

5102

ORIGINAL

5102

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Patton, Director

State: New Jersey

DESCRIPTIVE REPORT
PHOTO
Topographic } Sheet No. T5102
~~Hydrographic~~

LOCALITY

Raritan Bay

Morgan to Lorillard

KEYPORT AND VICINITY

Photographs taken 1932
1935

CHIEF OF PARTY

R. C. Rolstad, Jr. H. & G. Engr.

Applied to new compilation drawing of chart 375
Sept. 22, 1936 - J.S.W.

Applied to Chart 286 Feb 17, 1938 C.R.B.J.
" " " 369 Nov 25, 1938 R.M.J.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 52

REGISTER NO. T5102 T5102

State New Jersey

General locality Raritan Bay

Locality Morgan to Lorillard Keyport and vicinity

Scale 1:10,000 Date of ^{photographs} survey May 20, 1932
June 8, 1934

Date of Compilation Jan. 12, 1935
~~Vessel~~ Air Photo Compilation Party No. 12

Chief of party Roswell C. Boistead

Surveyed by See data sheet in Descriptive Report for this sheet.

Inked by W. F. von Buehren

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

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

Instructions dated November 15, 1932

Remarks: Compiled on a scale of 1:10,000

-STATISTICS-
on

SHEET; FIELD NO. 52, REG. NO. T 5102

PHOTOS, NOS. 66-32-33 to 43 DATE May 20, 1932
66-39-7 to 11 ✓ June 8, 1932
66-39-38 to 42 ✓ June 8, 1932

TIME OF PHOTOGRAPHS (no record)

	BY	DATE	
		From	To
ROUGH RADIAL PLOT	(Not Required)		
SCALE FACTOR	(1.000) (Not required)		
SCALE FACTOR CHECKED	(" ")		
PROJECTION	<u>R. PHILLEO</u> R. Philleo		
PROJECTION CHECKED	<u>E. W. FICKENSCHER</u> E. W. Fickenschner	1/10/34	
CONTROL PLOTTED	<u>R. PHILLEO</u> R. Philleo	1/27/34	
CONTROL CHECKED	<u>W. E. HACKETT</u> W. E. Hackett	2/2/34	
TOPOGRAPHY TRANSFERRED	<u>R. PHILLEO</u> R. Philleo	1/30/34	
TOPOGRAPHY CHECKED	<u>W. E. HACKETT</u> W. E. Hackett	2/2/34	
SMOOTH RADIAL LINE PLOT	<u>W. E. HACKETT</u> W. E. Hackett	2/5/34	2/16/34
RADIAL LINE PLOT CHECKED	<u>R. PHILLEO</u> R. Philleo	2/28/34	
DETAIL INKED	<u>J. B. Moreland</u> J. B. Moreland <u>W. F. von Buehren</u> W. F. von Buehren	6/28/34 7/6/34	1/12/35 (Intermittently)
PRELIMINARY REVIEW	<u>W. E. HACKETT</u> W. E. Hackett	1/24/35	

AREA OF DETAIL INKED 19.5 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED 0.2 sq. Statute Miles (Shoals in Water Area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)
11.4 Statute Miles.

LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)
51.4 Statute Miles.

LENGTH OF ROADS, STREETS, TRAILS, RAILROADS 188.3 Statute Miles.

GENERAL LOCATION Raritan Bay

LOCATION Morgan to Lorillard

DATUM North American 1927

STATION MAR (1926) Latitude 40°-27'-25.20⁴" (777.4 m.)

Longitude 74°-14'-12.217³" (287.9 m.)

ADDITIONAL NOTE - CONTROL

There being sufficient control in the vicinity, triangulation stations CON and MORGAN were not picked up by the field party since there were no descriptions available and the stations could not be found. The stations may or may not be lost. They have not been shown because they were not available for control in this compilation.

COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 52

GENERAL INFORMATION

The Air Photo Field Inspection Report for northern New Jersey, attached to the Descriptive Report for Air Photo Topographic Sheet, Reg. No. T5100, furnished the necessary field data for the compilation of this sheet. Additional information of questionable area was obtained from Mr. J.J. Lanigan, Mr. J.E. Moreland and Mr. J. Rippstein, draftsmen in this party who are familiar with the topography of this vicinity.

The accompanying STATISTICS SHEET details all the data in connection with the compilation of this sheet.

This sheet was compiled from single lens photographs taken by the Aero Service Corporation, 1612 Chancellor Street, Philadelphia, Pennsylvania. The photographic prints are 1:10,000 scale enlargements from the original negatives which are on an approximate scale of 1:22,000. They were taken in two groups one group being taken on May 20, 1932 and the other on June 8, 1932, There being no record of the hour available, the position of the tide could not be determined. Paced measurements were made at intervals by the field party to determine the high water line.

CONTROL

(A) Sources

The following sources of control were used in the compilation of this sheet:-

- (a) Triangulation by Lieut. R.W. Woodworth, in 1932, field positions unadjusted.
- (b) 1926 Topographic Sheet (Lieut. R.F. Studds, Register No. ~~7~~4247.)

All control was converted to the N.A. 1927 datum for this compilation. Small differences between these values and the final office adjusted positions should be unplotable at the scale of this compilation (1:10,000).

In addition to the above triangulation, the following topographic signals, from topo sheet ~~7~~4247, were spotted on the photographs and used in controlling this sheet:-

See review

Tank, Car Barn	W. Flagpole
Chy., Car Barn	Small Tank
Mast, Yacht Club	

These signals have been shown on the celluloid topographic sheet by a single black circle since they are suitable to be used for minor class landmarks (see paragraph LANDMARKS in this report).

All topographic control signals used in this compilation were plotted on the celluloid sheet directly from the list of scaled positions as submitted by the topographer.

(B) Errors

Topo stations, submitted by Lieut. R.F. Studds have been recovered in the field and the following positions determined by A.P.T.:

*see
renew*

	<u>Lat.</u>	<u>Long.</u>
Tank (Car barn)	40°-26'-1024.1m.	74°-10'-1199.0m.
W. Flagpole	40°-26'- 330.6m.	74°-12'- 838.6m.
Small Tank	40°-27'- 314.2m.	74°-13'-1326.4m.
Mast (Yacht Club)	40°-26'- 655.1m.	74°-11'-1305.0m.

A comparison was made of Lieut. R.F. Studds' G.P. of triangulation station MAR with the G.P. for the same station submitted by Lieut. R. W. Woodworth (both on N.A. Datum). It was found that Lieut. Studds' position was 1.7 m. south and 4.9 m. east of the position given by Lieut. Woodworth.

In accordance with the Director's letter of _____ a great deal of weight has not been given to the positions on Studds' 1926 topo sheet Reg. No. J4247.

(C) Discrepancies

The traverse run by Company B - 29th Engineers U.S.A., mentioned under "Information from Other Sources" below, was found to be in error and was used only to roughly check azimuths and general locations. The discrepancy may be due to the short distances used in the traverse and the inability to accurately spot the stations on the photographs.

COMPILATION

(A) Method

The usual radial line method of plotting was used in the compilation of this sheet.

(B) Adjustments of Plot

The photographs in this area appear to have very little scale fluctuation due to variation in the altitude or tilting of the plane. Some proportioning, however, was necessary in some sections due to the differences in ground elevation. This was confined to small areas and only minor adjustments were necessary.

(C) Interpretation

Only the usual graphic symbols were used as approved by the Board of Surveys and Maps (1932) and no great difficulty was experienced in the interpretation of the photographic detail.

The double full line was used to indicate first order roads and the double broken line to indicate private driveways and roads of lesser importance. Trails are shown by a single dashed line. In most cases the classification was determined by the appearance under the stereoscope. There are numerous trails on this sheet, some of them being rendered indistinct on the photographs by an overgrowth of brush.

At latitude $40^{\circ} 26.4'$ and longitude $74^{\circ} 09.3'$ there are clay pits filled with water which appear as lakes. Bushes growing above the surface of the water in these pits have been designated by the brush symbol.

