8767

Diag. Cht. No. 206

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey PHOTOGRAMMETRIC-SHORELINE

Field No. Ph-7(46)F Office No. T-8767

LOCALITY

State PENNSYLVANIA - NEW JERSEY

General locality DELAWARE RIVER

Locality TORRESDALE, PENN.-EDGEWATER PARK, N. J.

1947

CHIEF OF PARTY

R. J. Sipe, Chief of Field Party.
T. B. Reed, Baltimore Photo. Office.

LIBRARY & ARCHIVES

DATE

B-1870-1 (1)

8767

DATA RECORD

T-8767

Project No. (II): PH-7(46)F

Quadrangle Name (IV):

Field Office (II): Philadelphia,Pa.

Chief of Party: Riley J. Sipe

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: Thos. B. Reed

Instructions dated (II) (III):
Ph-7(46)(Field) 25 March 1946
Supplements No. 1 and No. 2, dated respectively
14 June 1946 and 11 October 1946.
PH-7(46) (Office), 19 July 1946

Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV): 3-4-49

Date reported to Nautical Chart Branch (IV): 3-21-49

Applied to Chart No.

Date:

Date registered (IV): 11-27-51

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III): M.H.W.

~~Mean sea level except as follows:~~
Elevations shown as (25) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

M.H.W.

Reference Station (III): PINE, 1911

Lat.: 40° 03' 10.869" (335.2m) Long.: 74° 57' 24.779" (587.3m) Adjusted ~~Unadjusted~~

Plane Coordinates (IV):

State: Penn. N.J. Zone: South

Y=

X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.

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

M-2618-12(4)

DATA RECORD

Field Inspection by (II): Stanley J. Hathorn, James A. Clear — Date: 8 Oct. 1947 to 11 Nov. 1947

Planetable contouring by (II): — Date:

Completion Surveys by (II): R. A. Horn — Date: 4-15-49

Mean High Water Location (III) (State date and method of location):
Same as date of photographs supplemented with field inspection

Projection and Grids ruled by (IV): T.L.S. — Date: 3 Oct. 1947

Projection and Grids checked by (IV): T.L.S. — Date: 3 Oct. 1947

Control plotted by (III): L. A. Senasack — Date: 10 Mar. 1948

Control checked by (III): M.F. Kirk — Date: 2 April 1948

Radial Plot or Stereoscopic Control extension by (III): F.J.Tarcza — Date: 19 April 1948

Stereoscopic Instrument compilation (III): Planimetry — Date:

Contours — Date:

Manuscript delineated by (III): M.F.Kirk — Date: 12 Nov. 1948 to 24 Jan. 1949

Photogrammetric Office Review by (III): J.W.Vonasek — Date: 14 Feb. 1949 to 2 Mar. 1949

Elevations on Manuscript checked by (II) (III): — Date:

M-2618-12(4)

Camera (kind or source) (III):

PHOTOGRAPHS (III) (75th meridian)

Number (office & field)	Date	Time	Scale	Stage of Tide
46-D-1841 & 42	10 Mar 1946	1410	1:10,000	0.1 ft below MLW
46-D-2065 thru 73	12 Mar 1946	1418	"	1.5 ft. above MLW
~~46~~ 47-C-2828 " 33	2 Oct. 1947	1506	"	5.8 above MLW

Tide (III)

Ratio of Ranges	Mean Range	Spring Range
1.0	5.4	5.7
1.1	5.7	6.0

Reference Station: As shown on reverse side of field photos
Subordinate Station: Philadelphia, Pa.
Subordinate Station: Torresdale, Pa

Washington Office Review by (IV): L. M. Gazik Date: May 15, 1950

Final Drafting by (IV): Baltimore Office Date: 3-15-1951

Drafting verified for reproduction by (IV): W. O. Hallin - L. Stringfellow Date: 3-15-1951

Proof Edit by (IV): L. Martin Gazik L. Stringfellow Date: 5-22-51

Land Area (Sq. Statute Miles) (III): 10
Shoreline (More than 200 meters to opposite shore) (III): 19.8 statute miles
Shoreline (Less than 200 meters to opposite shore) (III): 9.3 statute miles
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): Recovered: Identified: 21
Number of BMs searched for (II): Recovered: Identified:
Number of Recoverable Photo Stations established (III): 9
Number of Temporary Photo Hydro Stations established (III): 24

Remarks:

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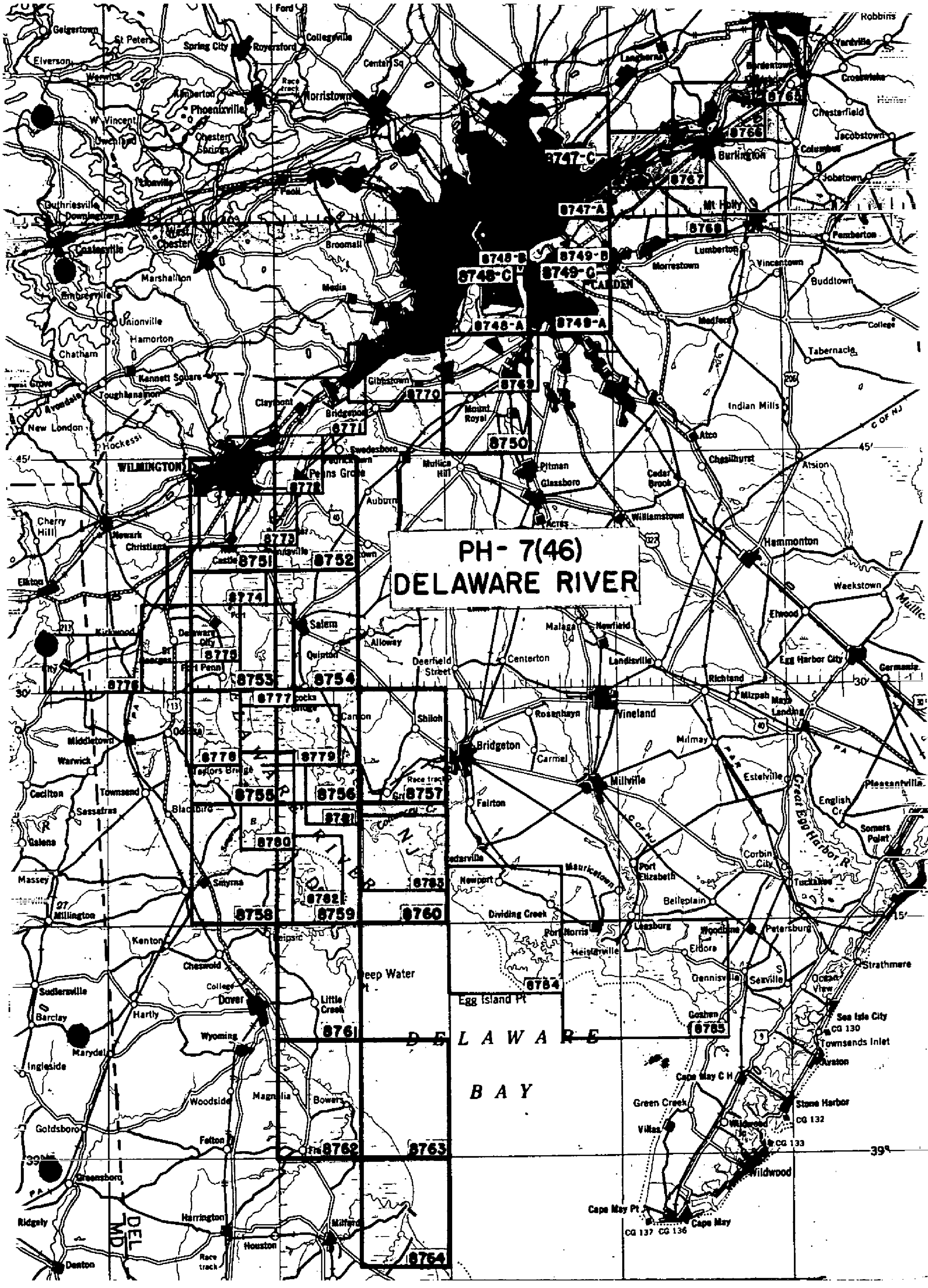

