9504

N&S

Diag. Cht. Nos. 1216-2 & 1217-2.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Photo-Topographic

Field No. Ph-59 (50) *Office No.* T-9504 N & S

LOCALITY

State New Jersey

General locality Oceanville & Atlantic County

Locality Absecon

1952

CHIEF OF PARTY

Harry F. Garber, Chief of Party

~~Hubert A. Paton, Baltimore Photo. Office~~

LIBRARY & ARCHIVES

DATE November 17, 1955

B-1870-1 (1)

9504

DATA RECORD

T - 9504

Project No. (II): Ph-59(50) Quadrangle Name (IV):

Field Office (II): Pleasantville, N. J. Chief of Party: Harry F. Garber

Photogrammetric Office (III): Baltimore, Maryland Officer-in-Charge: H. A. Paton

Instructions dated (II) (III): 26 May 1950

Copy filed in Division of Photogrammetry (IV) Office Files

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): 5-17-52 Date reported to Nautical Chart Branch (IV): 5-24-52

Applied to Chart No. 1216 Date: 7-53 Date registered (IV): SEP 6 1955

Publication Scale (IV): 1:24,000 Publication date (IV):

Geographic Datum (III): N.A. 1927 Vertical Datum (III):

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~~

Reference Station (III): FLY, 1931

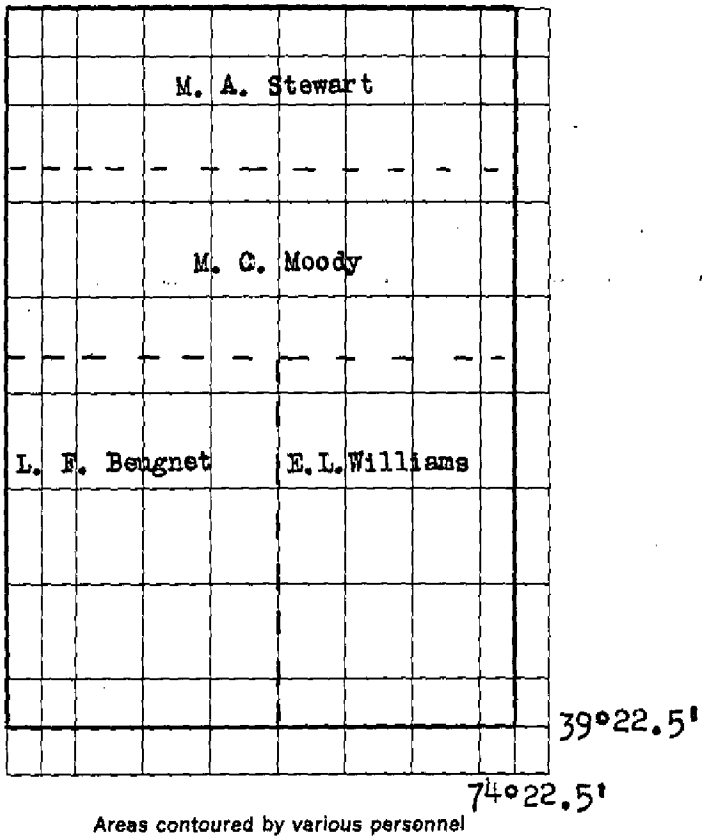
Lat.: 39° 27' 02.431" (75.0) Long.: 74° 27' 28.838" (689.5") Adjusted ~~XXXXXXXXX~~

Plane Coordinates (IV): State: Zone:

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.



Areas contoured by various personnel
(Show name within area)
(II) (III)

DATA RECORD

Field Inspection by (II): M. A. Stewart, M. C. Moody, H. R. Moore, L. F. Beugnet, E. L. Williams — Date: July-Nov. 1950

Planetable contouring by (II): See Page 2 — Date: July-Nov. 1950

Completion Surveys by (II): Joseph K. Wilson — Date: 5/23/52

Mean High Water Location (III) (State date and method of location): 1950 - Field inspection

Projection and Grids ruled by (IV): T. L. Janson — Date: 1/8/51

Projection and Grids checked by (IV): H. D. Wolfe — Date: 1/15/51

Control plotted by (III): Ruth M. Whitson — Date: 4/30/51

Control checked by (III): Ruth R. Hartley — Date: 5/9/51

Radial Plot or Stereoscopic Control extension by (III): Frank J. Tarcza — Date: 5/29/51

Stereoscopic Instrument compilation (III):
- Planimetry — Date: ——
- Contours — Date: ——

Manuscript delineated by (III): Judson Y. Council, Ruth M. Whitson — Date: 11/6/51, 4/25/52

Photogrammetric Office Review by (III): Leroy A. Senasack, Raymond Glaser — Date: 1/31/52, 9/26/52

Elevations on Manuscript checked by (II) (III): Leroy A. Senasack, Raymond Glaser — Date: 1/31/52, 9/26/52

M-2618-12(4)

Camera (kind or source) (III): U.S.C. & G.S. Single lens, type "Q" camera - 6" focal length

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
G-50-06856	4/16/50	1148	1:10,000	0.8
857-859	"	1149	"	1.2
860-862	"	1150	"	land area
884	"	1208	"	1.6
885	"	1208	"	land area
886-888	"	1209	"	1.0
889-890	"	1210	"	0.6
896	"	1222	"	0.1 (-0.2 ocean)
897	"	1222	"	0.1
898	"	1223	"	0.5
899-900	"	1224	"	0.8
901-903	"	1225	"	0.8

Tide (III)

**

Reference Station: Sandy Hook, N. J.

Subordinate Station: Beach Thorofare (Shelter Island)

Subordinate Station: Absecon Cr. Entr. Absecon Bay

Ratio of Ranges	Mean Range	Spring Range
0.8	3.9	4.7
0.8	3.6	4.4

*

Washington Office Review by (IV): K. N. Maki Date: 30 June 1953

Final Drafting by (IV): Ronald Hopkins T 9504 N Date: 2/14/55
Ronald Hopkins T 9504 S

Drafting verified for reproduction by (IV): Date: 3/3/55

Proof Edit by (IV): Date:

Land Area (Sq. Statute Miles) (III): 38 sq. mi.

Shoreline (More than 200 meters to opposite shore) (III): 71 mi.

Shoreline (Less than 200 meters to opposite shore) (III): 72 mi.

