compilation office.

A blue-print of a map of U. S. Naval base; Cape May, New Jersey was furnished the compilation office by the field party. A blue-print of the map of the borough of Cape May Point, New Jersey was furnished the compilation office by the field party. A sketch of the boundary limits of the Coast Artillery Reservation was furnished the compilation office by the field party. *The first two items are filed with field insp. envelope, and the last is attached to this report.*

30 MEAN HIGH-WATER LINE:

The stage of tide of all nine lens photographs furnished this compilation office was computed and found to be just above mean low water.

31 LOW-WATER AND SHOAL LINES:

All low-water and shoal lines visible on the nine lens office photographs have been detailed.

32 DETAILS OFF-SHORE FROM THE HIGH-WATER LINE:

A wreck lying off-shore in Delaware Bay just north of Cape May Point and west of the high-water line, is shown on the 1936 compilation. This wreck is visible on the 1943 photographs, and its position has not changed since the 1936 compilation.

33 WHARVES AND SHORELINE STRUCTURE:

All piers, docks and wharves visible on the nine lens office photograph were detailed.

34 LANDMARKS AND AIDS TO NAVIGATION:

A memorandum from the field party which is attached to this descriptive report recommends the deletion of two water tanks, a large smoke stack and the Coast Guard Lookout Tower, at the U. S. Naval Air Station, Cape May, New Jersey. This memorandum also recommends three new landmarks. Namely: *(See field edit report)*

Flagpole - (a structural steel flagpole with high central mast)
Signal Tower Watch - (Number 24 on map)
Elevator - (For Coal and ash silos)

34 LANDMARKS AND AIDS TO NAVIGATION: (cont'd)

These are shown on the blue-print of the U. S. Naval Air Station at Cape May, New Jersey.

None of these recommended landmarks were identified by the field party on any photograph.

The elevator (for coal and ash silos) could be plainly seen on the photographs. This landmark was not resected but was transferred directly to the map manuscript from the photograph. Forms No. 524 and 567 are being submitted with this descriptive report for this landmark.

The compilation office could not satisfactorily plot the two other landmarks from the blue-print and suggests that they be located on the map manuscript at the time of the field edit.

35 HYDROGRAPHIC CONTROL:

Two recoverable topographic stations have been transferred to the map manuscript from the copy of Survey No. T-5648. They are:

Naval radio direction finder station
South Gable house

According to a note in the copy of Survey No. T-5648, these stations have been located and Form No. 524 submitted in May, 1938.

Tidal Bench Mark No. 4 Municipal Pier, was transferred to map manuscript from the red-line print of the 1936 compilation on Whatman paper.

The landmarks recommended in Paragraph 34 and the above hydrographic stations and bench mark, are available for hydrographic control if still in existence at the time of any future hydrographic survey.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

One landing field is visible on the photograph, namely, the U. S. Naval Air Station, Cape May, New Jersey.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this map manuscript. On it are shown, a set of general notes which should aid the field edit party in the interpretation of the map manuscript. Also a few notes have been shown regarding questions of interpretation of detail by the compilation office of the office photographs.

38 GEOGRAPHIC NAMES:

The compilation office has not received any current geographic name data. All geographic names shown on the original red-line print on celluloid have been retained. Geographic names of this quadrangle are the subject of a special geographic name report by A. S. Wraight, for the area of Project CS-302-A.

LK
S.R. 37

39 HORIZONTAL ACCURACY:

In view of statements in the instructions for Project CS-302, dated March 18, 1943, this map manuscript is assumed to meet the requirements of horizontal accuracy for War Mapping. See pages 19+20

40 RECOMMENDATION FOR FUTURE SURVEY:

The revision of the planimetric detail as shown on the map manuscript has been accomplished without complete field inspection. Additions or deletions of cultural or physical features as necessary, should be accomplished at the time of the field edit.

41 JUNCTIONS:

The following satisfactory junctions have been made:

To the North with Map Manuscript for Survey No. T-8193.
To the East, with Map Manuscript for Survey No. T-8196.
To the South, is the Atlantic Ocean.
To the West, is Delaware Bay.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

No comparison with existing topographic quadrangles could be made, as none were available to the compilation office.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Nautical Chart No. 1219, issued July 15, 1943. In general, the agreement is good. Where the road crosses Mill Creek, a small island is now part of the mainland, due to an earth fill made when constructing the road.

A comparison was made with nautical chart No. 234, Scale 1:10,000 (Cape May Harbor).