PH- 7(46)
DELAWARE RIVER
DELAWARE
BAY
Norristown
Phoenixville
Royersford
Spring City
Collegeville
Burlington
Bordentown
Yardville
Robbins
Crosswicks
Chesterfield
Jacobstown
Columbus
Jobstown
Mt Holly
Pemberton
Lumberton
Vincentown
Buddtown
Medford
Tabernacle
Indian Mills
Atco
Chesilhurst
Atsion
Hammonton
Wackstown
Elwood
Egg Harbor City
Germania
Camden
Morrestown
Media
Broomall
Paoli
West Chester
Downingtown
Coatesville
Marshallton
Embreeville
Unionville
Hamorton
Chatham
Kennett Square
Toughkenamon
Avondale
New London
Hockessin
Wilmington
Claymont
Bridgeport
Gibbstown
Mount Royal
Swedesboro
Penns Grove
Mullica Hill
Pitman
Glassboro
Williamstown
Auburn
Newark
Christiana
Elkton
Cherry Hill
Kirkwood
Delaware City
St Georges
Port Penn
Salem
Quinton
Alloway
Deerfield Street
Centerton
Malaga
Newfield
Landisville
Richland
Mizpah
Vineland
Rosenhayn
Carmel
Bridgeton
Shiloh
Canton
Odessa
Middletown
Warwick
Townsend
Cecilton
Sassafras
Galena
Blackbird
Fairton
Millville
Milmay
Estelville
Pleasantville
English Cr
Somers Point
Great Egg Harbor R
Corbin City
Tuckahoe
Port Elizabeth
Mauricetown
Cedarville
Newport
Dividing Creek
Port Norris
Heislerville
Leesburg
Belleplain
Woodbine
Petersburg
Eldora
Dennisville
Seaville
Strathmere
Ocean View
Sea Isle City
Goshen
Townsends Inlet
Avalon
Cape May C H
Stone Harbor
Green Creek
Villas
Wildwood
Cape May Pt
Cape May
Egg Island Pt
Deep Water Pt
Smyrna
Massey
Millington
Kenton
Cheswold
Leipsic
Dover
Little Creek
Sudlersville
Barclay
Hartly
Marydel
Wyoming
Ingleside
Woodside
Magnolia
Bowers
Goldsboro
Felton
Frederica
Greensboro
Harrington
Houston
Milford
Ridgely
Denton
DEL
MD
8747-A
8747-C
8748-A
8748-B
8748-C
8749-A
8749-B
8749-C
8749
8750
8751
8752
8753
8754
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8771
8772
8773
8774
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8779
8780
8781
8782
8783
8784
8785
CG 130
CG 132
CG 133
CG 136
CG 137

Summary T-8767

This map is one of 24 shoreline surveys in Project Ph-7(46) covering both sides of the Delaware River from Trenton, New Jersey and extending southward to Lower Delaware Bay. These surveys at a scale of 1:10,000 provide revision data for nautical charts and detailed shoreline data for quadrangles in this same project.

FIELD INSPECTION REPORT
SHORELINE SHEET T-8767
(74° 51')(40° 01')
Project Ph-7(46)
Subproject F
Riley J. Sipe, Chief of Party

All phases of field work were completed in accordance with The Director's Instructions, Project Ph-7(46), dated 25 March 1946, Supplemental Instructions No. 1, dated 14 June 1946, and Supplemental Instructions No. 2, dated 11 October 1946, except for deviations herein noted.

Actual field work was completed between 8 October 1947 and 11 November 1947 by Stanley J. Hathorn, Photogrammetrist, and James A. Clear, Jr., Engineering Aide.

1. Description of the Area:

a. Delaware River - The area includes the Delaware River between Torresdale and Croydon.

The Pa. and N. J. shores both have prominent banks along the MHWL with a few exceptions. ThePa. side is further marked by a narrow plain along the shore with rolling hills in the immediate background. The N. J. Shore consists of a broad plain that extends inshore beyond the limits of normal vision.

Practically all the desirable waterfront for residences along both shores has been developed. Only occasional sections of farmland can be seen inshore from the river.

Factory stacks and tanks marking the location of the small towns inshore along both shores are very noticeable along the river skyline. A single group of factories is located adjacent to the river along the Pa. shore in the vicinity of Cornwell Heights.

There is a large yacht basin (Dredge Harbor Yacht Basin) at the southern end of the area on the N.J. shore. This basin has repair facilities to accomodate the type of pleasure boat found along the river. The basin was dredged by a sand and gravel dredging concern that is still operating in the same general area.

All other commercial activity on the river is limited primarily to large barges transporting aggregates, coal, and oil to points outside the area.

Numerous floating piers and small pleasure boats dot both shores during the summer.

Highly developed rail and motor transportation facilities serve the inshore areas.

b. Rancocas Creek - This sheet includes the Rancocas Creek from it's mouth to a point just upstream of Bridgeboro.

The general description given in the Field Inspection Report for T-8768 is also adequate for this portion of the creek with the exception of a short portion of the channel which divides the towns of Riverside and Delanco. There, the creek front is run-down and typical of many other small towns.

This creek is used as far as Riverside for a limited amount of barge traffic.

2. Completeness of Field Inspection:

Field inspection is believed adequate and complete except in the vicinity of Dredge Harbor Yacht Basin where the shoreline is under constant change as a result of the dredging operations for sand and gravel in the upper portion of the basin.

Significant changes in this area will have been made by the time field edit is started. It is also possible that the available sand and gravel resources in this area will be exhausted by that time.

3. Interpretation of Photographs:

The field party was furnished single lens ratio prints at 1:10,000 scale.

All photographs along the river are clear, and no features in photography peculiar to this area alone were noted.

All trees in the area may be considered as decidious by the compiler.