Control Leveling - Miles (II): 24.6

Number of Triangulation Stations searched for (II): 53 Recovered: 42 Identified: 22

Number of BMs searched for (II): 32 Recovered: 24 Identified:

Number of Recoverable Photo Stations established (III): 2 Stations searched for - 21

Number of Temporary Photo Hydro Stations established (III): none " recovered - 8

Remarks:

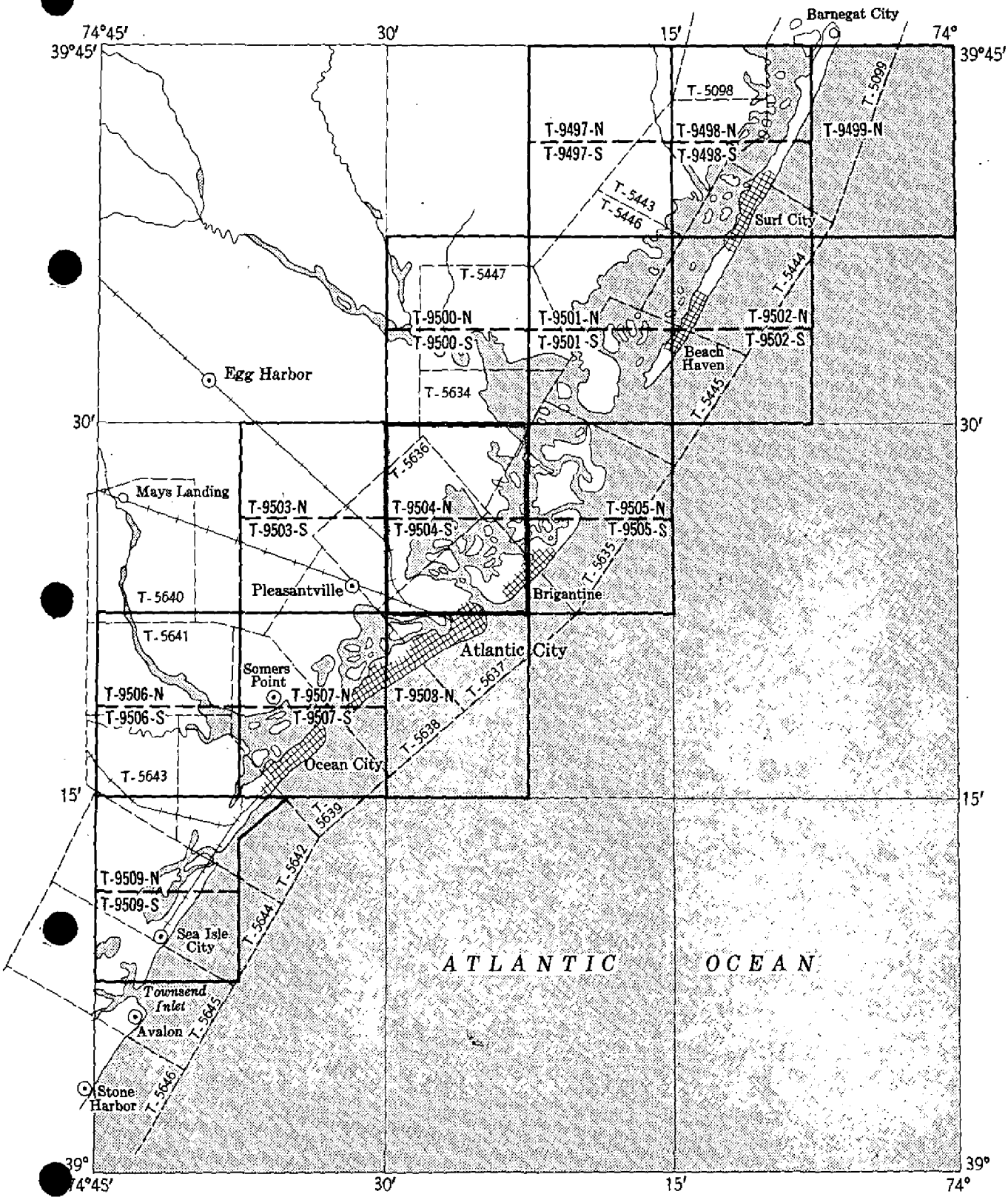
No.	Date	Time	Scale	Stage of Tide
** 927-929	4/16/50	1242-1243	1:10,000	0.6
930-931	"	1244	"	0.5
932	"	"	"	0.5 (0.0 ocean)

	Ratio of Ranges	Mean Range	Spring Range
*Mullica River Hwy. Bridge	0.7	3.3	4.0
Broad Creek Middle Thoro.	0.7	3.4	4.1
Beach Thorofare (R.R. Bridges)	0.8	3.8	4.6
Atlantic City (Steel Pier)	0.9	4.1	5.0
Absecon Inlet Gardner Basin	0.8	3.6	4.4
Grassy Bay	0.7	3.4	4.1
Main Marsh Thorofare	0.7	3.3	4.0
Brigantine Channel	0.8	3.5	4.2

M-2618-12(4)

TOPOGRAPHIC MAPPING PROJECT PH-59 (50)

NEW JERSEY COAST, Townsend Inlet to Barnegat City



T-9497-N, T-9497-S to T-9509-N, T-9509-S are Topographic Maps
Mapped by the U.S.C. and G.S. from aerial photographs to be taken in 1950
Scale 1:10,000

Summary to Accompany Descriptive Report T-9504

Topographic map T-9504 is one of 13 similar maps in project Ph-59(50). This project covers the New Jersey coast from Townsend Inlet north to the borough of Barnegat Light. This map was compiled by graphic methods. The field operations preceding compilation included complete field inspection and the determination of numerous elevations for planetable contouring. The compilation was at a scale of 1:10,000. The manuscript consists of 2 sheets each 3 3/4' in latitude by 7½' in longitude. The entire map was field edited. The map is to be published by the Geological Survey at a scale of 1:24,000 as a standard 7½' topographic quadrangle. The registered copies under T-9504 will include 2 one-half quadrangle cloth-mounted prints at scale 1:10,000 identified as T-9504 N/2 and T-9504 S/2 and one cloth-mounted color print at scale 1:24,000 of the entire quadrangle. Hydrographic information furnished by this Bureau, depth curves and soundings, will be included on the color print.

FIELD INSPECTION REPORT
QUADRANGLE T-9504
Project Ph-59

Harry F. Garber, Chief of Party

The field work for this quadrangle, being the last of the season to be completed, was accomplished by various personnel under the direction of Messrs. George E. Varnadoe, Cartographic Engineer, and Joseph K. Wilson, Cartographer. In addition to Page 3, the work was accomplished by the following:

Name and Title	Phase	Date
E. L. Williams Cartographer	Horizontal and Vertical Control Recovery and Identification - Shoreline Inspection	July-Oct. 1950
H. R. Moore Cart. Sur. Aid	Horizontal and Vertical Control Recovery and Identification	Aug. 1950
R. G. Holland Cartographer	"	June 1950
N. S. Schultz Cartographer	"	Aug. 1950
L. F. Beugnet Cart. Sur. Aid	"	Oct. 1950

2. AREAL FIELD INSPECTION

Four large, shallow bays, numerous coves, reaches, tide water creeks, and the low marsh land bordering these, comprise approximately 65% of the quadrangle.

The mainland, which lies in the northwestern part, is high and well drained. Part of the town of Absecon and two villages, Oceanville and Leeds Point are within the quadrangle. The area is adequately served by hard-surfaced highways and secondary roads. For description of the beach areas (a small portion of Atlantic City and Brigantine) see reports for T-9505 and T-9508.