On the photographs about 360 and 620 meters northeast of triangulation station VIGNE there appear pile clusters or cribbing, apparently the remains of an old pier. A field trip to this site failed to reveal any indication of any such ruins.

Directly north of triangulation station TALLEST CHIMNEY (1926) appears the ruins of a pier extending out into the bay. This consists of the remains of piles along which material has been dumped, reaching out to the limits indicated by the full line.

This region has extensive marsh areas cut up by numerous drainage ditches which are indicated by a full line.

There is a small amount of shoal area shown on the compilation. The photos indicate shoal areas along the shore from the vicinity of triangulation station VIGNE to the end of the sheet (longitude $74^{\circ} 09'$). However, since they are very indefinite and are inundated by many streams and channels, which indicates a transformation of the area, they have been omitted.

There are several wrecks along the Keyport waterfront. However, they are near the shore and do not obstruct navigation. A few old boats have been anchored off shore and attached to an existing pier to serve as a dock and breakwater for the basin thus formed. These are shown and covered by an explanatory note.

A sand flat is shown at latitude $40^{\circ} 26.5'$ and longitude $74^{\circ} 11.9'$ and covered by a note. This site was formerly occupied by the remains of a dock, the piles having been removed in the spring of 1933.

All buildings are shown with the exception of those in densely populated areas such as Keyport, Matawan and Union. In these areas only those buildings along the shore and on the outskirts of the towns have been blocked in.

Bridge Data:

1. Highway Bridge over Matamoras Creek
at Lat. $40^{\circ}26'$ Long $74^{\circ}13'$. Calculation
value for H.W. clearance of 8.6' as taken
from Coast Pilot has been changed to
16 ft as given on T 6217 b (1934)
and apparently taken from Tidal Water
measurements. This has been discussed
with Coast Pilot Section.

BRIDGE DATA

Middle Bridge over Matawan Creek: This compilation as submitted from the Field showed H.W. Clearance = 8.6 ft. which checks with the U.S.E. Bridge list of 1927.

* Outer Bridge over Cheesequake Creek: This compilation as submitted from the Field showed H.W. Clearance = 9.0 ft. which checks with the U.S.E. Bridge list for 1927.

Graphic Control Surveys T-6217 b, 1934 and T 6218 a, 1934 give H.W. clearance = 16 ft. for both of the bridges. The clearances were presumably measured in the field, but no statement is made on the sheets or in the reports.

The values shown on the compilation are accepted pending definite information that the bridges have been rebuilt with the greater clearances.

B.G. Jones

*Values given in U.S.E. List of 1935
accepted and shown. The values on the
graphic control surveys and on the compilation
differ considerably and in neither case
is any statement made as to how the
values were determined.*

*B.G.J. 2/2/38 at time T5102
was stuck up for printing.*

(D) Bridges

The clearance and span of all bridges of importance to navigation is shown on the cover sheet and is correct as given in the Coast Pilot Notes. *see. following page.*

(E) Information from Other Sources

Railroad data with reference to location of sidings, number of tracks and general track layout was obtained from the New York Division office of the New Jersey Central Railroad. Office is located in Communipaw, New Jersey.

The U. S. Army Engineer's traverse was used on this sheet; however, no new information was obtained from the traverse which was not already shown on the photographs. It has been used only for control from triangulation station RN 14 to triangulation station SPIRE MT. LOR.

(F) Conflicting Names

The creek on the west side of Keyport is designated in the Coast Pilot as Oyster Creek and on the U. S. Geologic Survey map as Luppatatong Creek. Natives are divided in opinion. A map of Keyport Township submitted by the town clerk of Keyport gives Luppatatong Creek which name has been used in this compilation.

The railroad running across the sheet from the northwest to the southeast is called the New York and Long Branch Railroad but it is operated by the New Jersey Central Railroad and consequently both names appear along the line.

COMPARISON WITH OTHER SURVEYS

The junctions with adjoining sheets are satisfactory.