45 COMPARISON WITH NAUTICAL CHARTS: (cont'd)

The Atlantic Coast line just southwest of the inlet, has slightly receded since the Nautical Chart was compiled.

The remaining area of map manuscript for Survey No. T-8495 is in good agreement with the nautical chart.

A comparison was made with Nautical Chart No. 827, scale 1:40,000.

The same difference was noted as is described for Nautical Chart No. 234.

Respectfully submitted;
July 22, 1943

M. Joy Turner
M. Joy Turner
Asst. Photogrammetric Aid

Map Manuscript, Discrepancy
Overlay and Descriptive Re-
port Reviewed by:

William H. Van Loon
William H. Van Loon
Pr. Photogrammetric Aid

Compilation of Map Manuscript
Supervised by:

Joseph Steinberg
Joseph Steinberg
Asst. Photogrammetric Engineer

and

J. Edward Deal, Jr.
J. Edward Deal, Jr.
Asst. Photogrammetric Engineer

Approved & Forwarded:
July 24, 1943

Fred. L. Peacock
Fred. L. Peacock
Commander, C & G Survey
Officer-in-Charge
Baltimore Photogrammetric Office

U. S. NAVAL AIR STATION, Cape May, N. J.

The map obtained for this reservation shows the name as U. S. Naval Base, Cape May, N. J., but local information indicates a preference to the name listed at the top of the page.

The Commandant of the Inshore Patrol was contacted and he asks that all detail inside the reservation be deleted. There is no objection to showing the piers and docks.

Information obtained from the Commandant indicated that the two water tanks and the large smoke stack were to be torn down in the near future. The Coast Guard Lockout Tower near the Inlet has already been torn down.

In lieu of these landmarks, the following may be shown on the quadrangle sheets and nautical charts. See map of reservation for points referred to:

Flag pole, a structural steel flagpole with a high central mast.

Signal Tower Watch (No. 24 on map), a tower which is slightly above the surrounding buildings.

Elevator (for coal and ash silos, located at the north end of No. 28 on the map). This is a black housing containing the elevator and is one of the most conspicuous things on the reservation after the tanks and stack to be torn down.

T
all details in this reservation will be shown on the published quad. except runways and hangars, in conformance with past experience with proofs submitted to Army and Navy authorities for approval.

D.H. Benson 12/30/43

CAPE MAY RESERVATION

This is a Coast Artillery Reservation and all communications are addressed to the battery stationed there and no other name is used for the reservation.