The photographs were of good quality and no difficulty was encountered in their interpretation.

The field inspection is believed to be complete.

3. HORIZONTAL CONTROL

All known horizontal control stations were searched for and reported on Form 526.

(a) The following intersection stations were established by observing four directions with a Wild T2 theodolite from three triangulation stations using triangulation stations for azimuth:

Radio Mast WMID, 1950
Radio Mast WFPG, 1950
Radio Mast, WBAB, 1950

(c) Control established by the USED and the NJGCS was used along with that established by the USC&GS. No datum adjustment was made.

(e) Stations reported lost are:

Grassy, 1935
Red Beacon, 1935
"D" Absecon Inlet (USED)
Gut (USED)
Ham (USED)
Mon. 1884 (NJGCS)
" 1887 "
" 4852 "
" 10899 "

4. VERTICAL CONTROL

All known vertical control was searched for and reported on Form 685A. Listed are the Bench Marks of third-order or higher accuracy recovered:

Designation	Agency
C-4	USC&GS
H-8	"
J-8	"
Atlantic	NJGCS
BM 54	"
Mon. 1846	"
" 1847	"
" 1848	"

Designation	Agency
Mon. 1849	NJGCS
" 1886	"
" 4820	"
" 4821	"
" 4852	"
RV 1840	"
" 1841	"
" 1842	"
" 1888	"

(b) 24.6 Miles of differential levels were run with a Wye level to establish supplemental elevations for contouring. The lines originated and closed on bench marks; the greatest error of closure was 0.44 foot. Adjustments were prorated according to the number of instrument set-ups.

(c) The first and last level points are 04-1 and 04-60.

5. CONTOURS AND DRAINAGE

The contouring was done by plane-table methods directly on single lens 1:10,000 scale photographs at an interval of ten (10) feet. The highest elevation is in the northwestern part and is 64.0 feet.

6. WOODLAND COVER

Classified in accordance with current instructions.

7. SHORELINE AND ALONGSHORE FEATURES

(a) The mean high water line on the sandy point on the south end of Brigantine Island at Absecon Inlet is shown as of the date of photography. At this inlet, the strong current and storms make frequent changes in the shoreline. Except for the ocean side of Brigantine Island and for several short stretches of sand beach in the sheltered waters, the shoreline is all apparent.

(b) At almost all places where the shoreline is apparent, the low water line and the apparent shoreline are synonymous.

(c) The foreshore is delineated on the photographs accurately where shoal areas bare close to the shore. Where the shoals bare some distance offshore and cover a considerable area, the delineation is approximate and depends to a large extent on interpretation of the photographs.

(d) There are no bluffs or cliffs.

(f) The submarine cables as charted are in error. Information obtained from the U.S. Coast Guard telephone section supervisor at 35 S. Annapolis Avenue in Atlantic City, enabled the field inspector to find cable crossings which are not marked as such on the ground.

8. OFFSHORE FEATURES

A group of shell banks in Great Bay were visited during field inspection. Elevations were determined for those above M.H.W. by assuming the elevation of the M.H.W.L. to be 2 feet and from there hand-leveling to the top.

A group of large piles form a semi-circle about LT. "92". They are very close to the west side of the Inland Waterway channel.

Two very large piles just east of LT. "106" were located by theodolite cuts from triangulation stations.

A single pile off the end of the 44th Street pier in Brigantine extends about 4 feet above M.H.W. and is correct as charted.

Two wrecks in Broad Creek are identified on the photograph. Only two steel rods of the most southerly of these two wrecks are visible above water. The most northerly wreck is awash at M.H.W. These wrecks were very large steel barges and are a hazard to those fishing skiffs propelled by outboard motors which frequent these waters in large number during the summer.

A small wreck just south of LT. "92" is also of steel. It is identified on the photograph.

9. LANDMARKS AND AIDS

(a) A water tank at the south end of Brigantine and a standpipe at the Seaview Country Club are identified on the photographs as landmarks.

Two new landmarks are recommended for charting. They are:

1. Radio Mast WMID
2. Radio Mast WFPG

For method of location see paragraph 3 - Horizontal Control, this report.

(d) Twenty-nine fixed aids to navigation, which are lights supported by single wooden piles, were located by theodolite cuts from triangulation stations.

* Three sets of ranges were located by sextant fixes. These were checked by theodolite cuts from one or more triangulation stations. The azimuth of the ranges were also located by sextant fixes. Each set of ranges consist of (1) a front range which is a wooden triangle with the apex of the triangle down, and (2) a rear range which is a wooden triangle with the apex of the triangle up. The rear ranges are approximately 10 feet high and the front range approximately 5 feet high.

At two places the front range has been destroyed and only the rear range remains. Since this does not constitute a range, no point on range could be located. See item 5b

10. BOUNDARIES, MONUMENTS, AND LINES

This will be the subject of a special report to be submitted by Mr. R. L. McGlinchey, Cartographic Survey Aid. Filed in Div. Photogrammetry general files.

11. OTHER CONTROL

Recoverable topographic stations are:

Chy. Tile Roofed House, 1935
Horn, 1935
Incinerator Stack, 1935
Nik, 1935
Oke, 1935
Oyster C&N, 1935

12. OTHER INTERIOR FEATURES

The data for two bridges with skiff clearance only, and which are not listed in the "List of Bridges Over Navigable Waters of the U.S.", are to be found on the photographs.

Roads and buildings were classified in accordance with current instructions.

The Seaview Country Club and Golf Course is located in the quadrangle, and is identified on photograph 50-0-885.

That part of U.S. Highway 30 (N.J. 43) between Absecon and Atlantic City was improved during July and August 1950. The original centerline was held, along which a three-foot wide center island 10 inches high was constructed, and the road was widened 6.3 feet on each side.

* The Rear Range S of Lt. 95 was reported destroyed by Field Edit. The range line is not shown on the map manuscript.
K.h.Sm.

13. GEOGRAPHIC NAMES

This will be the subject of a special report to be submitted by Mr. Merle W. Smith, Cartographic Survey Aid.
Filed in Geographic Names Section, Div. of Charts.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

In addition to the above-mentioned reports, the field data are listed in transmitting letter dated 24 Nov. 1950.
Filed in Div. of Photogrammetry.