A comparison was made between this compilation and Lieut. Studds' topo sheet ⁷⁻⁴⁻³⁷ listed under control and the shoreline was found to check.

LANDMARKS

A list of landmarks, including those to be expunged, has been previously submitted, March 19th, 1931, by Lieut. R. W. Woodworth. It is assumed that Lieut. E. R. McCarthy, who conducted field operations in this area in the summer and fall of 1934, will revise the list as necessary.

The topo signal, "Chy. Power Plant" has been removed and consequently is no longer available as a landmark. Since the substitution of electrical power for steam, this plant has become the Keyport Municipal Water Works.

The tank of the topo signal, "Tank, Car barn" has been removed but the tower which supported the tank still remains. This plant has been changed from a car barn to the Ocean Beach Waterworks.

Ch. Spire (Keyport), latitude 40° 26.2' and longitude 74° 12.1' (chart 369 & 286) listed in the 1930 report as a Class "B" landmark, is now listed as Spire (Baptist Church)

Landmarks to be retained ^{have} been shown on this sheet (either by a triangle or small black circle). In addition to the chartable landmarks there have been shown several

class "C" landmarks (see descriptive report T-5059). These have been shown by the usual small black circle and are listed at the end of this report.

There are a few other objects (such as houses, ends of docks, etc.) which are located within the accuracy specified under the following heading RECOMMENDATIONS FOR FURTHER SURVEYS and may be used to obtain hydrographic "fixes". Care should be taken in using the houses to use the center as the size shown on this sheet may be expanded somewhat.

RECOMMENDATIONS FOR FURTHER SURVEYS

The compilation of this sheet is believed to have a probable error of not over 2 meters in well defined detail of importance for charting and of 4 meters for other data. It is understood that the widths of roads and similar objects may be slightly expanded in order to keep the detail clear and to keep it from photographing as a solid area in the photolithographic process.

To the best of my knowledge this sheet is complete in all detail of importance for charting purposes, within the accuracy stated above, and no additional surveys are required.

Submitted by

W. F. von Buehrow
W. F. von Buehren
Draftsman

Assisted by

W. E. Hackett
W. E. Hackett
Draftsman

The estimated accuracy of 2 to 4 meters is too high. a better estimate is an accuracy of location of 0.3 to 0.5 mm on the scale of the sheet for intersected points and 0.3 to 1.0 mm for other detail.

B. G. Jones

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

CLASS (C) LANDMARKS

(Includes all recoverable objects, sufficiently prominent for use as hydrographic "fixes", shown as topographic stations with small black circle on this sheet and not described on Form 524 by party.)

<u>Description</u>	<u>Latitude</u>			<u>Longitude</u>			<u>Method of Determination</u>
	°	'	D.M.	°	'	D.P.	
Flagpole (Prop. of Latham)	40	26	(1520) 331	74	12	(575) 839	A.P.T.
Tank (Whittall Tatum Co.)	40	25	(571) 1280	74	12	(935) 479	A.P.T.
Chy (Whittall Tatum Co.)	40	25	(552) 1299	74	12	(965) 449	A.P.T.
Chy (Seaboard Ice Co.)	40	25	(101) 1750	74	11	(56) 1358	A.P.T.
Chy (Architecture Tile Co.)	40	25	(717) 1134	74	12	(898) 516	A.P.T.
* Tank Car barn	40	26	(804) 1046	74	10	(213) 1201	A.P.T. ✓
* Mast Yacht Club	40	26	(1194) 657	74	11	(108) 1306	A.P.T. ✓
* W. Flagpole	40	26	(1511) 340	74	12	(568) 846	A.P.T.
* Small Tank	40	27	(1514) 337	74	13	(81) 1333	A.P.T. ✓
Flagpole	40	27	(1196) 655	74	14	(1209) 205	A.P.T.
Chy (unused incin.)	40	26	(641) 1209	74	13	(287) 1127	A.P.T. ✓
N. Sq. Brick Chim. (Cragen Brick)	40	26	(479) 1371	74	13	(674) 740	A.P.T. ✓
S. Sq. Brick Chim. (Cragen Brick)	40	26	(525) 1326	74	13	(709) 705	A.P.T. ✓
N. Chimney Short	40	25	(644) 1207	74	13	(729) 685	A.P.T.
Chimney two tall	40	25	(673) 1178	74	13	(662) 752	A.P.T.
Tank Mosaic Tile	40	24	(3) 1848	74	13	(840) 575	A.P.T.