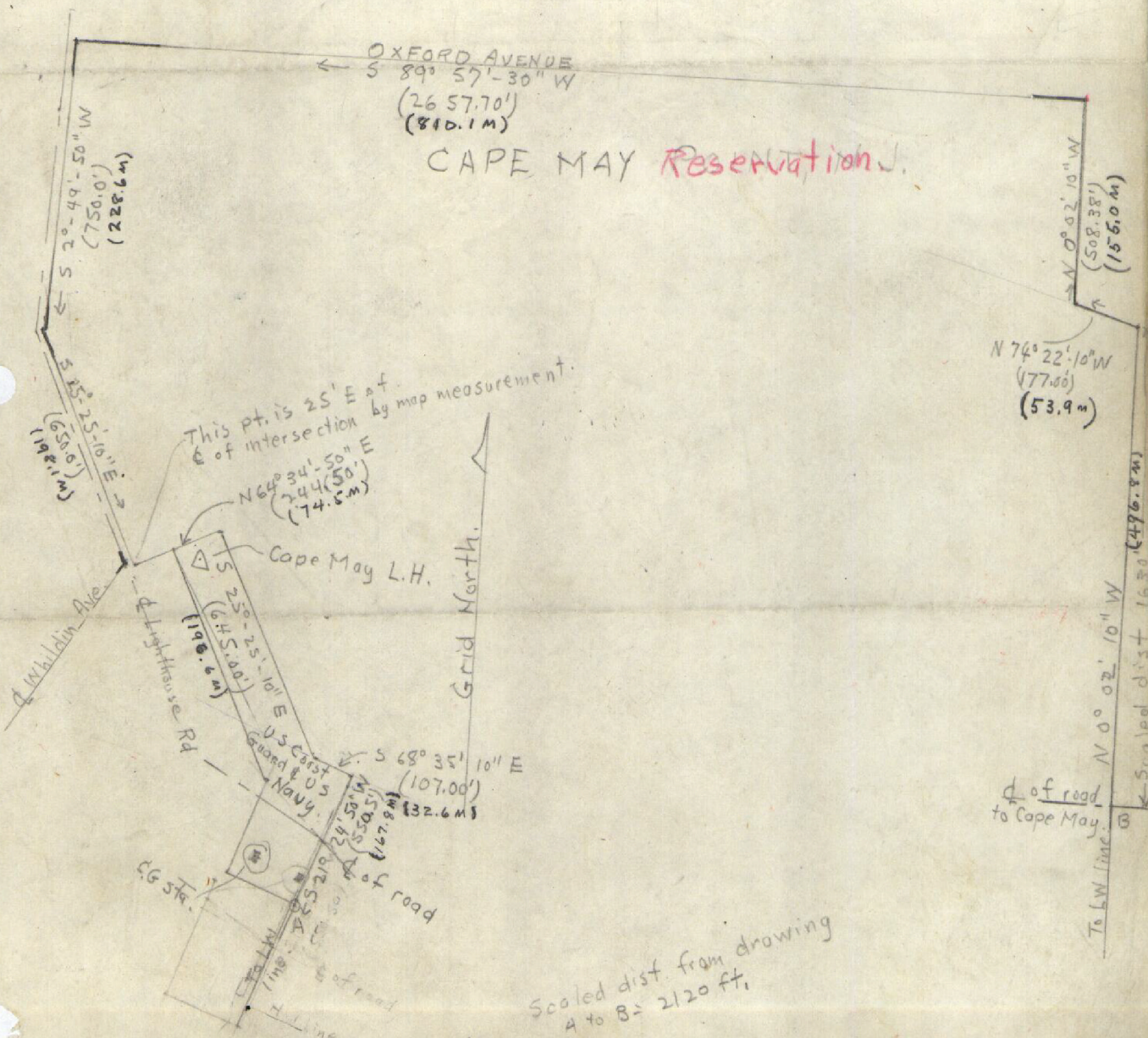
The enclosed boundary sketch was obtained by making a reduction from a boundary map drawn on a scale of 1" = 100' and with grid lines (1000' grid) appearing on the map. The grid is an Army Engineers grid and the grid lines were not transferred due to the difficulty in reducing it to geodetic coordinates. It is believed that the boundary of this reservation can be traced directly on either the photograph or the new map manuscript, without additional field work.

All detail should be deleted inside of this reservation as requested by the representative of the Commanding Officer at Fort Miles, Lewes, Delaware.

Contiguous to the above reservation and in the vicinity of Cape May Lighthouse, there is a reservation used by both the U. S. Navy and The U. S. Coast Guard. The Coast Guard maintains a lighthouse and Coast Guard Station and the Navy maintains a radio station for the U. S. Naval Air Station at Cape May. The three radio towers are of less height than the lighthouse which is located immediately northwest of the towers and the towers probably should not be shown on the completed map.

GRF

In view of past experience with the military authorities, the details of the topography inside the above reservations have been shown, together with the buildings. No gun emplacements or other vital military installations are shown. The maps will be submitted to the military authorities for approval previous to publication of maps. In the past, when no details have been shown at all, invariably the military authorities have requested additional later, which are difficult to add to the plates. Benson 12/20/43



Shore Bdy is L.W. line.

Scale 1/4" = 100 ft.

(13)

FIELD INSPECTION REPORT
QUADRANGLE T-8495
PROJECT CS-302-A
F. L. GALLEN, Chief of Party

1. DESCRIPTION OF AREA:

The area covered by this Quadrangle lies in Cape May County, New Jersey. It consists of beach, marsh, wooded areas, swamp, and some well developed farm land. Two cities, Cape May and Cape May Point, lie in this Quadrangle. A real-estate development, North Cape May, lies in the N.W. portion of the Quadrangle. The streets are all hard surfaced; but there are few houses built here. There has been a tremendous amount of construction of factories, houses, and roads in this Quadrangle. A new canal has been cut across from the mouth of New England Creek to the Cape May Harbor. Some old roads haven't had bridges built across this canal. The Reading Railroad and U. S. Highway No. 9 run from Cape May to the north edge, through the center of the Quadrangle.

2. COMPLETENESS OF FIELD INSPECTION:

See report for Quadrangle T-8493.

3. INTERPRETATION OF THE PHOTOGRAPHS:

See report for Quadrangle T-8493.

4. HORIZONTAL CONTROL:

See report for Quadrangle T-8493.