Submitted by:
24 Nov 1950
George E. Varnadoe
George E. Varnadoe
Cartographic Engineer

Approved by:

Harry F. Garber
Harry F. Garber
Chief of Party

MAP T-9504 PROJECT NO. Ph-59(50) 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)
ATLANTIC, 1932 ✓	G-1447 P.23	N.A. 1927	39 22 57.125				1761.7	(88.6)		
			74 25 44.032				1053.8	(382.2)		
✓ BEACHES, 1935 ✓	G-3121 P.335	"	39 23 29.907				922.3	(928.0)		
			74 26 49.519				1185.0	(250.8)		
BIG SHAD (C&N) 1935 ✓	G-3126 P.343	"	39 27 35.921				1107.8	(742.6)		
			74 23 44.188				1056.4	(378.0)		
BLEW USE, 1946 ✓	USE P.13	"	222,234.73				681.2	(842.8)		
			2,076,802.19				549.3	(974.7)		
BRIGANTINE BEACH WATER TANK (SOUTH OF) 1932 ✓	G-1447 P.31	"	39 23 41.95				1293.7	(556.7)		
			74 23 28.56				683.4	(752.3)		
BUM USE, 1946 ✓	USE P. 14	"	214,589.23				1398.8	(125.2)		
			2,071,819.19				554.5	(969.5)		
CHANNEL (USE) 1935 ✓	G-3126 P.344	"	39 23 38.875				1198.9	(651.5)		
			74 23 53.919				1290.2	(145.5)		
CIRCLE, 1932 ✓	G-1447 P.23	"	39 23 40.859				1260.1	(590.3)		
			74 23 23.744				568.2	(867.5)		
COAST GUARD FLAG TOWER, USE, 1941 ✓	USE 424-009	"	39 22 42.91				1323.3	(527.0)		
			74 25 24.02				574.9	(861.2)		
DIRTY (C&N) 1935 ✓	G-1326 P.343	"	39 26 05.100				157.3	(1693.0)		
			74 22 34.264				819.5	(615.5)		
FLY, 1931 ✓	G-1346 P.39	"	39 27 02.431				75.0	(1775.4)		
			74 27 28.838				689.5	(745.1)		

1 FT. = .3048006 METER

COMPUTED BY: J.C. Richter DATE 12/26/50 CHECKED BY: M.F. Kirk DATE 12/29/50

M-2388-12

MAP T-9504 PROJECT NO. Ph-59(50) 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)
KILLER USE 1946	USE P.14	N.A. 1927	207,029.73 2,063,376.60			618.7 (905.3) 1029.2 (494.8)	
KNOLL, 1931	G-1346 P.39	"	39 28 33.600 74 26 20.671			1036.2 (814.2) 494.1 (940.0)	
LEEDS POINT, 1867	G-1447 P.18	"	39 29 01.967 74 26 00.114			60.7 (1789.7) 2.7 (1431.2)	
MAIN, 1935	G-3126 P.334	"	39 29 02.158 74 22 46.518			66.6 (1783.8) 1111.7 (322.2)	
~~PASS, 1935~~	G-3126 P.335	"	~~39 24 44.424~~ ~~74 25 41.675~~	DESTROYED IN 1952		~~1370.0 (480.3)~~ ~~997.0 (438.4)~~	
SALT (C&N), 1935	G-3126 P.343	"	39 23 57.227 74 25 17.512			1764.8 (85.5) 419.0 (1016.6)	
SEAVIEW COUNTRY CLUB STACK, 1935	G-3126 P.343	"	39 26 59.152 74 28 29.675			1824.2 (26.2) 709.5 (725.1)	
SEAVIEW COUNTRY CLUB STANDPIPE 1935	G-3126 P.343	"	39 26 57.998 74 28 30.266			1788.6 (61.7) 723.7 (710.9)	
SHACK (C&N), 1935	G-3126 P.343	"	39 25 30.465 74 23 20.476			939.5 (910.8) 489.8 (945.4)	
STEELMAN, 1886	G-1346 P. 39	"	39 25 09.421 74 29 33.811			290.5 (1559.8) 808.8 (626.5)	
STEELMAN 2, 1932	447 P. 19	"	39 25 07.096 74 29 35.343			218.8 (1631.5) 845.4 (589.8)	
THEM USE, 1946	USE P.13	2	225,508.50 2,074,421,00			155.0 (1369.0) 1347.5 (176.5)	

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1 FT. = .3048006 METER

COMPUTED BY: J.C.Richter DATE 26 Dec. 1950 CHECKED BY: M.F.Kirk DATE 12/29/50

M-2388-12

MAP T-9504 PROJECT NO. Ph-59(50) 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 1843	NJGCS	N.A.	216,852.18			564.6 (959.4)	
NJGCS, 1934		1927	2,048,159.34			963.0 (561.0)	
MON 1844	"	"	218,222.29			982.2 (541.8)	
NJGCS, 1934			2,049,800.83			1463.3 (60.7)	
MON 1845	"	"	223,357.31			1023.3 (500.7)	
NJGCS, 1934			2,054,085.56			1245.3 (278.7)	
MON 1846	"	"	224,443.67			1354.4 (169.6)	
NJGCS, 1934			2,054,942.23			1506.4 (17.6)	
MON 1847	"	"	232,254.42			687.2 (836.8)	
NJGCS, 1934			2,058,000.52			914.6 (609.4)	
MON 1848	"	"	233,837.06			1169.6 (354.4)	
NJGCS, 1934			2,058,127.32			953.2 (570.8)	
MON 1881	"	"	199,139.77			1261.8 (262.2)	
NJGCS, 1934			2,048,654.26			1113.8 (410.2)	
MON 1882	"	"	199,786.62			1459.0 (65.0)	
NJGCS, 1934			2,047,419.79			437.6 (786.4)	
MON 1883	"	"	207,934.02			894.3 (629.7)	
NJGCS, 1934			2,049,193.70			1278.3 (245.7)	
MON 1885	"	"	201,982.77			604.4 (919.6)	
NJGCS, 1934			2,054,039.19			1231.2 (292.8)	
MON 1886	"	"	201,576.08			480.4 (1043.6)	
NJGCS, 1934			2,055,817.25			249.1 (1274.9)	

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1 FT. = .3048006 METER

M-2388-12

COMPUTED BY: J.C.Richter DATE 26 Dec. 1950 CHECKED BY: M.F.Kirk DATE 29 Dec.1950

MAP T-9504 PROJECT NO. Ph-59(50) 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 4808 NJGCS, 1935 ✓	NJGCS	N.A. 1927	235,435.65				132.8	(1391.2)		
			2,061,090.32				332.3	(1191.7)		
MON 4809 NJGCS, 1935 ✓	"	"	236,414.09				431.0	(1093.0)		
			2,062,097.13				639.2	(884.8)		
MON 4820 NJGCS, 1936 ✓	"	"	204,630.59				1411.4	(112.6)		
			2,079,679.13				1426.2	(97.8)		
MON 4821 NJGCS, 1936 ✓	"	"	205,864.25				263.4	(1260.6)		
			2,081,011.70				308.4	(1215.6)		
MON 7813 NJGCS, 1939 ✓	"	"	218,333.64				1016.1	(507.9)		
			2,049,640.02				1414.3	(109.7)		
MON 7814 NJGCS, 1939 ✓	"	"	218,185.97				971.1	(552.9)		
			2,047,880.11				877.9	(646.1)		
MON 13800 NJGCS, 1940 ✓	"	"	198,629.99				1106.4	(417.6)		
			2,049,753.46				1448.9	(75.1)		
RADIO MAST WBAB 1950	✓ Computed	"	39° 22' 37.67"				1161.7	(688.6)		
			74 27 21.26				508.9	(927.3)		
RADIO MAST WFPG, 1950	✓ "	"	39° 22' 34.50				1063.9	(786.4)		
			74 27 07.58/				181.5	(1254.7)		
Sub. Pt. ATLANTIC, 1932	✓	"	39 22				1843.7	(06.6)		
			74 25				1004.9	(431.1)		
Sub. Pt. BEACHES RM 2, 1935	✓	"	39 23				914.7	(935.6)		
			74 26				1095.6	(340.2)		
Sub Pt BIG SHAD (C&N) 1935	✓	"	39 27				1091.8	(758.5)		
			74 23				1073.5	(360.9)		