Notes and symbolization on the photographs are believed to be adequate for office interpretation. However, a copy of the U.S. Engineer Survey of the Delaware River, Philadelphia to Trenton, with revisions to 1941, is submitted with the field data for Subproject F. This set of plans includes all the U. S. Engr. and U.S.C.&G.S. horizontal control stations along the Delaware River with a few exceptions, along with other shoreline detail. (These plans were originally furnished by the Washington Office with the horizontal control partially indexed thereon.

See paragraph 3 of the Field Inspection Report for T-8768 regarding Riparian and Stream Survey plans of the Rancocas Creek, and for the interpretation of photographs along the Rancocas Creek.

4. Horizontal Control:

a. U.S.C.&G.S. - Stations were recovered and identified in accordance with project instructions. 48 stations were recovered in good condition and are well distributed along both shores.

Recovery notes are submitted for all lights that were listed as triangulation although no written descriptions were available for use in field recovery. The recovery notes are based on written information received from the Commanding Officer, U. S. Coast Guard Depot, Gloucester, N.J.; and from the Commanding Officer, 3rd Coast Guard District, New York 4, N. Y. Information from the two sources did not agree exactly. For that reason, it is recommended that the compilation office carefully verify all recovery notes reporting triangulated lights in good condition.

b. N.J.G.C.S. - 11 stations were recovered and 8 of the 11 were identified in accordance with project instructions.

c. N.J.R.S.&W.S. - Recovery notes were submitted for 3 stations on Form 526. The one station recovered in good condition was identified for possible use by the compilation office with the other stations recovered in T-8768. (See paragraph 4 of Field Inspection Report for T-8768.)

d. U. S. Engrs. - One U. S. Engr. station, in addition to the numerous Engr. stations in the area that have been previously cut in by our triangulation (recovered and reported as U.S.C.&G.S. stations), was recovered and identified.

See reference in paragraph 3 of this report concerning use of U. S. Engineer plans as a horizontal control index.

Negative photostatic copies of recovery notes for all the N.J.G.C.S. and N.J.R.S.&W.S. stations were furnished Mr. Robert G. Blanchard, Topographic Engineer, Department of Conservation, Trenton, N. J.

5. Vertical Control:

No field work required. The following information is included as a matter of record.

The U.S. Engineers have numerous permanently marked bench marks along the Pennsylvania shore as far north as Trenton, N. J. Several U.S.C.&G.S. horizontal control monuments are included in their vertical scheme.

See paragraph 5 of Field Inspection Report for T-8768 concerning bench marks of New Jersey agencies.

Copies of the U. S. Engineer bench marks between Philadelphia and Trenton, and copies of the N.J.G.C.S. dual-control monuments are included with the field data for this Subproject.

6. Contours and Drainage:

Not applicable.

7. Mean High-Water Line:

a. Delaware River - A portion of the fast MHWL coincides with the extensive bulkhead found along both shores.

Most of the remaining fast MHWL follows a definite line on the photograph. This line is the inshore edge of what appears on the photograph as a wet sand strip immediately inshore of the inshore edge of the water area at the time of photography.

No appreciable changes were noted in the general MHWL between the time of photography (spring range of tide) and field inspection. This is attributed to the character of the bank along most of the MHWL.

b. Rancocas Creek - See paragraph 7 of the Field Inspection Report for T-8768.

8. Low -Water Line:

a. Delaware River - The photographs were taken at a stage during the spring range of tide that is believed to closely approach actual MLW.

The line marked by the above stage on the photographs shows as a definite change in tone. In other words, the water in the channel appears rippled as a probable result of high winds at the time of photography, whereas the inshore texture appears on the photograph as still water - actually mud or sand bared by the change in tide. This line is symbolized on the photographs at (the few points where it was possible to measure during) inspection of the shoreline, and was closely verified by all measurements.

b. Rancocas Creek - See this same paragraph of Field Inspection Report for T-8768.

9. Wharves and Shoreline Structures:

Adequately covered in notes on the photographs.

10. Details Offshore from the High-Water Line:

Adequately covered in notes on the photographs.

11. Landmarks and Aids to Navigation:

All landmarks to becharted or deleted have been separately submitted on Form 567.

All landmarks were identified on the photographs with the exception of St. Francis School Clock Tower (Δ - 1933) which was not covered by photography. Pricking cards were submitted for only those few triangulated landmarks intended for use in control of the radial plot. The other triangulated landmarks are identified on the photographs by their landmark designation, and followed by the Δ station name in parenthesis.

All other landmarks have been properly described on Form 524.

All objects recommended for charting were inspected from the river for suitability as landmarks.

All fixed aids to navigation were identified on the photographs and pricking cards submitted with the field data.

Points on all navigational ranges were located well beyond the useable limit of each range. A check point is provided for each sextant location. Sufficient information for plotting these points is given below:

a. Sextant obeservations with range lights as center object:

Range	Side Object	(1)	(2)
Enterprise	Torresdale Range Front Lt.	16° 00'	{15° 35' Rejected L.M.G.
	ΔRiverside, Florence Thread Co. Tank - 1935	73° 55'	73° 02'}
Eddington	ΔBeverly St. Stephens Episco. Ch.Spire-1933	{22° 34' Rejected	23° 14'
	ΔSt. Francis Sch.Clock Tower - 1933	32° 47' L.M.G.}	33° 06'
Beverly	ΔRohm & Haas C.C. Tk -1933	66° 25'	
	ΔBristol Br TR S Lt -1933	85° 21'	
	ΔAir Beason No. 70-1933		45° 13'
	ΔBurlington,St.Mary's Ch Spire - 1933		117° 23'

b. Ties from △ stations:

Range	Instrument Sta.	Azimuth Sta.	Angle	Distance
Rancocas River	△Filter Plant 2-1935	△Riverside, Florence Thread Co. Tk - 1935	82°55'	R 95.0'
Mud Island	Same as above	Same as above	125°27'	L 205.0'

c. Other: Torresdale Range - Use Riverton Light in T-8747 as point on range.

12. Hydrographic Control:

Twenty-two photo-hydro stations were identified and numbered on the photographs according to the standard system. Typed descriptions of the stations are submitted on the back of pricking cards along with the field data.

13. Landing Fields and Aeronautical Aids:

One small private airport, Croydon Skyport, is labeled on photo 2072. It is used by a few small cub and amphibian-type planes.

There are no aeronautical aids within the area.

14. Road Classification:

Roads are classified in accordance with Photogrammetry Instructions No. 10, dated 14 April 1947, and Admendment, dated 24 October 1947.

15. Bridges:

All bridge information for the area covered by this report as listed in the U. S. Engineer "List of Bridges Over the Navigable Waters of the U. S.", dated 1 July 1941, was verified in the field, all clearances were carefully measured with a steel tape, and the published descriptions and clearances were found to be correct except for the following discrepancy; which was reported to the Local District Engineer:

PAGE NO.& LOCATION	SPANS	TYPE	HOR. CL.° 1941 LIST	HOR. CL.° 1947 FIELD	VERT. CL.° 1941 LIST	VERT. CL.° 1947 FIELD (Est. MHW)
Page 386 RANCOCAS CR., N. J. Riverside, Burlington Co.	2	Sw	50.0' (North Draw)	52.0'		

16. Buildings and Structures:

Adequately covered on the photographs.