5. VERTICAL CONTROL:

See report for Quadrangle T-8493.

6. CONTOURS AND DRAINAGE:

Contours were located by standard plane-table methods. Bench-mark and supplemental level points were used to control the contour. Several depression contours are shown that were not shown by previous topographic surveys. Drainage is very poor. Several large creeks drain into the bay on the West. They are affected by the tides almost to their beginnings. There is very little secondary drainage running into these creeks. Consequently, this makes a very poor drainage pattern.

7-13. These paragraphs do not apply to this Quadrangle.

14. ROAD CLASSIFICATION:

All roads shown on the compilation and encountered while doing topography were classified. Many new roads have been built and do not show on the compilation.

15. BRIDGES AND CULVERTS:

No bridges or culverts were classified. See field edit sheet.

(14)

16. BUILDINGS AND STRUCTURES:

No buildings or structures were classified or shown.

17. BOUNDARY MONUMENTS AND LINES:

Political boundaries are shown on an overlay sheet. They were obtained by the use of a County map, a map (if one existed) of each political sub-division, by consulting county officials and local surveyors, and in some cases by consulting local inhabitants in the field. It is believed the political boundaries are complete. Military boundaries were submitted with the field sheet.

18. GEOGRAPHIC NAMES:

Geographic Names for this Quadrangle are the subject of a special report by A. J. Wraight in Project CS-302-A.

S.R. 37.14

19. JUNCTIONS:

Junctions with T-8493 on the North, T-8496 on the East have been made and are in agreement. It is bounded by the Atlantic Ocean on the South and the Delaware Bay on the West.

20. PHOTOGRAPHS USED:

No photographs were used. All work was done on the compilations.

Approved and forwarded;

F. L. Gallen

F. L. Gallen
Chief of Party

Submitted by,

Morris W. Burr

Morris W. Burr,
Engineering Aid

MEMORANDUM

Subject: Field Edit for Project 302 A

The compilation procedure on this project was somewhat different from usual and will necessitate a different procedure during the field edit.

This area was covered with planimetric maps compiled in 1936. The area was also photographed with the nine-lens camera in 1943.

Quadrangle manuscripts were assembled from the 1936 planimetric maps and were furnished to the field party, together with a field set of the 1943 nine-lens photographs. However, the field party made little or no use of the photographs and did only such work as could be carried out conveniently on the assembled manuscripts. Leveling and contouring were completed. Roads, except for new ones not shown on the assembled quadrangles, were classified. Otherwise, the field inspection of planimetric details was not complete.

The Photogrammetric Office was furnished prints on celluloid of the assembled quadrangle manuscripts. The Photogrammetric Office then corrected and added to details from the field surveys and from the photographs (without field inspection.)

The celluloid manuscripts will be reproduced and copies furnished for field edit. The field edit must include a careful inspection of buildings since manuscript corrections have been made in the Photogrammetric Office without previous field inspection.

High water line has been corrected in a number of cases without field inspection. This must be verified by the field edit at the inlets where large changes have occurred. The photographs were taken at low water and the Photogrammetric Office in making the corrections had no means of determining the high water line on the wide, sandy beaches.

With reference to paragraph 15 of the project instructions, no position could be obtained for the state traverse monuments. Therefore, horizontal accuracy tests will be necessary during the field edit.

- 2 -

With reference to paragraph 8 of the project instructions, the revisions to planimetric maps resulting from hydrographic surveys subsequent to 1936 were furnished to the Photogrammetric Office and have been incorporated on the celluloid manuscripts.

Corrections and additions by the field edit may be made either on the field edit sheets or on the field photographs. Supplemental instructions will state whether the data are to be forwarded to the Photogrammetric Office or to Washington upon completion of the field edit.

FIELD EDIT REPORT
QUADRANGLE T-8495
PROJECT CS #02 A
R. L. Schoppe, Chief of Party