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1 FT. = .3048006 METER

COMPUTED BY: J.C. Richter DATE 12/28/50

CHECKED BY: M.F. Kirk DATE 1/2/51

M-2388-12

MAP T-9504 PROJECT NO. Ph-59(50) 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 Pt BUM USE, 1936			Plot graphically							
Sub Pt CHANNEL RM 4,1935		"	39 23 74 23				1245.0 1306.5	(605.4) (129.2)		
Sub Pt FLY , 1931		"	39 27 74 27				33.4 640.8	(1817.0) (793.8)		
Sub Pt GRASSY RM 2,1935		"	39 26 74 24				513.8 363.3	(1336.5) (1071.6)		
Sub Pt MAIN, 1935		"	39 29 74 22				46.1 1123.5	(1804.3) (310.4)		
Sub Pt KNOLL, 1931		"	39 28 74 26				982.4 503.1	(868.0) (931.0)		
Sub Pt SALT (C&N),1935		"	39 23 74 25				1728.3 382.5	(122.0) (1053.1)		
Sub Pt SHACK (C&N) 1935		"	39 25 74 23				1040.3 467.2	(810.0) (968.0)		
Sub Pt THEM USE,1946		"	Plot graphically							
Sub Pt MON 1844 NJGCS, 1934		"	Plot graphically							
Sub Pt MON 1847 NJGCS, 1934		"	Plot graphically							
MON 4832 NJGCS, 1936	NJGCS	"	213,342.11 2,081 ,908.54				1018.7 550.8	(505.3) (1003.2)		

1 FT. = .3048006 METER

COMPUTED BY: J.C.Richter DATE 12/28/50 CHECKED BY: M.F.Kirk DATE 1/2/51

M-2388-12

17

MAP T- 9504 PROJECT NO. Ph-59(50) 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)
GRASSY RM 2, 1935 ✓		N.A.	39 26 14.877				458.8	(1391.5)		
		1927	74 24 14.418				344.8	(1090.1)		
Sub Pt MON 1886 NJGCS, 1934 ✓		"	Plot graphically							

1 FT. = .3048006 METER

COMPUTED BY J.C. Richter DATE 28 Dec. 1950 CHECKED BY M.F. Kirk DATE 2 Jan. 1951

M-2388-12

18

COMPILATION REPORT T-9504

The radial plot report for this manuscript is submitted as a part of the descriptive report for T-9508.

31. DELINEATION

Manuscript No. T-9504 was delineated by graphic methods.

32. CONTROL

Identification of horizontal control was adequate. See Radial Plot Report for this manuscript, submitted with Descriptive Report for T-9508.

33. SUPPLEMENTAL DATA

Geographic Name Standard, dated January 27, 1951, on Corps of Engineers, Atlantic City, N. J. quadrangle, was furnished by the Washington office.

Road map of Atlantic County, New Jersey.

Photostat Map of Brigantine National Wild Life Refuge.

Special Report of Boundaries, New Jersey.

U. S. C. & G. S. Charts Nos. 826 & 1217 (Landmarks and Aids Report).

34. CONTOURS AND DRAINAGE

No comment.

35. SHORELINE AND ALONG SHORE DETAILS

35. Shoreline inspection is considered adequate.

The low-water line was delineated from information on the field photographs.

36. OFFSHORE DETAILS

See Field Report, paragraph No. 8.

37. LANDMARKS AND AIDS

Forms 567 for five (5) landmarks and thirty-one (31) non-floating aids to navigation, which appear on the manuscript are submitted with this report. Forms 567, for six (6) non-floating aids are submitted and recommended for deletion. (One new landmark "RADIO MAST WMID", is listed in the field report as being in this survey. It is shown on Survey T-9508).

38. CONTROL FOR FUTURE SURVEYS

Refer to item No. 24 Photogrammetric Plot Report, filed in the report for T9508

Forms 524 are submitted for two (2) recoverable topographic Stations established and eight (8) previous stations recovered. Forms 524 are also submitted for eleven (11) stations searched for but not recovered.

Three recoverable topo stations and two azimuth marks for which forms 524 have been prepared in this office, are not listed in paragraph eleven of the field inspection report.

A list of all recoverable topographic stations appear under item 49 of this report.

39. JUNCTIONS

Junction has been made and is in agreement as follows:
to the N with T-9500
to the S with T-9508
to the E with T-9505
and to the W with T-9503

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 thru 45.

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Survey No. T-9504 has been compared with:

(1) Corps of Engineers, Atlantic City, New Jersey quadrangle, scale 1:62,500, published 1941.
(2) U.S.C. & G. S. topographic maps Nos. T-5634(1936), T-5635(1935), T-5636(1936), and T-5637(1935), scale 1:10,000.

47. COMPARISON WITH NAUTICAL CHARTS

Survey Nos. T-9504, has been compared with U.S.C. & G. S. Nautical Charts Nos. 826, scale 1:40,000 published June 1949, corrected to September 4, 1950, and Chart No. 1217, scale 1:80,000, published December 1948, corrected to November 3, 1950.

Items to be applied to nautical charts immediately:

None

Items to carried forward

None

Respectfully submitted

Jacqueline B. Phillips
Jacqueline B. Phillips
Photogrammetric Aid

Approved and forwarded

Hubert A. Paton
Comdr. U.S.C. & G. S.
Officer in Charge

48. GEOGRAPHIC NAMES LIST

Absecon
Absecon Bay
Absecon Boulevard
Absecon Channel
Absecon Creek
Absecon Heights
Absecon Inlet
Atlantic City
Atlantic City Sea Plane Base
Atlantic County
Atlantic Ocean

Albany Avenue

Beach Thorofare
Big Fish Thorofare
Black Point
Bonita Tideway
Boot Island
Brigantine
Brigantine Beach
Brigantine Boulevard
Brigantine Channel
Brigantine National Wildlife Refuge
Broad Creek To S. (B.G.N. decision)
*Broad Creek To N = trib. Great Bay

Bayview church (in Conovertown)

Clam Creek
Clam Thorofare
Coast Guard Base
Collins Road
Conover Channel
Conovertown
Cordery Creek
Cordery Thorofare

Doles Point
Doughty Creek
Duck Thorofare

Eagle Bay
East Point Channel
Egg Harbor Township
Emmams M. E. Church (Smithville) (historical site)

Flat Creek
Flat Thorofare
44th St. Pier

Galloway Township
Gardner Basin
Golden Hammock Thorofare
Grassy Bay
Great Bay

48. GEOGRAPHIC NAMES LIST (cont'd)

Great Creek Road
Great Thorofare
Gull Island Thorofare

Hammock Cove

Intracoastal Waterway
Intracoastal Waterway Alternate Route
Jim Leeds Road
Jonathan Thorofare

Lakes Bay
Landing Creek
Leeds Point (settlement)
Lily Lake
Little Bay (to S, near Newfound Thorofare)
*Little Bay To N.
Low Water Thorofare

Main Marsh Creek
Main Marsh Thorofare
Mankiller Bay
Mankiller Island
Mattix Run
Meadow Cut
Middle Thorofare
Moss Mill Road
Mud Creek

~~N. J. 4~~
~~N. J. 43~~
~~N. J. 48~~
} Since Jan, 1953 former N. J. state numbers on Federally numbered roads have been dropped.