17. Boundary Monuments and Lines:

Not applicable.

18. Geographic Names:

This was the subject of a special report by Mr. A.J. Wraight, Topographic Engineer, submitted during the summer of 1947.

19. Neshaminy Creek:

It is recommended that this stream be compiled as far upstream as U. S. Highway No. 13 (1.3 mi above mouth), although photography extends only a short distance upstream of State Road (0.7 mi. above mouth).

The creek is used by a number of small pleasure powerboats with maximum drafts of about three feet during the summer months.

It is felt that sufficient detail may be obtained from the Beverly Quadrangle (1941) for this additional compilation.

Submitted
9 February 1948

Stanley J. Hathorn

Stanley J. Hathorn
Photogrammetrist

Approved
17 Feb. 1948

Riley J. Sipe

Riley J. Sipe
Chief of Party

Box 8924, Tacony Sta.
Phila. 35, Pa.

6 February 1948

To: The Director
U.S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Discrepancies in Non-Floating Aid Descriptions

The following discrepancies in the 1946 Light List for The Atlantic and Gulf Coasts were noted during field inspection of Project Ph-7(46)F.

The list is limited to two obvious errors in height; and to dates that lights were rebuilt. The dates were secured as a result of an investigation of lights that were also triangulation stations.

However, it may be added that no noticeable descrepancies were encountered in the published description of the general location of the lights, and of the supporting structures.

LIGHT	DISCREPANCY	SOURCE OF INFORMATION
Rancocas R Range Rear-	32 ft above water Rebuilt 1938	Notice to Mariners #16, dated 4-20-38
Rancocas R Range Front -	Rebuilt 1938	Same as above
Torresdale Range Rear	Moved 1936	Notice to Mariners #39, dated 9-23-36
°Mud I Range Front	See Notices	Notice to Mariners #30, dated 7-24-35
Enterprise Range Lts	Moved 1936	Notice to Mariners #36, dated 9-2-36
Beverly Range Lts	Moved 1936	Notice to Mariners #32, dated 8-5-36
Croydon Aviation "NY70-	115 ft above water	Field Measurement 1947 - S. J. H.

The sources of information were furnished by The Commander, 3rd Coast Guard District, New York 4, N. Y.

°Also #39, dated 9-23-36.

Stanley J. Hathorn
Photogrammetrist

cc: Lt. Comdr. Sipe

MAP T-8767 PROJECT NO. PH-7(46) F SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX) Acc. No.	Pg.	DATUM N.A. 1927	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
EDDINGTON, ST. FRANCIS INDUS. SCHOOL RELEREY, 1933	G-1751	89	"	40 05 19.324				596.0	1254.6		
				74 56 12.800				303.2	1118.2		
NESH, 1911	G-3340	365	"	40 04 30.950				954.6	896.0		
				74 54 59.826				1417.6	4.1		
ENTERPRISE, C.L. (USE) 1935	"	367	"	40 04 30.686				946.4	904.1		
				74 55 06.115	< —			144.9	1276.8		
GUN, 1911	-1664	78	"	40 04 24.696				761.7	1088.9		
				74 55 37.496				888.5	533.2		
GUY ECCENTRIC 1933	"	68	"	40 04 25.674				791.9	1058.7		
				74 55 38.084				902.4	519.3		
EDGEWATER, C.L. LOWER (USE) 1935	-3340	365	"	40 04 06.475				199.7	1650.9		
				74 55 17.072				404.6	1017.3		
BEVERLY, ST. STEPHENS CH.SP.1933	-1751	91	"	40 03 53.877				1661.7	188.9		
				74 55 03.727				88.3	1333.6		
BEVERLY ST. JOSEPHS CATHOLIC CH.SP.1935	-3340	365	"	40 03 49.479				1526.1	324.5		
				74 55 22.351				529.7	892.2		
DRENNAN, 1911	-3340	356	"	40 03 48.059				1482.3	368.3		
				74 56 05.910				140.1	1281.9		
BEVERLY, ROBERT F. HOBBS CO. LETTERED WATER TANK, 1933	-1751	90	"	40 03 32.849				1013.2	837.4		
				74 55 06.276				148.7	1273.3		
BEVERLY, BEAUNIT MILLS TANK, 1935	-3340	365	"	40 03 36.351				1121.2	729.4		
				74 55 12.944				306.8	1115.2		
BEVERLY, WALL ROPE WORKS SMALL TANK, 1935	-3340	365	"	40 03 30.10				928.4	922.2		
				74 55 22.55				534.5	887.6		

1 FT. = .3048006 METER

COMPUTED BY: Harry R. Rudolph DATE: 18 Feb. 1948 CHECKED BY: L.A. Senasack DATE: 3-4-48

M-2388-12

MAP T-8767 PROJECT NO. PH-7(46)F SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX) Acc. No.	Pg.	DATUM N.A. 1927	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
BEVERLY, WALL-ROPE G- WORKS TANK, 1933	-3340	356	"	40 03 28.964				893.3	957.3		
				74 55 22.264				527.7	894.4		
BEVERLY RANGE FRONT LIGHT, 1935	-4	366	"	40 04 14.161				436.8	1413.8		
				74 56 06.219				147.4	1274.4		
BEVERLY RANGE REAR LIGHT, 1935	"	366	"	40 04 14.285				440.6	1410.0		
				74 56 13.388		→		317.3	1104.6		
ANDALUSIA, ENTERPRISE MANUFACTURING CO. TANK FINIAL, 1935	"	365	"	40 04 09.971				307.5	1543.1		
				74 56 23.220				550.2	871.6		
MUD ISLAND RANGE FRONT LIGHT, 1935	"	366	"	40 04 04.502				138.9	1711.7		
				74 56 23.851				565.2	856.7		
CORNWALL HEIGHTS, SCHUTTE & KOERTING CO. WATER TANK, 1933	-1751	88	"	40 04 06.271	* 169			193.4	1657.2		
				74 56 34.570				819.2	602.6		
CORNWALL HEIGHTS SCHUTTE & KOERTING CO., STACK, 1933	-1751	90	"	40 04 07.233	* 167			223.1	1627.5		
				74 56 36.014	←			853.4	568.4		
DREXEL, 1911	-3340	355	"	40 03 48.327				1490.5	360.1		
				74 57 01.892				44.8	1377.1		
ANDALUSIA 2, 1935	-3340	355	"	40 03 41.239				1271.9	578.6		
				74 57 21.421				507.7	914.3		
DIEHL, 1911	"	"	"	40 02 57.878				1785.1	65.4		
				74 57 43.917				1041.0	381.2		
PINE, 1911	"	"	"	40 03 10.869				335.2	1515.3		
				74 57 24.779				587.3	834.8		
MUD, 1911	"	355	"	40 03 25.531				787.5	1063.1		
				74 58 19.358				458.8	963.3		

1 FT. = .3048006 METER

COMPUTED BY: H. R. Rudolph DATE 18 Feb. 1948 CHECKED BY: L.A. Senasack DATE 3-4-48