List of Recoverable Topographic Stations (cont'd)

<u>Description</u>	<u>Latitude</u>			<u>Longitude</u>			<u>Method of Determination</u>
	°	'	D.M.	°	'	D.P.	
Tank	40	24	(155) 1696	74	13	(939) 476	A.P.T.
Stack W.Jaden	40	25	(1794) 56	74	12	(402) 1013	A.P.T.
Tank	40	25	(1720) 131	74	12	(367) 1048	A.P.T.
Low Stack & Tank (Dogardite Co.)	40	25	(1677) 174	74	12	(533) 882	A.P.T.
Chy (National Lead Co.)	40	25	(1542) 309	74	12	(57) 1357	A.P.T.
Black Stack (Calco Chem.)	40	25	(1083) 768	74	12	(636) 772	A.P.T.
Flagpole	40	26	(1641) 209	74	12	(299) 1115	A.P.T.
Low Black Stack	40	26	(1300) 551	74	12	(1148) 266	A.P.T.
Flagpole Keyport H.S.	40	25	(580) 1271	74	11	(201) 1213	A.P.T.
Chimney (Laird Co.)	40	24	(161) 1690	74	11	(978) 436	A.P.T.

A.P.T. denotes air photo topography.

* denotes station found in error and relocated by the radial plot. (See paragraph (B) Errors, page 4:)

REVIEW OF PHOTO COMPILATION T-5102 (1935)

Comparison with Graphic Control Surveys.

The graphic control surveys were made at about the same time as the compilation, and a complete comparison and coordination was not made by the field party.

Differences in location of identical objects have been investigated by plotting from the photographs in this office.

(a) T-6217b (1934) 1:10,000.

In the vicinity of lat. $40^{\circ} 27'$, long. $74^{\circ} 09.3'$ to $74^{\circ} 10.5'$ there are differences in location of up to 14 meters for identical objects. Both surveys are well controlled. Positions of recoverable stations in this area are accepted as now shown on the compilation after replotting from the photographs in this office.

The following undescribed recoverable stations, in this area, can not be seen on the photographs, and have not been transferred from T-6217b to this compilation because of probable errors in the plane table locations: @Bridge, @LOG (Chim.) MAN (Gable), OPP (Gable), QUE (Gable).

(1) Triangulation station "Chimney (Lovillord)", shown on T-6217b has been destroyed. (Authority is Field Inspection).

(2) Topographic station "Pat", lat. $40^{\circ} 27'$, long. $74^{\circ} 10'$, on T-6217b plots slightly offshore, but is not described, and can not be seen on the photographs and has not been transferred to the compilation.

From lat. $74^{\circ} 10.5'$ westward T-6217b and this compilation are generally in agreement.

The following stations differ in location up to 10 meters and are accepted as now shown on the compilation, after checking with the photographs

in this office: Note has been made on T-6217b: Flagpole, lat. 40° 26.1', long. 74° 12.8'; Flagpole, lat. 40° 26.4', long. 74° 11.9'; Stack, lat. 40° ^{25.9}~~26.5~~', long. 74° 11.9'.

The topographic station "stack" lat. 40° 26.5', long. 74° 11.4' on T-6217b has been destroyed (Authority is Field Inspection).

The topographic station Cox (forward mast) located on a boat, shown alongside the dock on T-6217b at lat. 40° 26.5', long. 74° 11.8' has not been transferred to this compilation.

A number of undescribed recoverable topographic stations (houses, chimneys, flagpoles) on T-6217b have not been transferred because of the density of such stations already shown on the compilation.