Newfound Thorofare
New York Avenue

Obes Thorofare
Ocean County
Oceanville
Old Port Road
Oyster Creek Road
Oyster Thorofare

Pennsylvania Reading Seashore Lines
Penrose Canal
Perch Cove
Peter Beach
Pitney Road
Pleasantville
~~Pleasantville Boulevard~~ → Name changed to VERONA AVE and ALBANY AVE. See field edit report.
Point Bar Thorofare
Port Republic

48. GEOGRAPHIC NAMES LIST (cont'd)

Reed Bay
Roundabout Thorofare
Rum Point

Sand Thorofare
Seaview Country Club
Seaview Park
Shad Island
Sheepshank Thorofare
Sloop Thorofare
Smithville
Snug Harbor
Somers Bay
Somers Cove
Stake Thorofare
Steelman Thorofare
Sunflower Island

Turtle Cove

U. S. 9
U. S. 30
U. S. 40
U. S. 322

Venice Park Canal

Venice Park School (sedge of S. half)
Verona Avenue

Wading Thorofare
Weakfish Island
West Atlantic City
Wills Thorofare

* NOTE: There is a large BROAD CREEK in the center of the S/2 and a small BROAD CREEK in the NE section of the N/2. There is a LITTLE BAY in the SE section of N/2 and a LITTLE BAY in the SW section of the S/2.

49. NOTES FOR THE HYDROGRAPHER

The following is a list of the ten (10) recoverable topographic stations shown on the manuscript.

1950 and previous 524 cards cross-referenced and on file in the Div. of Photogrammetry.

ATLANTIC AZ MK (1932) 1950
LEEDS POINT AZ MK (1867) 1950
6502 b SHARK (C&N - ~~1935~~) 1950
6501 a DOT ~~1935~~ (1950)
6503 a STACK (~~INCINERATOR STACK 1935~~) 1950
6502 b CHIMNEY (~~CHY. TILE ROOFED HOUSE 1935~~) 1950
6502 b OYSTER (C. & N.) ~~1935~~ (1950)
6502 a OKE ~~(1935)~~ 1950
6502 a HORN ~~(1935)~~ 1950
6502 a NIK ~~(1935)~~ 1950

Note: 1950 geographic position determined by photogrammetric methods differs from previously determined position; therefore, the date, 1950, is retained on the manuscript. The 1950 position supersedes the previous position

K.H.M.

Form T-2

PHOTOGRAMMETRIC OFFICE REVIEW

T-9504

1. Projection and grids ✓ 2. Title ✓ 3. Manuscript numbers ✓ 4. Manuscript size ✓

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy ✓ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ✓ 7. Photo hydro stations None 8. Bench marks ✓
9. Plotting of sextant fixes None 10. Photogrammetric plot report ✓ 11. Detail points ✓

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline ✓ 13. Low-water line ✓ 14. Rocks, shoals, etc. ✓ 15. Bridges ✓ 16. Aids to navigation ✓ 17. Landmarks ✓ 18. Other alongshore physical features ✓ 19. Other alongshore cultural features ✓

PHYSICAL FEATURES

20. Water features ✓ 21. Natural ground cover ✓ 22. Planetable contours ✓ 23. Stereoscopic instrument contours None 24. Contours in general ✓ 25. Spot elevations ✓ 26. Other physical features ✓

CULTURAL FEATURES

27. Roads ✓ 28. Buildings ✓ 29. Railroads ✓ 30. Other cultural features ✓

BOUNDARIES

31. Boundary lines ✓ 32. Public land lines None

MISCELLANEOUS

33. Geographic names ✓ 34. Junctions ✓ 35. Legibility of the manuscript ✓ 36. Discrepancy overlay ✓ 37. Descriptive Report ✓ 38. Field inspection photographs ✓ 39. Forms ✓
40. LAL — Reviewer; RJB — Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Jacqueline B. Phillips — Compiler; Frank J. Tarega — Supervisor

43. Remarks:

See notes to reviewer

M-2623-12

FIELD EDIT REPORT
Quadrangle T-9504
Project Fh-59(50)

Paul Taylor, Chief of Party

The field edit of this quadrangle was accomplished during the months of April and May, 1952.

51. METHODS

The quadrangle was inspected by traversing all passable roads by truck, walking to areas which required special investigation and by skiff along water portions. In addition to visual inspection, standard surveying methods were used for corrections and additions.

All additions, corrections and deletions have been either indicated on the field edit sheets, referenced to the field photographs or answered directly on the discrepancy print. A legend describing the symbols and colored inks used is shown on the field edit sheets.

Two 1:20,000 scale sheets are submitted with the field edit information.

52. ADEQUACY OF COMPILATION

The compilation of this map is considered to be adequate with the exception of the few corrections and additions of the field edit data that are to be applied.

Attention is invited to U. S. Highway 40, U. S. Highway 322 and N. J. Highway 48. N. J. Highway 48 ends at Jonathan Thoroughfare and U. S. Highways 40 and 322 end at the circle in Atlantic City on sheet T-9508. The portion of this highway from Jonathan Thoroughfare east is known as Albany Avenue. The portion west of Jonathan Thoroughfare to the western limits of the City of Pleasantville is known as Verona Avenue, and from the western city limits of Pleasantville west it is known as the Black Horse Pike. The road should be classed Rd. 3 from Atlantic City to the east urban limits of Pleasantville and from there to the project limits as Rd. 1. The information in this paragraph should supersede any other information shown on quadrangles T-9503 and T-9508. Verified during review. K. D. Van. 6/10/53

U. S. Highway 30 is a four-lane heavy-duty road from Absecon to Atlantic City and should be classed as Rd. 1. It has been erroneously shown as Rd. 3 on quadrangle T-9508.

changed to Rd 1 on T-9508 K.H.M. 4/10/53

Some changes have been made in the swamp delineation in a few areas. These changes have been shown on field photographs in purple ink and have been referenced on the field edit sheets.

The boundary lines as indicated by dashed red lines on the discrepancy print are considered correct with the two exceptions that have been crossed out with black ink on the discrepancy print.