1. DESCRIPTION OF AREA: See field inspection report.
2. COMPLETENESS OF FIELD INSPECTION: See field inspection report.
3. INTERPRETATION OF THE PHOTOGRAPHS: The photos were clear and easily interpreted. See field inspection report.
4. HORIZONTAL CONTROL: See field inspection report.
5. VERTICAL CONTROL: Eleven descriptions, form 685, are being submitted for N. J. Geodetic Survey bench marks not recovered during field inspection.
6. CONTOURS & DRAINAGE: Drainage features were checked in the field and found to be quite adequate.
7. MEAN HIGH WATER LINE: The mean high water line as interpreted by the compilation office is complete and adequate. In the vicinity of Cape May City and West Cape May the beach is being rapidly cut away. Though slight changes have occurred since the photographs were taken it is not enough to warrant relocation by the field edit party.
8. LOW WATER LINE: See compilation report, item 31.
9. WHARVES & SHORELINE STRUCTURES: Shoreline structures were checked in the field and found to be quite adequate.
10. DETAILS OFFSHORE FROM HIGH WATER LINE: Other than one wreck mentioned in the compilation report, and fish weirs, there were no offshore details within the limits of this quadrangle. Two submerged, offshore cables are shown.
11. LANDMARKS & AIDS TO NAVIGATION: Two new lights and one old light are being submitted on form 567 for charting. The Landmarks, Flagpole, Signal Tower Watch, and Elevator were recommended by the field inspection party for charting. It is recommended, after due consideration, that none are of sufficient prominence to be shown as landmarks. All three are obscured, for the greater part, by buildings and have little value as landmarks.

The two tanks mentioned in the field inspection report, the taller a landmark, are still standing and from information obtained will remain standing for an indefinite period of time. For this reason it is recommended the taller tank remain as a landmark and not be deleted from existing charts of the area. Forms 567 are being submitted for all landmarks, new and already charted.
12. HYDROGRAPHIC CONTROL: See compilation report, item 35.
13. LANDING FIELDS & AERONAUTICAL AIDS: See compilation report, item 36.

14. ROAD CLASSIFICATION: All roads have been classified and shown in accordance with instructions from the army war college dated January 12, 1942. *Some class A roads marked by field edit for deletion have been redrawn on manuscript and will be shown on published quad. They are quite clear on photographs.*
15. BRIDGES: Bridge classifications were made in accordance with instructions from the War Dept. dated January 23, 1942, and have been shown in key on the sheet by C.C. Fryer, Sr. Photo. Aid.
16. BUILDINGS: All farm buildings except dwellings have been classified as barns (b). This includes all substantial chicken houses, sheds, and so forth. In general there were few farm buildings substantial enough to be shown on the smooth sheet.
Many buildings on this compilation were blurred, run-to-gether, and failed to print. In such cases they were inked in. In Cape May City buildings were taken from the photo-stat print during field edit and found to be satisfactory as shown. Suitable notes are made on the compilation.
Public buildings in Cape May have been blocked in, in red, on photo 13365 and labeled: *X Have not been added as photo 13365 has been misplaced and has not been found as of 1/6/44.*
17. BOUNDARY MONUMENTS & LINES: See field inspection report.
18. GEOGRAPHIC NAMES: See field inspection report. ✓
46. METHODS: This sheet was field edited on the compilation with frequent references made with the field photographs. Photograph 13365 was used to field edit Cape May City. Discrepancies not covered by suitable symbols were noted on the compilation by a sentence and a arrow to the point in question.
All symbols used during field edit are standard topographic symbols, except that a green X was used for deletions and a tick mark was used to show limits of deletion and points of change in road classifications. The following color scheme was used.
- | | |
|---|-------|
| Deletions ----- | Green |
| Additions, classifications, boundaries, names | |
| bench marks and level elevations ----- | Black |
| Water Culture ----- | Blue |
47. ADEQUACY OF COMPILATION: The compilation of this sheet was complete and adequate with few additions necessary except for known deficiencies such as, classifications of roads, woods, public buildings, and the additions of power lines, railroad spurs, and corrected shoreline.
48. ACCURACY TESTS:
1. Horizontal- A separate report of the horizontal accuracy test of this quadrangle is included with this descriptive report.
 2. Vertical- It is believed this sheet complies with the vertical accuracy specifications. For nearest test see quadrangle 8493.

Approved & Forwarded By
Ray Schoppe
 Comdr. R.L. Schoppe, Jr. & G Survey

Submitted By
Wendell Bever
 Wendell Bever
 Jr. Topo. Engr.

FROM WAR MAPPING FIELD PARTY NO. 2

Tests For Horizontal Accuracy
 Quadrangle T-8495
 Project 302A

19

This test consists of a traverse between traverse station N.J.G.S.Mon. 8705 (1938) and triangulation station Road(1928). The traverse is 10.9 statute miles in length and contains 36 test points, 4 of which are N.J.G.S. monuments; 20 of the test points are within the limits of this quadrangle. The traverse closure is one part in 14984 and a discrepancy of 1.18 meters was adjusted through the traverse. The test points are referred to in the traverse computations as P.P.No. and the scaled position from the map manuscript is referred to as M.M.No.