(1) Topographic station "Zeb" on T-6217b at lat. 40° 27.2' long. 74° 13.2' plots just off the end of a small dock but is not described, and is not visible on the photographs. It has not been transferred to the compilation. The dock is correct as shown on the compilation.

All detail on T-6217b within the area of this compilation is now shown on the compilation except as mentioned above, and except for the following:

- (1). Buoys.
- (2). Temporary plane table stations.
- (3). Magnetic declination.

Refer to page 2 of the report of T-6217b for discussion of U. S. Engineer grid which is shown in pencil on T-6217b.

(b) T-6218a (1934) 1:10,000.

The compilation is in general agreement with T-6218a.

All detail within the area covered by the compilation is now shown on the compilation except for the following:

- (1) Temporary plane table stations.
- (2) Magnetic declination.
- (3) All undescribed recoverable topographic stations such as houses, chimneys and flagpoles shown on T-6218a have not been transferred, because of density of such stations already shown on the compilation.

Refer to page 2 of the descriptive report of T-6218a for discussion of U. S. Engineer grid which is shown in pencil on T-6218a.

Comparison with Previous Topographic Surveys.

- (a) T-4247 (1926) 1:10,000 (Whatmans paper).

T-4247 covers most of the area of this compilation.

There are numerous differences in the location of recoverable topographic stations in this area. The positions as now shown on the compilation have been accepted, after replotting from the photographs. See page 4 of the descriptive report.

The compilation is complete and adequate to supersede T-4247 with the following exceptions:

- (1) Magnetic Declination.
 - (2) Topographic station "Bluff", lat. — long. —
can not be definitely spotted on the photographs and has been omitted from the compilation.
 - (3) Piling on T-4247 and appearing on photographs at lat. 40° 27.35', long. 74° 10.45' has been omitted. The field inspection failed to find this piling. See page 5 of the descriptive report.
- The following detail was transferred from T-4247 to the compilation:

(1) Lat. $40^{\circ} 26.8'$, long. $74^{\circ} 11.7'$, a wreck.

(2) Lat. $40^{\circ} 27.2'$, long. $74^{\circ} 13.5'$, piling.

(3) All rocks at lat. $40^{\circ} 27.00'$, long. $74^{\circ} 12.5'$. Rocks at lat. $40^{\circ} 27.5'$, long. $74^{\circ} 10.2'$ on T-4247 have not been transferred as they have been relocated on the later hydrographic survey, H-5636 (1934), in slightly different positions and the location on H-5636 is accepted as correct.

(b) T-4246 (1926) 1:10,000 (Whatmans Paper).

T-4246 is in general agreement with the compilation and the compilation is adequate to supersede T-4246.

^{T-542, (1856)}
(c) The compilation is complete and adequate to supersede the area covered by T-542. This survey was made in 1855-56 and is too old for a comparison.

Comparison with Recent Hydrographic Surveys.

(a) H-5636 (1934) 1:10,000.

H-5636 is in general agreement with the compilation except as follows:

(1) Three (3) wrecks appear on the compilation and not on H-5636 at lat. $40^{\circ} 26.4'$, long. $74^{\circ} 12.2'$. A pencil note has been made on H-5636.

(2) Lat. $40^{\circ} 26.3'$, long. $74^{\circ} 12.2'$ a wreck appears on the ^{which are not on H-5636} compilation. A pencil note has been made on H-5636 of its omission.

(3) Lat. $40^{\circ} 26.4'$, long. $74^{\circ} 11.8'$ two wrecks are on the ^{which are not on H-5636} compilation. A pencil note has been made on H-5636 of the omission.

Inspected by
Approved
K.T. Adams

Submitted by
M. H. Hagedorn
8-73-31 *B. G. Jones*

Date. 10/28/35

GEOGRAPHIC NAMES

Survey No. 5102Chart No. 286 and 369

Diagram No. _____

*, Approved by the Division of Geographic Names, Department of Interior.

Ø, Not Approved by the Division of Geographic Names, Department of Interior.

● Referred to the Division of Geographic Names, Department of Interior.