The position of the boundary limits on the City of Absecon, which were questioned on the discrepancy print, have recently been changed. The new location is shown on Photograph 50-0-857.

53. MAP ACCURACY

The horizontal positions of the map detail appear to be good. No standard vertical accuracy test was required for this sheet. The contours however were visually checked throughout the quadrangle and were found to adequately depict the terrain.

A few contour corrections were made.

There are no large active borrow pits on this sheet.

54. RECOMMENDATIONS

It was noted on this sheet that contours cross all roads perpendicularly. For all roads, except class seven and trails, this adequately depicts the terrain. In this project, the majority of all class seven roads and trails are natural ground features and are not man-made.

55. EXAMINATION OF PROOF COPY

Mr. Walter Buzby, New Jersey State Highway Engineer, who has been a resident of this area for a number of years, states that he would be willing to examine a proof copy of this quadrangle for possible errors. Mr. Buzby's address is: New Jersey State Highway Department, Main Street, Pleasantville, New Jersey.

56. LANDMARKS AND AIDS

In regards to the range beacons at Lt. 95 as questioned on the discrepancy print - one has been removed; they are day beacons and have no name.

Lt. 100 has been moved into the water at Gull Island Thoroughfare. The old light 100 is now "Pile 100" and the new position for Lt. 100 is shown on the field edit sheet.

Lt. 2 at Absecon Inlet was also located by planetable and is shown on the field edit sheet. Form 567 is submitted in quadruplicate with the field edit information.

According to Captain Huber of the New Jersey State Department of Navigation, the front and rear day beacons which are out will not be replaced any time soon.

Lt. 2 at Absecon Inlet will be moved about 50 feet southeast of its present position in the near future, according to Captain Huber.

57. HORIZONTAL CONTROL

Triangulation Station PASS and Topo Station FLAGPOLE were found destroyed. Forms 524 and 526 are submitted with the field edit information.

23 May 1952
Submitted by:

Joseph K. Wilson
Joseph K. Wilson,
Cartographer

27 May 1952
Approved by:

Paul Taylor
Paul Taylor
Lt. Comdr., USC&GS
Chief of Party

62. Comparison with Registered Topographic Surveys.-

T-119	1:20,000	1840-41	
T-142	"	1841	
T-952	1:10,000	1863-64	
T-1166	1:20,000	1869-70	
T-2455	"	1899	
T-2694	1:10,000	1904	
T-5634	"	1932	
T-5635	"	"	
T-5636	"	"	
T-5637	"	"	
T-6501a	"	1935-36	(Planetable)
T-6501b	"	"	"
T-6502a	"	"	"
T-6502b	"	"	"
T-6503a	"	"	"

The north shore of Absecon Inlet and the Brigantine Beach shoreline (T-9504 S) have receded in comparison with the previous surveys. The Brigantine Beach shoreline has receded approximately 50 meters and the sand and marsh point southwest of Brigantine which is the north side of Absecon Inlet has receded as much as 200 meters. The boardwalk fronting Brigantine Beach is no longer in existance. Other minor shoreline differences exist between the previous surveys and T-9504, but with the exception of the above noted changes and additional cultural development the previous surveys (1932, 1935-36) and T-9504 are in good agreement.

T-9504 supersedes all the above surveys in common areas for nautical charting purposes.

63. Comparison with Maps of Other Agencies.-

Atlantic City, N.J., U.S.E. 15' quadrangle, 1:62,500, 1941. Also at scale 1:50,000 with revision of marginal data, 1946 and UTM grid added 1948, AMS.

The boundary line between Atlantic City and Galloway Township in Steelman Thoroughfare and Broad Creek differs on the quadrangle from that shown on T-9504. Natural and cultural changes have occured subsequent to the publication of the quadrangle.

64. Comparison with Contemporary Hydrographic Surveys.- None

65. Comparison with Nautical Charts.-

826, 1:40,000, Intracoastal Waterway, ed. 1951, corr. to 6/9/52.
1217, 1:80,000, ed. 1948, corr. to 2/13/50.

Chart 826 shows Light 1 in Absecon Channel whereas T-9504(S) shows Pile 14A (no lantern) in the same location.

Three of the four ranges N and E of Light 100 shown on Chart 826 are destroyed and not shown on T-9504(S)

*

The rear range SW of light 95 shown on Chart 826 is destroyed and not shown on T-9504 (S).

Geographic positions of all aids to navigation are listed on the attached forms 567.

Some differences in shoreline occur between the charts and T-9504 particularly in the area of Absecon Inlet and Rum Pt. where several small marsh islands have been formed and the marsh areas have become more extensive.

66. Accuracy of Results and Future Surveys.-This map complies with all instructions and is adequate as a base for hydrographic surveys and the construction of nautical charts. This map complies with the National Map Accuracy Standards.

Reviewed by: K. N. Maki

Approved by: L. C. Lande
Chief, Review Branch
Div. of Photogrammetry

H. C. Edmonston
Chief, Nautical Chart Branch
Div. of Charts

L. W. Swanson
Chief, Div. of Photogrammetry
6 Oct. 1955

Earl O. Heaton
Chief, Div. of Coastal Surveys

under construction
Jetty on northeast Absecon Beach
on inset of Chart 1217, not shown on
this survey T-9504 K.N.M.

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

Baltimore, Maryland September 1952

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 R. Glaser

Hubert A. Paton
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. T-9504	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
* LT.100	Gull Island Thoroughfare		39 24	1193	74 26	168	N.A. 1927	Plane-table	May 1952		x		826
** LT. 2	Absecon Inlet		39 22	1292	74 25	358	"	"	"		x	x	826 1217
*	New position for LT. 100 - former position is now PILE 100												
**	LT 2, will be moved 50 ft SE in near future (See field edit report T-9504)												

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. 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 ... field survey sheets. Information under each column heading should be given.

U. S. GOVERNMENT PRINTING OFFICE: 1949 O - 853418

Form 567
April 1945

of 5

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ~~OR LANDMARKS~~ FOR CHARTS

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

Baltimore, Maryland September, 19 52

I recommend that the following objects which have ~~been~~ 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 R. Glaser

H. A. Paton
Chief of Party.

STATE New Jersey

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° '	LATITUDE D. M. METERS	LONGITUDE ° '	LONGITUDE D. P. METERS	DATUM N.A.	METHOD OF LOCATION AND SURVEY No. T-9504	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
LT 102	Lantern on Pile (Middle Thorn)		39 24	548	74 26	165	1927	THEOD	1950		x		826
LT 1	Lantern on Pile (Broad Creek)		39 24	262	74 25	525	"	"	"		x		"
LT 2	Lantern on Pile (Absecon Channel)		39 24	183	74 27	430	"	"	"		x		"
LT 104	Lantern on Pile (Middle Thorn)		39 24	3	74 26	213	"	"	"		x		"
LT 105	Lantern on Pile (Absecon Channel)		39 23	965	74 25	966	"	"	"		x		"
LT 106	Lantern on Pile (Absecon Channel)		39 23	840	74 26	66	"	"	"		x		"
LT 2	Lantern on Pile (Beach Thorofare)		39 23	592	74 26	1417	"	"	"		x		"

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. 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.