M-2388-12

MAP T- 8767 PROJECT NO. PH-7(46)F SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION Acc. (INDEX) No. Pg.	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
TORRESDALE, EDEN HALL CLOCK TOWER, 1911	G-3340 363	N.A. 1927	40 03 13.407			413.5 1437.1	
			74 59 27.029			640.7 781.5	
FISHER 2, 1911	" 354	"	40 02 36.696			1131.8 718.8	
			74 59 15.854			375.9 1046.5	
HAWK 2, 1911	" 355	"	40 02 38.658			1192.3 658.3	
			74 58 35.099			832.1 590.3	
TAYLOR 2, 1911	" 355	"	40 02 19.248			593.7 1256.9	
			74 58 39.874			945.3 477.1	
DELANCO, DOBBINS MEMORIAL METHODIST CH.SP. 1935	" 364	"	40 02 57.91			1786.1 64.5	
			74 57 25.29			599.5 822.8	
RIVERSIDE METAL CO. STACK, 1933	-1751 92	"	40 02 26.164	152		807.0 1043.6	
			74 57 30.445			721.8 700.7	
RIVERSIDE, RIVERSIDE METAL CO. TANK, 1935	-3340 364	"	40 02 27.995	153		863.4 987.1	
			74 57 31.420			744.9 677.5	
RIVERSIDE, KEYSTONE WATCH CASE CO. TANK, 1935	" "	"	40 02 23.539	151		726.0 1124.6	
			74 57 33.532			795.0 627.5	
RIVERSIDE, ST. PETERS CH.SP. 1933	-1751 93	"	40 02 16.217			500.2 1350.4	
			74 57 26.340			624.5 798.0	
RIVERSIDE, MUNI. STANDPIPE, 1933	-1751 96	"	40 02 13.256	147		408.9 1441.7	
			74 57 39.521			937.0 485.5	
RIVERSIDE, FLORENCE THREAD CO., TANK, 1935	-3340 364	"	40 02 13.508	149		416.5 1434.1	
			74 57 43.103			1022.0 400.5	
TORRESDALE, SUPT. OF HATCHERIES HOUSE CUPOLA, 1911	" 363	"	40 02 25.071			773.3 1077.3	
			74 59 42.296			1002.7 419.7	

1 FT. = .3048006 METER

COMPUTED BY: H.R.Rudolph DATE: 18 Feb. 1948 CHECKED BY: L.A.Senasack DATE: 3-4-48

M-2388-12

MAP T- 8767 PROJECT NO. PH-7(46)F SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX) Acc. No. G- Pg.	DATUM N.A. 1927	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
FILTER PLANT 2, 1935	3340 354	"	40 02 04.966			153.2 1697.4	
			74 59 57.379			1360.5 62.1	
~~TORRESDALE, ROUND HOUSE CUPOLA, 1911~~	~~" 363~~	~~"~~	~~40 02 09.093~~	An adjoining T-8747A		~~280.5 1570.1~~	
			~~75 00 09.399~~			~~222.8 1199.7~~	
PLUM (USE) 1935	" "	"	40 01 56.960			1756.8 93.8	
			74 59 26.260			622.6 800.0	
WRIGHT 2, 1911	" 362	"	40 01 36.313			1120.0 730.6	
			74 59 47.783			1133.0 289.7	
~~WELLS 2, 1911~~	~~" 354~~	~~"~~	~~40 01 08.524~~	An adjoining T-8747A		262.9 1587.7	
			~~75 00 18.117~~			429.6 993.3	
BEVERLY, PRESBYTERIAN CH. SP., 1933	1751 91	"	40 03 56.057			1729.0 121.6	
			74 54 38.633			915.5 506.4	
BALD 2, 1935	3340 366	"	40 04 02.341			72.2 1778.4	
			74 54 35.333			837.3 584.6	
BRIDGEBORO N.E. TRANSM. TOWER, 1933	1751 94	"	40 01 45.613			1406.8 443.7	
			74 55 54.225	186 *		1285.7 136.9	
BRIDGEBORO SW TRANSM. TOWER, 1933	1751 94	"	40 01 40.948			1263.0 587.6	
			74 56 01.666	185 *		39.5 1383.2	
FERGUSON 2, 1935	3340 366	"	40 04 16.479			508.3 1342.3	
			74 53 54.900			1301.0 120.8	
TORRESDALE (USE) 1939	Phila. Dist.	"	40 02 54.236			1672.8 177.8	
			74 58 51.627			1223.8 198.5	
MON. 2869, 1939	N.J.G.C.S. Burlington County	"	449,017.17	4,017.17 982.83		1224.4 299.6	
			1,934,460.95	4,460.95 539.05		1359.7 164.3	

1 FT. = .3048006 METER

COMPUTED BY: H.R. Rudolph DATE 26 Feb. 1948 CHECKED BY: L.A. Senasack DATE 3-4-48

M-2388-12

MAP T-8767 PROJECT NO. PH-7(46)F SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
MON 2892, 1937	N.J. G.C.S. Burlington Co.	N.A. 1927	439,061.12	4,061.12	938.88		1237.8	286.2		
			1,930,133.90	133.90	4866.10		40.8	1483.2		
MON 2894, 1937		"	435,743.28	743.28	4256.72		226.6	1297.4		
			1,925,837.70	837.70	4162.30		255.3	1268.7		
MON 2898, 1937		"	432,489.47	2,489.47	2510.53		758.8	765.2		
			1,921,920.58	1,920.58	3079.42		585.4	938.6		
MON. 2897,1937		"	433,248.56	3,248.56	1751.44		990.2	533.8		
			1,923,046.88	3,046.88	1953.12		928.7	595.3		
MON. 8870, 1939		"	447,274.08	2,274.08	2725,92		693.1	830.9		
			1,926,249.90	1,249.90	3750.10		381.0	1143.0		
MON. 8874, 1939	"	"	444,148.76	4,148.76	851.24		1264.5	259.5		
			1,920,826.96	826.96	4173.04		252.1	1271.9		
MON. 8876, 1939	"	"	438,877.57	3,877.57	1,122,43		1181.9	342.1		
			1,917,825.11	2,825.11	2,174.89		861.1	662.9		
MON. 8878,1939	"	"	435,184.71	184.71	4,815.29		56.3	1467.7		
			1,911,831.72	1,831.72	3,168.28		558.3	965.7		
MON. 3/74 1936			position not available.							
SUB. STATION TAYLOR 2, 1911			40 02				604.7	(1245.9)		
			74 58				835.6	(586.8)		
SUB STATION EDGEWATER CL LOWER (USE)1935		"	40 04				210.5	1640.1		
			74 55				432.8	989.1		
SUB. STATION FERGUSON 2,1935		"	40 04				514.8	1335.8		
			74 53				1291.8	131.0		

1 FT. = .3048006 METER

COMPUTED BY: H.R.Rudolph DATE: 27 Feb. 1948 CHECKED BY: L.A.Senasack DATE: 3-4-48