Tabulation of Test Points				
Description of Point	Test Point Number	Latitude	Longitude	Difference in mm.
Inter. of road & road, 85 degrees	P.P.No.1	38-56-71.2	74-54-1120.9	
	M.M.No.1	38-56-75.9	74-54-1115.3	.368
Inter. of road & road, 70 degrees	P.P.No.2	38-56-410.7	74-54-1813.6	
	M.M.No.2	38-56-409.8	74-54-1806.6	.402
Inter. of road & road, 80 degrees	P.P.No.3	38-56-672.8	74-55-97.8	
	M.M.No.3	38-56-674.7	74-55-99.6	.131
Inter. of road & road, 90 degrees	P.P.No.4	38-56-1102.9	74-54-1258.6	
	M.M.No.4	38-56-1100.3	74-54-1256.9	.163
Inter. of road & road, 90 degrees	P.P.No.6	38-56-1412.6	74-54-1053.7	
	M.M.No.6	38-56-1410.6	74-54-1054.0	.096
North end of bridge	P.P.No.8	38-56-1601.6	74-54-944.9	
	M.M.No.8	38-56-1608.2	74-54-941.2	.383
Inter. of road & RR, 85 degrees	P.P.No.7	38-57-09.9	74-54-815.8	
	M.M.No.7	38-57-12.0	74-54-818.8	.105
Northeast end of bridge	P.P.No.8	38-57-469.3	74-54-541.8	
	M.M.No.8	38-57-462.1	74-54-540.9	.363
Inter. of road & road, 60 degrees	P.P.No.9	38-57-660.6	74-54-476.3	
	M.M.No.9	38-57-653.6	74-54-469.6	.374
Inter. of road & road, 25 degrees	P.P.No.10	38-57-1324.3	74-54-491.2	
	M.M.No.10	38-57-1320.2	74-54-484.2	.406
	P.P.Mon.2746	38-57-1542.0	74-54-843.0	
	M.M.Mon.2746	38-57-1540.7	74-54-846.8	.201
Inter. of road & road, 75 degrees	P.P.No.11	38-57-1635.8	74-54-1017.6	
	M.M.No.11	38-57-1631.5	74-54-1016.2	.246
	P.P.Mon.2745	38-57-1734.7	74-54-1229.3	
	M.M.Mon.2745	38-57-1730.4	74-54-1228.3	.221
Inter. of road & road, 30 degrees	P.P.No.12	38-57-1746.4	74-54-1231.4	
	M.M.No.12	38-57-1744.4	74-54-1231.6	.100

con.

con. Quadrangle T-8495

Inter. of road & trail, 65 degrees	P.P.No.13 M.M.No.13	38-58-1096.6 38-58-1098.1	74-54-846.0 74-54-848.8	. .136
Inter. of road & road, 90 degrees	P.P.No.14 M.M.No.14	38-58-1535.4 38-58-1637.6	74-54-541.4 74-54-540.4	. .121
	P.P.No.2743 M.M.No.2743	38-59-444.3 38-59-439.1	74-54-188.7 74-54-186.2	. .288%
Inter. of road & road, 75 degrees	P.P.No.15 M.M.No.15	38-59-755.7 38-59-755.7	74-54-02.2 74-54-04.0	. .090
Inter. of road & road, 75 degrees	P.P.No.16 M.M.No.16	38-59-1031.4 38-59-1031.7	74-53-1293.0 74-53-1297.3	. .235
Inter. of road & drive	P.P.No.17 M.M.No.17	38-59-1674.7 - Not compiled	74-53-980.5	

It may be noted that test point No.17 was not compiled; this point was opposite a sand drive, which was not shown on the manuscript. Except for test points No. 10 and No. 12 which are less well defined, the remaining test points are well defined. The map manuscript error is less than .5 mm at all points tested; the horizontal accuracy of this map is good and within the requirements of the instructions.

Approved by
Ray L. Schoppa
Ray L. Schoppa,
Chief of Party.

Submitted by:

Charles Hanavich
Charles Hanavich,
Prin. Photo. Aid.

Letter 864 (1943)

The positions given have been checked after listing.

R. L. Schoppa

Chief of Party.

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE
TO BE DELETED }

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

The positions given have been checked after listing.