U. S. GOVERNMENT PRINTING OFFICE: 1949 O - 853418

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ~~OR LANDMARKS~~ FOR CHARTS

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

Baltimore, Maryland September, 19 52

I recommend that the following objects which have ~~(been)~~ 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 R. Glaser

H. A. Paton
Chief of Party.

STATE New Jersey

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° '	LATITUDE D.M. METERS	LONGITUDE ° '	LONGITUDE D.P. METERS	DATUM N.A.	METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
BEACON	Front Range (SW of LT 95)		39 26	52	74 24	480	1927	THEOD	1950		x		826
LT 96A	Lantern on Pile		39 25	1394	74 25	208	"	"	"		x		"
LT 98	Lantern on Pile		39 25	431	74 25	988	"	"	"		x		"
LT 5	Lantern on Pile (Absecon Channel FL white Light is not red as shown on chart)		39 25	441	74 28	1353	"	"	"		x		"
LT 99	Lantern on Pile		39 24	1764	74 25	987	"	"	"		x		"
BEACON	Rear Range (E of LT 99)		39 24	1769	74 25	959	"	"	"		x		"
BEACON	Front Range (S of LT 99)		39 24	1743	74 25	982	"	"	"		x		"
LT 4	Lantern on Pile (Obes thorofare)		39 24	1798	74 23	217	"	"	"		x		"
BEACON	Rear Range (N of LT 100)		39 24	1444	74 26	32	"	"	"		x		"
LT 4	Lantern on Pile (Absecon Channel)		39 24	978	74 28	102	"	"	"		x		"

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. 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 survey sheets. Information under each column heading should be given.

U. S. GOVERNMENT PRINTING OFFICE: 1949 O - 853418

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

Baltimore, Maryland September, 19 52

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

The positions given have been checked after listing by R. Glaser

Hubert A. Paton
Chief of Party.

STATE *New Jersey*

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° '	LATITUDE D.M. METERS	LONGITUDE ° '	LONGITUDE D.P. METERS	DATUM N.A.	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
LT 82	Lantern on Pile		39 29	1682	74 22	1277	1927	THEOD	1950		x		826
LT 84	Lantern on Pile		39 29	743	74 22	1367	1927	"	1950		x		826
DAY BEACON	(Daymark Rear range) Main Marsh Thorofare		39 28	1055	74 23	175	1927	"	1950		x		826
LT 88	Lantern on Pile		39 28	768	74 23	386	1927	"	1950		x		826
LT 90	Lantern on Pile		39 27	1769	74 23	1011	1927	"	1950		x		826
LT 92	Lantern on Pile		39 27	1006	74 23	939	1927	"	1950		x		826
LT 93	Lantern on Pile		39 26	1052	74 23	713	1927	"	1950		x		826
LT 8	Lantern on Pile		39 26	235	74 22	1188	1927	"	1950		x		826
BEACON	Rear Range (N of LT 96)		39 26	328	74 24	1082	1927	"	1950		x		826
BEACON	Front Range (N of LT 96)		39 26	230	74 24	1153	1927	"	1950		x		826
LT 96	Lantern on Pile		39 26	186	74 24	1188	1927	"	1950		x		826
LT 95	Lantern on Pile		39 26	128	74 24	380	1927	"	1950		x		826

This form shall be prepared in accordance with *Hydrographic Manual*, pages *800* to *804*. 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.

U. S. GOVERNMENT PRINTING OFFICE: 1949 O - 853418

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NAUTICAL CHART BRANCH

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED / TO BE DELETED } STRIKE OUT ONE

Baltimore, Maryland Sept. , 1952

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

The positions given have been checked after listing by R. Glaser

H. A. Paton
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
							N.A.	T-9504					
TANK	Elev. Brigantine Beach W.T. (S of) 1932 Ht = 125 (132)		39 23	1293.7	74 23	683.4	1927	TRI	1932		x	x	826 1217
STACK	Incinerator stack, 125' high		39 22	998	74 26	343	1927	Photo. Plot	1935 1950		x	x	826 1217
RADIO TOWER	Radio Mast WBAB 1950 Skeleton Steel, ht=340(343)		39 22	1161.7	74 27	508.9	1927	TRI	1950		x	x	826 1217
STANDPIPE	Seaview Country Club, 1935		39 26	1788.6	74 28	723.7	1927	TRI	1935		x	x	826 1217
RADIO MAST	Radio Mast WFPG 1950 Steel ht=420 (428)		39 22	1063.9	74 27	181.5	1927	TRI	1950		x	x	826 1217

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. 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 [illegible]

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

Baltimore, Maryland September, 1952

I recommend that the following objects which have ~~(been)~~ been inspected from seaward to determine their value as landmarks be ~~charted~~ *(deleted from)* the charts indicated.

The positions given have been checked after listing by R. Glaser

H. A. Paton
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
BEACON	Front Range N of LT 100 (destroyed)	✓	39 24		74 26						x		826
BEACON	Front Range E of LT 100 (destroyed)	✓	39 24		74 25						x		826
BEACON	Rear Range E of LT 100 (destroyed)	✓	39 24		74 25						x		826
LT 1	Absecon Channel Pile (no lantern) No. 14A is at this position	✓	39 23		74 27						x		826
BEACON	Rear Range (SW of LT 95)	✓	39 26		74 24						x		826
* LT 100	Lantern on Pile		39 24		74 26						x		826
*	LT has been repositioned - former position is now PILE 100												

[illegible] Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* [illegible] this form. The data should be considered for the charts of the area and not by [illegible] river.

History of Hydrographic Information
Quadrangle T-9504

Hydrography was applied to the manuscript of this quadrangle in accordance with Division of Photogrammetry general specifications dated 18 May 1949.

Depth curves and soundings at mean low water datum originate with the following surveys:

Hydrographic Survey	H-5893	(1935)	1:10,000
" "	H-6144	(1936)	1:10,000
" "	H-6213	(1936)	1:10,000
" "	H-6214	(1935,6,7)	1:5,000
" "	H-6230	(1936,7)	1:10,000

USC&GS Nautical Chart 826, 1:40,000, latest print date 9/7/53
USC&GS Nautical Chart 1217, Inset at 1:20,000 on Absecon Inlet, latest print date 2/16/53

Single-lens 1:10,000 scale photographs taken with the "O" camera in April 1950, numbers 855-862, 885-889, 897-902, and 927-931 were used in conjunction with the above listed hydrographic surveys and charts for the interpretation of the mean low water line and the determination of channels subject to constant changes.

Hydrography was compiled by K. N. Maki and verified by O. Svendsen.

K. N. Maki

K. N. Maki
Div. of Photogrammetry
2 November 1953

NAUTICAL CHARTS BRANCH

SURVEY NO. T-9504

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
7-53	1216	Henderson	~~Before~~ After Verification and Review Partially applied
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			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.