M-2388-12

MAP T-8767 PROJECT NO. PH-7(46)F SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
SUB. STATION MON. 8874, 1939		N.A. 1927	440,000 ✓			1282.6 ✓ 241.4 ✓	
			1,920,000 ✓			240.0 1284.0 ✓	
SUB. STATION MON. 2869, 1939		"	445,000 ✓			1212.8 ✓ 311.2 ✓	
			1,930,000 ✓		→	1380.9 143.1 ✓	
SUB. STATION MON. 2898, 1937		"	430,000 ✓			779.6 ✓ 744.6 ✓	
			1,920,000 ✓			597.6 ✓ 926.4 ✓	
NIRA (U.S E) 1935							
McKee -2, 1935	3340 386		40 04 36.174			1115.7 734.9	
			74 53 47.092			1115.8 305.9	
COLLEGE POINT RANGE FRONT LIGHT 1935	3340 368		40 04 38.410			1184.7 665.9	
			74 53 44.022			1043.1 378.6	
COLLEGE POINT RANGE REARLIGHT 1935	3340 367		40 04 37.31			1150.8 699.8	
			74 53 51.85			1228.5 193.2	

1 FT. = .3048006 METER

COMPUTED BY: H.R.Rudolph DATE 27 February 1948 CHECKED BY: L.A.Senasack DATE 3-4-48

M-2388-12

COMPILATION REPORT

SHORELINE MANUSCRIPT, SURVEY NO. T-8767

This manuscript is one of four in project No. Ph-7(46)F located along the Delaware River and Rancocas Creek. These surveys are to be compiled in accordance with instructions dated 25 March 1946, 19 July 1946 by graphic photogrammetric methods. Survey No. T-8767 includes the area between Riverton Cove & Edgewater Park along the Delaware River and from the mouth of Rancocas Creek (on the Delaware) along said creek to a point approximately two miles south of Bridgeboro.

26. CONTROL

See layout of control in the radial plot report submitted to the Washington Office 14 May 1948. A list of stations on Form No. M-2388-12 is included in this report..

The following triangulation stations could not be held in the radial plot.

STATION NAME	THE RADIALLY PLOTTED POSITION IS...
SUB STATION ENTERPRISE C.L.(USE), 1935	3.0 mm SW of geographic position
SUB STATION MON 8878, 1939	1.2 mm NW of geographic position
SUB STATION TAYLOR, 1911	0.3 mm SE of geographic position

See Radial Plot Report T-8765

The geographic positions of the following stations, identified in the field as landmarks and aids to navigation only, could not be held in the radial plot:

STATION NAME	THE RADIALLY PLOTTED POSITION IS...
BEVERLY, BAUNIT MILLS TANK, 1935	3.0mm E of geographic position †
RIVERSIDE METAL CO. STACK, 1933	2.5 mm NE of geographic position *

See Radial Plot Report T-8765

*Another larger stack nearby falls on the geographic position.
† " taller tank " " " " " "

The names for triangulation stations BEVERLY WALL ROPE WORKS TANK, 1933, & BEVERLY ROBERT F. HOBBS CO., LETTERED WATER TANK, 1933 are reversed in their identification on field print No. D 2071.

27. RADIAL PLOT

Refer to the radial plot report for Survey Nos. T-8765 through T-8768 submitted to the Washington Office 14 May 1948. Included in Descriptive Report T-8765.

28. DELINEATION

The delineation is in accordance with instructions for Project No. PH-7(46) dated 19 July 1946, and in accordance with Photogrammetry Instructions No. 17, dated 15 September 1947.

Some difficulty was encountered in delineating from the flight of photographs taken with the type C camera over Rancocas Creek. The reasons for this difficulty are amply described in paragraph 7 of the radial plot report referred to in paragraph 27.

The office prints of the flight of photographs taken with the type D camera over the Delaware River were not quite as clear, sharp, and distinct as the corresponding field photographs.

The delineation of Neshaminy Creek, mentioned in paragraph 19 of the field report, was extended to the limit of photographic coverage on manuscipt Survey No. T-8766.

29. SUPPLEMENTAL DATA

The additional data (in the form of other surveys) mentioned in paragraph 3 of the field report were of some aid in photographic interpretation where detail was fuzzy or covered by foliage, etc. Also available were U. S. Engineer Disposal Area maps, Delaware River, scale 1"=200', carious dates 1935 to 1945.

30. MEAN HIGH WATER LINE

The mean high water line was stereoscopically delineated with due cognizance of the field identification.

31. MEAN LOW WATER LINE

Delineated only where identified on the field photographs.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE

Delineated in accordance with field identification.

33. WHARVES AND SHORELINE STRUCTURES

Delineated in accordance with field identification.

34. LANDMARKS AND AIDS TO NAVIGATION See Chart Letter 244 (1949)

See forms 567 to be submitted with field report for sub-project PH-7(46)F.

The three point fixes for points on Beverly Range would hold only

34. LANDMARKS AND AIDS TO NAVIGATION (Continued)

when the left and right angles were interchanged from their original listing in the field report for this manuscript.

See section of chart No. 296, attached to this report, for data concerning landmarks submitted by the field party.

35. HYDROGRAPHIC CONTROL

Twenty-five photo hydro stations fall within the area of this survey. With the exception of one, all are plotted on the manuscript. This one was numbered and described ("6718-Upstream gable of cabin. Approx. 15 ft. above MHW.-photo 2830") by the field party but was not identified on any field photograph. A list of descriptions is included in this report.

36. LANDING FIELD AND AERONAUTICAL AIDS

See paragraph 13 of the field report.

38. GEOGRAPHIC NAMES

These were taken from the Beverly, Pa. & N.J. quadrangle furnished by the Washington Office.

39. JUNCTIONS

Junction was made with Survey T-8766 to the northeast, Survey No. T-8768 to the southeast, and Survey No. T-8747A to the southwest, and found to be in good agreement. The other boundaries are the project limits.

41. BRIDGES

See paragraph 15 of the field report.

44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS

This survey was compared with the U.S.Army Corps of Engineers Beverly quadrangle, scale 1:25,000, dated 1944, and found to be in fair agreement. A few man made changes have taken place in the shoreline. This was delineated in accordance with the field inspection and will be brought further up to date during field edit.

Previous Survey No. T-3377 of the U. S. Coast and Geodetic Survey is in the area of this manuscript but was not available for comparison.

44. COMPARISON WITH NAUTICAL CHARTS

This survey was compared with Nautical Chart No. 296, scale 1:40,000, corrected to 13 July 1946, and found to be in generally fair agreement.

The following topographic information shown on T-8767 is of sufficient importance to warrant immediate application to the chart -

None.

The following details above the plane of MHW are not shown on this manuscript, but are believed to still exist and should be carried forward on the chart:

Low water features are shown in part and should be completed by the hydrographic party.

Minor differences in the cultural and shoreline details need no special discussion.