Status	Name on Survey	Name on Chart 286 and 369	New Names in local use	Names assigned by Field	Location
	<u>Raritan Bay</u>	Same			
	<u>Cheesequake Creek</u>	"			
	<u>Stump Creek</u>	"			
	<u>Laurence Harbor</u>	"			
	<u>Cliffwood</u>	"			
	<u>Cliffwood Beach</u>	"			
	<u>Whale Creek</u>	"			
	<u>Lake Lefferts</u>				
	<u>Matawan</u>	Not on Chart 286			
	<u>Keyport</u>	Same			
	<u>Matawan Pt.</u>	"			
	<u>Chingarora Creek</u>	"			
	<u>Matawan Creek</u>	"			
	<u>Union</u>	Not on 369			
●	<u>Union Beach</u>	Same Not on 286			
	<u>Conaskonk Pt.</u>	"			
	<u>Dorillak</u>	" Not on 286	change to Natco		
	<u>Lake Matawan</u>	"			
	<u>Seidler Beach</u>	Same			
	<u>Treasure Lake</u>				
	<u>Morgan Beach</u>	Not on 369			
	<u>Morgan</u>	Same			

Survey No. 2 T 5102

Date. 10/28/35

GEOGRAPHIC NAMES

Chart No. 256 and 369

Diagram No. _____

*, Approved by the Division of Geographic Names, Department of Interior.

Not Approved by the Division of Geographic Names, Department of Interior.

Referred to the Division of Geographic Names, Department of Interior.

[illegible]

REVIEW OF AIR PHOTO COMPILATION NO. T 5102

Chief of Party: Roswell C. Bolstad

Compiled by: (See page 2 of
Compilers Report.)Project: New York Air Photo Compilation Instructions dated: Nov. 15, 1932.
Party No. 12

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)

2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)

See paragraph (C) Interpretation page 4

3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)

See paragraph CONTROL (A), page 3 and paragraph (E) page 6.

4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)

See paragraph CONTROL (A), page 3 and paragraph (E) page 6.

5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.

See paragraph (B) Errors page 4.

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)

See paragraph CONTROL (A), page 3 and paragraph COMPILATION (B), page 4, Adjustment of Plot.

7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. The representation of low water lines, ~~reefs, coral reefs and rocks~~, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
Submitted by Lieut. E. R. McCarthy, 1934.
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
See paragraph on LANDMARKS page 6.
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
See paragraph (F) page 6.
13. The geographic datum of the compilation is N. A. 1927 and the reference station is correctly noted.
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following:
 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 2. The degrees and minutes of Latitude and Longitude are correctly marked.

3. All station points are exactly marked by fine black dots.
4. Closely spaced lines are drawn sharp and clear for printing.
5. Topographic symbols for similar features are of uniform weight.
6. All drawing has been retouched where partially rubbed off.
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks: Any additional reports and requirements affecting this area are referred to the reports of Lieut. E. R. McCarthy who was conducting field operations in this area during the summer and fall of 1934.

18. Examined and approved;
Preliminary Review —

W. E. Hackett
W. E. Hackett
Draftsman.

Roswell C. Solstad
Roswell C. Solstad
Chief of Party

19. Remarks after review in office:

Reviewed in office by: *W. E. Hackett* 1-11-35 *B. J. Jones*

Examined and approved:

K. T. Adams
Asst Chief, Section of Field Records
Division of Charts
K. T. Adams
Chief, Division of Charts

Med. L. Pearce
Chief, Section of Field Work
W. H. H. H. H.
Chief, Division of Hydrography
and Topography.

T 5102

ADDITION TO THE REVIEW OF T 5102:

T5102 was reviewed in 1935 at which time a printed copy
was prepared and held in the Air Photographic Unit for general
office use. This copy was applied to Chart 375 in September 1936
and to Chart 286 in February 1938.

T 5102 was not registered until it had been entirely
redrawn and a new print was available (9/28/38.)

Minor changes were made in T5102 when it was redrawn but these
are not important to the Charts listed above.

BG Jones
10/1/38

NAUTICAL CHARTS BRANCH

SURVEY NO. 7-5102

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.