October 20, 1943

Letter 864 (1943)

R. L. Schoppe

Chief of Party.

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
		LATITUDE		LONGITUDE		DATUM							
		°	'	°	'								
	1943 Stack (Magnesite Chimney, 1943)	38 56	12 44.3 1249.1	74 57	13 19.8 1345.6	1927	Triang. plane table	1943		X X		1217 1218 1219	
	** Tank CAPE MAY NEW TANK, 1936	38 56	9 18.0	74 54	103.6	1927	triang.	1936		X X		ditto	
	Hotel Chimney HOTEL CHIMNEY, 1914	38 56	2 66.2	74 54	103.6	1927	triang.	1914		X X		ditto	
	**tallest Tank CAPE MAY, AIR HANGAR W. T. 2, 1932	38 56	15 94.6	74 53	243.5	1927	triang.	1932 1927		X X		ditto	
	**Tank NAVAL BASE, TANK, 1927												
	NEW TANK, 1927	38 58	16 63.0	74 57	267.3	1927	triang.	1927		X X		ditto	
	** No geographic position of these stations are available to this office. (Added in Wash. office)												

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

T-8495

Remarks

No. 1
Decisions

1		
2		
3		Railway Guide
4		Road Maps
5		
6		
7		
8		388749 USGB
9		"
10		"
11		"
12		" USGB
13		" "
14		
15		389748 USGB
16		"
17		"
18		" USGB
19		"
20		"
21		" USGB
22		"
23		"
24		" USGB
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8495

CAPE MAY quadrangle:

Name on Survey,

	A	B	C	D	E	F	G	H	K	
	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
Cape May County			✓							1
Delaware Bay			✓							2
Pennsylvania-Reading Seashore Lines			✓							3
U.S. No. 9/State No. 4			✓							4
Lower Township			✓							5
										6
										7
Cape May Chammel			(Name OK if it is to be shown)							8
Middle Shoal			X							9
Somer Shoal			X							10
Overfalls or South Shoal			X							11
Through Channel			X							12
Prissy Wicks Shoal			X							13
										14
Cape May Harbor	✓		✓							15
Sewell Point	✓		✓							16
U.S. Naval Air Station	✓		X							17
Upper Thorofare	✓		✓							18
Upper Thorofare Bridge	✓		✓							19
Linger Point	✓		✓							20
Skunk Sound	✓		(lower part of charted name sheet)	Mill Creek, as on						21
Skunk Sound Bridge	✓		✓							22
Cedar Island	✓		✓							23
Cedar Creek	✓		✓							24
Little Cedar Creek	✓		Small X							25
Ford Creek	✓		✓							26
Ocean Drive	✓		✓							27

T-8496

No. 2
Decisions

Remarks

1		389748	USGB
2		"	
3		"	
4		"	
5		"	
6		"	
7		"	
8		"	
9		"	USGB
10		"	"
11		"	
12		"	
13		"	
14		"	
15		"	USGB
16		"	
17		"	USGB
18		389749	"
19		"	
20		"	
21		"	
22		"	USGB
23		"	
24		"	
25		"	
26		"	
27		"	USGB

GEOGRAPHIC NAMES

Survey No. T-8495

2	Name on Survey	On Chart No.	On previous No.	On U. S. quadangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
		A	B	C	D	E	F	G	H	K
	Mill Creek	✓	(as shown on name sheet)	✓						1
	Skunk Sound Ditch	✓		X						2
	Dickenson Creek	gone		X						3
	Mid Hen Gut	✓		✓						4
	Mid Hen Bar	✓		X						5
	Duck Gut	too small	X							6
	Southwest Cove	✓		✓						7
	Southwest Cove Point		too small							8
	Bennett Creek	✓	(as newly shown on name sheet)	✓						9
	Reubens Thorofare	✓	(not Bennett Creek)	✓						10
	Punyard Point	✓		✓						11
	Punyard Creek	✓		✓						12
	Haulover Creek	✓		✓						13
	York Creek	✓		✓						14
	Jones Creek	✓	(not Delavan Creek)	✓						15
	Weeks Landing	✓		✓						16
	Jarvis Sound	✓		✓						17
	Erma	✓	at new location, as on name sheet (do not show Bennett or Bennett Station)							18
	Shun Pike Road	✓		✓						19
	Tabernacle Road	✓		✓						20
	Breakwater Road	✓		✓						21
	Bay Shore Road	✓		✓						22
	Cold Spring	J	(at new location)	✓						23
	Bradley Run	✓		✓						24
	Little Mill Creek	✓		✓						25
	Town Bank Road	✓		✓						26
	Cox Hall Creek	✓		✓						27