Respectfully submitted
28 January 1949

M. T. Kirk
Cartographer

Joseph W Vorasek
Photogrammetric Engineer

Harry R. Rudolph
Supervisor

Approved and forwarded
March 1949

Officer in Charge
Baltimore Photogrammetric Office

DESCRIPTION OF PHOTO HYDRO STATIONS
FOR
SURVEY NO. T-8767

PROJECT PH-7(46)

Signal No.	Description	Photo.No.
6701	Steel flagpole at SW corner of St. Mihiel bridge tenders bldg. 35 ft. above MHW.	2831
6702	Gable facing Riverside, N.J. of RR bridge tender's shack, 25 ft. above MHW.	2831
6703	Downstream corner of concrete wharf at remains of an elevated sand bin. 5 ft. above MHW.	2829
6704	North gable of black roof of Dredge Harbor Yacht repair shop. 25 ft. above MHW.	2832.
6705	Gable of green roof of grown building. 15 ft. above MHW.	2832
6706	SW corner of sheet-piling wharf. 2 ft. above MHW.	2066
6707	SW corner of concrete wharf. 2 ft. above MHW.	2066
6708	Trunk of 24-inch tree that forks about 20 ft. above ground. Located adjacent to telephone grey pole; and at the intersection of west edge of street with MHWL.	2067
6709	NE corner of timber wharf. 2 ft. above MHW.	2067
6710	Brick post capped at top with concrete located at north end of brick wall along west side of street. 9 ft. above MHW.	2068
6711	Corner of concrete bulkhead. 4 ft. above MHW.	2069
6712	Center of largest clump of scrub willows growing near point. Top of willow clump 10 ft. above MHW.	2069
6713	SE corner of wharf. 4 ft. above MHW.	2070
6714	Base of 40-inch sycamore tree growing on point in bulkhead. Trunk extends about 15 ft. above MHW before branching out.	2071
6715	Peak of brown round roof of open pavilion on point.	2072

Signal No.	Description	Photo.No.
6716	South gable of red-roofed, white frame farm house. Approx. 35 ft. above MHW.	2829
6717	SW corner of 2-story brick alum house. Approx. 60 ft. above MHW.	2065
~~6718~~	~~Upstream gable of cabin. Approx. 15 ft. above MHW. Note: Not identified on field photo.~~	~~2830~~
6719	Upstream gable of 2 story white frame house with green roof. Approx. 50 ft. above MHW.	2830
6720	Peak in center of roof of 2 story white bungalow. Located directly across creek from earth-filled pier. Approx. 50 ft. above MHW.	2830
6721	Upstream corner next to center of stream of old wooden bulkhead for the earth-filled pier. Approx. 1 ft. above MHW.	2830
6722	Gable next to creek of 2 story white house. Approx. 50 ft. above MHW.	2831
6601	White chimney at upstream gable of first house downstream of two prominent brush spits. Approx. 40 ft. above MHW.	2073
6602	Downstream gable of grey cabin along MHWL. Downstream cabin of two cabins. Approx. 15 ft. above MHW.	2073

T8767

GEOGRAPHIC NAMES

(T-8767)

- Andalusia Wharf
- Bellevue
- Beverly
- Bridgeboro
- Bridgeboro Road
- Bridgeboro Street
- Burlington Pike
- Cambridge
- Cattail Island
- College Park
- College Point
- Croydon
- Delanco
- Delaware River
- Delran
- Delran Harbor
- Diehl Point
- Dugan Island (Pending with USBGN)(Hawk I.)
- Dunks Ferry
- Dunks Ferry Road
- Echo Beach
- Edgewater Park
- Logan Point
- Mill Creek
- Mud Island
- Neshaminy Creek
- Olympia Lakes
- Perkins Run
- Pleasant Grove
- Pleasant Hill Beach
- Plum Point
- Poquessing Creek
- Rancocas Creek
- Riverside
- Riverton Cove
- State Road
- St. Mihiel Drive
- Swede Run
- Tarkiln Run
- Taylor
- Union Landing
- Wright Cove
- Wright Point
- College Park Creek
- Torresdale
- Torresdale Filter Plant Reservoir
- Pennsylvania
- New Jersey
- Croydon Skyport
- Pennsylvania R.R. (Amboy Division)

- Cornwells Heights
- Andalusia
- Dredge Harbor

Names preceded by • are approved. 3/23/49 L Heck

FIELD EDIT REPORT
SHORELINE SHEET T-8767
(40° 01') (74° 53')
PROJECT PH-7(46)

E. R. McCarthy, Chief of Party

The field edit survey of this sheet was made by Mr R. A. Horn, Photogrammetrist, from 24 March 1949 to 5 April 1949, in accordance with The Director's Field Edit Instructions dated 24 August 1945 and supplementary instructions.

46. METHODS

The field edit man rode in a truck over sufficient roads, and walked the shoreline necessary, to enable him to view all details within the limits of the sheet.

4. HORIZONTAL CONTROL

Two points of triangulation mentioned in paragraph 26 of the Compilation Report were investigated. The "BEVERLY BEAUNIT MILLS TANK, 1935" and "RIVERSIDE METAL COMPANY STACK, 1933" have been re-pricked, which it is believed will eliminate the difficulty. Pricking cards are submitted on same.

7. MEAN HIGH WATER LINE

Several alterations of the MHWL were necessary, primarily the result of dredging operations. Where a line of demarcation was visible on the photographs it was identified appropriately. Elsewhere the MHWL location was determined by planetable methods directly on the photographs. Adequate information on same is submitted with the field data.

11. LANDMARKS AND AIDS TO NAVIGATION

A landmark "STACK", at approximate latitude 40° 01.2' and longitude 74° 59.5', which appears on Nautical Chart 296 should be deleted. Form 567 is submitted on same.

Eddington Range Front Light is not, at this date, also Mud Island Range Rear Light. Pricking cards are submitted both on the new position of Mud Island Rear Range Light and a point on this range. This will also affect Nautical Chart 296. The Commandant of the U. S. Coast Guard has been notified of the discrepancy in listing in the Light List.

15. BRIDGES

All bridge information for the area covered by this report as listed in the U. S. Engineers 'List of Bridges Over Navigable Waters in the U. S.' dated July 1, 1941 was verified in the field, all clearances were carefully measured, and the published clearances were found to be correct except for the following discrepancies, which were reported to the Local District Engineer:

RANCOCAS CREEK, N. J.

Riverside
Bridge Book ----- 50 feet, both spans
U.S.C.&G.S. ----- 50 feet(left); 52 feet(right)

Delanco
Bridge Book ----- 5.0 feet, vertical(HW)
U.S.C.&G.S. ----- 3.0 " " "

Bridgeboro
Bridge Book ----- 8.6 feet, vertical (HW)
U.S.C.&G.S. ----- 12.0 " " "

18. GEOGRAPHIC NAMES

The harbor in the southwest sector of the sheet is known locally as DREDGE HARBOR.

47. ADEQUACY OF COMPILATION

The compilation appears to be very good. Minor details that were relatively obscure or which have occurred since photography have been noted appropriately.

49. REVIEWS

Mr Augustus Oliver, Harbor Patrolman, Motor Harbor, Pier11, Philadelphia, Pennsylvania and Captain Carey, American Dredging Company, Camden, New Jersey have reviewed sheets T-8767, T-8766, and T-8765. They found no errors in the corrected sheets.

