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

STATE: NEW JERSEY

DESCRIPIVE REPORT
PHOTO
Topographic

Sheet No. 25102

LOCALITY
Haritan Bay

Keyport and vicinity

Photographs taken 1932

CHIEF OF PARTY
R. C. Wolstede, Jr., H. & S. Engr.
Applied to compilation drawing & chart 375
Sept. 22, 1936 - J.H.

369 Nov. 25, 1938 - L.M.
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

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 photography: May 20, 1932
Date of compilation: Jan. 12, 1935

Vessey Air Photo Compilation Party No. 12

Chief of party: T. C. Johnson

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

Inked by: W. P. Von Bushren

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-

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

PHOTOS; NOS. 66-32-33 to 43
66-32-7 to 11
66-39-38 to 42

DATE
May 20, 1932
June 8, 1932
June 8, 1932

TIME OF PHOTOGRAPHS (no record)

BY
R. Philleo
R. Philleo

DATE
From
To

SCALE FACTOR (1.000) (Not required)

SCALE FACTOR CHECKED (""

PROJECTION
R. Philleo

PROJECTION CHECKED
E. W. Fickenscher

CONTROL PLOTTED
R. Philleo

CONTROL CHECKED
W. L. Hackett

TOPOGRAPHY TRANSFERRED
R. Philleo

TOPOGRAPHY CHECKED
W. L. Hackett

SMOOTH RADIAL LINE PLOT
W. L. Hackett

RADIAL LINE PLOT CHECKED
R. Philleo

DETAIL INKED
W. F. von Buchren

PRELIMINARY REVIEW
W. L. Hackett

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'-12.217" (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 host. They have not been shown because they were not available for control in this compilation.
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.R. 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 6, 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.J-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 unplottable at the scale of this compilation (1:10,000).

In addition to the above triangulation, the following topographic signals, from topo sheet J4247, were spotted on the photographs and used in controlling this sheet:-

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.:

<table>
<thead>
<tr>
<th>Lat.</th>
<th>Long.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tank (Car barn)</td>
<td>40°-26'-1024.1m. 74°-10'-1199.0m.</td>
</tr>
<tr>
<td>W. Flagpole</td>
<td>40°-26'-330.6m. 74°-12'-838.6m.</td>
</tr>
<tr>
<td>Small Tank</td>
<td>40°-27'-514.2m. 74°-13'-1326.4m.</td>
</tr>
<tr>
<td>Mast (Yacht Club)</td>
<td>40°-26'-655.1m. 74°-11'-1305.0m.</td>
</tr>
</tbody>
</table>

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° 26.4' and longitude 74° 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° 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° 26.5' and longitude 74°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 building 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 Mattoon Creek
   at Lot 40-26, Long 74°13'. Contribution value for H.W. clearance of 8.6' as taken
   from count plot has been changed to
   16 ft as given on T 6217 B (1935)
   and apparently taken from field notes
   measurement. This has been discussed
   with count plot section.
Bridge Data

Middle Bridge over Matalum 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 Cheesquake 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 many cases any statement made as to how the values were determined.

Aug 24/35 of Time T31 R2

was struck off for printing.
(D) Bridges
The clearance and span of all bridges of importance
to navigation is shown on the cover sheet and is cor-
rect as given in the Coast Pilot Notes.

(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) Confllicting 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. 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. E. 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 Buehren
Draftsman

Assisted by

W. E. Hackett
Draftsman

The estimated accuracy of 2.5-4 meters is too high. A better estimate is an accuracy of location of 0.5 to 0.75 mm on the scale of the sheet for intersected points and 2.5 to 1.0 mm for other objects.

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.)