No. 8485

No. 3

Remarks

Decisions

1		389749	USGB
2		"	"
3		"	
4		"	
5		"	
6		"	USGB
7		"	
8		"	
9		"	LS
10		"	USGB
11		"	"
12		"	
13		"	
14		"	
15		"	
16		"	
17		"	USGB
18		"	"
19		"	"
20		"	
21		"	USGB
22		"	
23		"	
24		"	
25		"	
26		"	
27		"	

GEOGRAPHIC NAMES

Survey No. T-8495

3	Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
		A	B	C	D	E	F	G	H	K
	Town Bank ✓	(as on name sheet)		✓						1
	North Cape May ✓	"		✓						2
	Lido Road 90712 Pond ✓			✓						3
	Petticoat Bridge ✓			✓						4
	New England Creek ✓			✓						5
	Cape May Canal ✓			✓						6
	Higbee Beach ✓			✓						7
	Daveys Lake ✓			✓						8
	Pond Creek ✓			✓						9
	Sunset Beach ✓			✓						10
	Cape May Point ✓	(village)		✓						11
	Lake Lily ✓			✓						12
	Lighthouse Pond ✓			✓						13
	Cape May Point C.G. Station ✓			✓						14
	Cape May ✓	(cape)		✓						15
	Cape May Coast Artillery Reserve ✓			✓						16
	North Shoal	(name OK if it is to be used)		✓						17
	Eph Shoal			✓						18
	Bay Shore Channel			✓						19
	South Cape May ✓			✓						20
	West Cape May ✓			✓						21
	Sea Shore Road ✓	(in part same as US 9/State 4, above)		✓						22
	Cape May ✓	(town)		✓						23
	Sea View Park ✓			✓						24
	Cape May Municipal Pier ✓			✓						25
	U.S. Navy Radio Station ✓			✓						26
	Cape May Golf Course ✓			✓						27

T-8495

No. 4
Decisions

Remarks

1		389749	USGB
2		"	
3		"	
4		"	
5		"	
6		"	
7		"	
8		"	
9		"	
10		"	
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GEOGRAPHIC NAMES

Survey No. T-8495

4	Name on Survey	On Chart No.	On previous survey No.	On U. S. Quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
		A	B	C	D	E	F	G	H	K
	Cape Island Creek	✓		✓						1
	Harbor Branch	(T.R.)	✓	✓						2
	Harbor Branch Junction	✓		✓						3
	Spicer Creek	✓		X						4
	Schellenger Landing	✓		✓						5
	Schellenger Creek			X						6
	Yacht Basin	✓		X						7
	Buck Landing			X						8
	Harbor Bridge			X						9
	Devils Reach			X						10
										11
										12
										13
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										27

L. HECK 18/10/44

RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published; or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault.

Cloth-mounted copy of the published quadrangle.

Black and white cloth-mounted copy of the published quadrangle at 1:20,000 scale. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For woodland, refer to the published quadrangle for the finally adopted outlines.

Descriptive Report.

Filed in the Photogrammetric Division.

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Review Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

~~Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.~~

Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch.

Glass negatives of the color separation drawings.

Filed in the Library.

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract.

Film negatives and film positives of the color separation drawings.

All color separation drawings.

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8495

Cape May, N.J. QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

See pp 19 & 20 of Descriptive Report.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

Topographic: *see list on p. 5 of Descriptive Report.*
see Descriptive Reports for T-5847, T-5848 for
comparison

T-8495 supersedes the older survey in their
common area.

Quadrangles:

Cape May, 1:62500, USE, 1941

Comparison with Nautical Charts Nos. 234, 827, 1218, 1219

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

See paragraph 45 (p. 8) of Descriptive Report.

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

None of consequence

Reviewed 30 Dec. 1943 By Harlan E. Rice
under direction of D. H. Benson *per L.T.S.*

Inspected by B. G. Jones

Examined and approved:

B. G. Jones
Chief, ~~Surveys Branch~~
Division of Photogrammetry

K. T. Adams
Chief, ~~Topography Section~~
Chief, Division of Photogrammetry

H. E. Rice
Chief, ~~Div. of Charts~~
Nautical Chart and
L. T. S.
Chief, Div. of Coastal
Surveys

SURVEY NO. 8495

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.