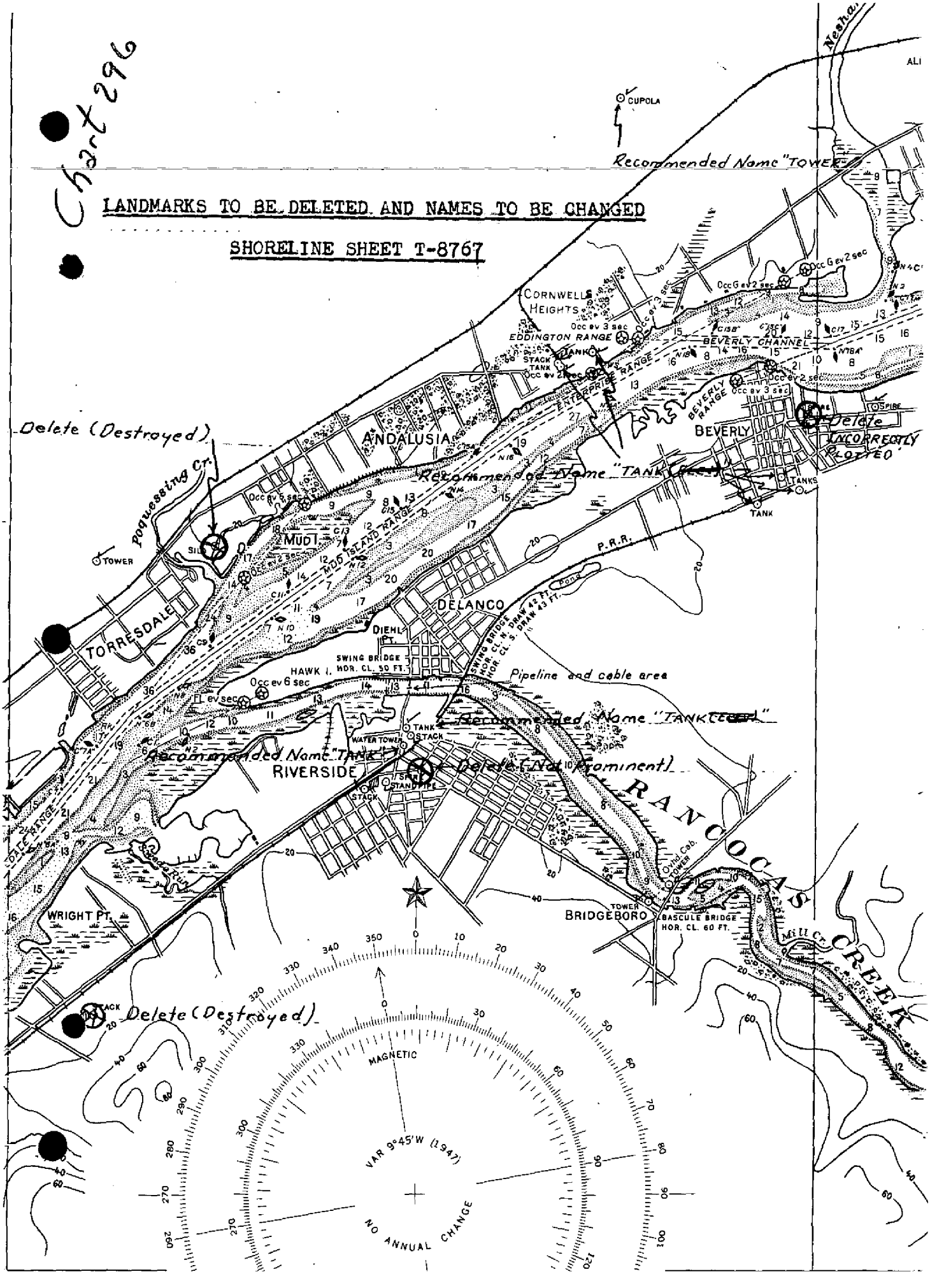
Submitted
15 April 1949

Robert A. Horn
Robert A. Horn
Photogrammetrist

Chart 296

LANDMARKS TO BE DELETED AND NAMES TO BE CHANGED

SHORELINE SHEET T-8767



Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR ~~LANDMARKS FOR CHARTS~~

TO BE CHARTED
~~TO BE DELETED~~ } STRIKE OUT ONE

Camden, N.J. 5 Apr, 1949

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 by Stanley A. Ken, Eng. Aid.

R. G. Horn
Chief of Party.

STATE	Pennsylvania		POSITION									
			LATITUDE		LONGITUDE			METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
CHARTING NAME	DESCRIPTION	SIGNAL NAME	° ′	D.M. METERS	° ′	D.P. METERS	DATUM						
1244 MUD	ISLAND RANGE REAR		40-04	319	74-56	311	NA 1927	Rad. Plot T-8767	1949		X		296
	Occ. W — 3 sec												
	(Edgington Range Front Light, to continue as such, but it no longer carries as Mud Island Range Rear)												

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating*

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

T-8767

~~NOMINATIONS FOR~~ LANDMARKS FOR CHARTS

~~TO BE CHARTED~~ ?
TO BE DELETED } STRIKE OUT ONE

Camden, N. J. 6 April, 1949

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 by Stanley Aiken Engr. aid

R. A. Horn
Chief of Party.

STATE: New Jersey

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION: LATITUDE ° ′	LATITUDE D.M. METERS	LONGITUDE ° ′	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
STACK	East corner of bldg.		40-01.2		74-39.5		NA 1927	~~Unknown~~	~~Unknown~~		X		296

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating*

Review Report T-8767
Shoreline Map
May 15, 1950

62. Comparison with Registered Topographic Surveys:

T-167	1:10,000	1843
T-2144	1:2,400	1855
T-1993	1:9,600	1890
T-3377	1:20,000	1912
T-6497	1:10,000	1935

Such areas of the above as are common to this survey have been superseded for nautical charting purposes.

63. Comparison with Maps of Other Agencies:

Beverly, Pa.-N.J.	1:25,000	1947	
Burlington, Pa.-N.J.	1:62,500	1945	Reprint
Trenton, N.J.-Pa.	1:125,000	1943	Reprint

64. Comparison with Contemporary Hydrographic Surveys:

None

65. Comparison with Nautical Charts:

Chart 296 1:40,000 Sept. 1948 (Revised)

66. Adequacy of Manuscript:

This survey complies with the National Standards of Map Accuracy.

67. Miscellaneous:

It is to be noted that the manuscript properly indicates a pair of Beverly Range Lights, 1947, functioning as such, and that another pair, Beverly Range Lights, 1935, are the triangulation station names for the Eddington Range Lights.

Reviewed by:

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NAUTICAL CHARTS BRANCH

SURVEY NO. T8767

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
11/9/53	Reconst 296	JTW. et al	~~Before~~ After Verification and Review Completely
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
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			Before After Verification and Review
			Before After Verification and Review

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.