<table>
<thead>
<tr>
<th>Description</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Method of Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flagpole (Prop. of Latham)</td>
<td>40° 26' 331&quot;</td>
<td>74° 12' 839&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Tank (Whittall Tatum Co.)</td>
<td>40° 25' 1280&quot;</td>
<td>74° 12' 479&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Chy (Whittall Tatum Co.)</td>
<td>40° 25' 1299&quot;</td>
<td>74° 12' 449&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Chy (Seaboard Ice Co.)</td>
<td>40° 25' 1750&quot;</td>
<td>74° 11' 1358&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Chy (Architecture Tile Co.)</td>
<td>40° 25' 1194&quot;</td>
<td>74° 12' 516&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>*Tank Car barn</td>
<td>40° 26' 1046&quot;</td>
<td>74° 10' 1201&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>*Mast Yacht Club</td>
<td>40° 26' 657&quot;</td>
<td>74° 11' 1308&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>*W. Flagpole</td>
<td>40° 24' 965&quot;</td>
<td>74° 12' 846&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>*Small Tank</td>
<td>40° 27' 337&quot;</td>
<td>74° 13' 1333&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Flagpole</td>
<td>40° 27' 655&quot;</td>
<td>74° 14' 205&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Chy (unused incin.)</td>
<td>40° 26' 1209&quot;</td>
<td>74° 13' 1127&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>N. Sq. Brick Chim. (Cragen Brick)</td>
<td>40° 26' 1371&quot;</td>
<td>74° 13' 740&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>S. Sq. Brick Chim. (Cragen Brick)</td>
<td>40° 26' 1236&quot;</td>
<td>74° 13' 705&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>N. Chimney Short</td>
<td>40° 25' 1207&quot;</td>
<td>74° 13' 685&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Chimney two tall</td>
<td>40° 25' 1178&quot;</td>
<td>74° 13' 752&quot;</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Tank Mosaic Tile</td>
<td>40° 24' 1848&quot;</td>
<td>74° 13' 575&quot;</td>
<td>A.P.T.</td>
</tr>
</tbody>
</table>
List of Recoverable Topographic Stations (cont'd)

<table>
<thead>
<tr>
<th>Description</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Method of Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>D.M.</td>
<td>D.P.</td>
<td></td>
</tr>
<tr>
<td>Tank</td>
<td>40 24</td>
<td>1696</td>
<td>74 13 476</td>
</tr>
<tr>
<td></td>
<td>(155)</td>
<td>(939)</td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Stack W. Jaden</td>
<td>40 25</td>
<td>56</td>
<td>74 12 1013</td>
</tr>
<tr>
<td></td>
<td>(1794)</td>
<td></td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Tank</td>
<td>40 25</td>
<td>131</td>
<td>74 12 1048</td>
</tr>
<tr>
<td></td>
<td>(1720)</td>
<td></td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Low Stack &amp; Tank (Dogardite Co.)</td>
<td>40 25</td>
<td>174</td>
<td>74 12 882</td>
</tr>
<tr>
<td></td>
<td>(1677)</td>
<td></td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Chy (National Lead Co.)</td>
<td>40 25</td>
<td>309</td>
<td>74 12 1357</td>
</tr>
<tr>
<td></td>
<td>(1542)</td>
<td></td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Black Stack (Calco Chem.)</td>
<td>40 25</td>
<td>768</td>
<td>74 12 772</td>
</tr>
<tr>
<td></td>
<td>(1083)</td>
<td></td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Flagpole</td>
<td>40 26</td>
<td>209</td>
<td>74 12 1115</td>
</tr>
<tr>
<td></td>
<td>(1641)</td>
<td></td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Low Black Stack</td>
<td>40 26</td>
<td>551</td>
<td>74 12 286</td>
</tr>
<tr>
<td></td>
<td>(1300)</td>
<td></td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Flagpole Keyport H.S.</td>
<td>40 25</td>
<td>1271</td>
<td>74 11 1213</td>
</tr>
<tr>
<td></td>
<td>(580)</td>
<td></td>
<td>A.P.T.</td>
</tr>
<tr>
<td>Chimney (Laird Co.)</td>
<td>40 24</td>
<td>1690</td>
<td>74 11 436</td>
</tr>
<tr>
<td></td>
<td>(161)</td>
<td></td>
<td>A.P.T.</td>
</tr>
</tbody>
</table>

A.P.T. denotes air photo topography.
* denotes station found in error and relocated by the radial plot. (See paragraph (B) Errors, page 4.)
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° 27', long. 74° 09.3' to 74° 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, cannot 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° 27', long. 74° 10', on T-6217b plots slightly offshore, but is not described, and cannot be seen on the photographs and has not been transferred to the compilation.

From lat. 74° 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-5217b: Flagpole, lat. 40° 26.1', long. 74° 12.5'; Flagpole, lat. 40° 26.4', long. 74° 11.9'; Stack, lat. 40° 26.5', long. 74° 11.8'.

The topographic station "stack" lat. 40° 26.5', long. 74° 11.4' on T-5217b has been destroyed (Authority is Field Inspection).

The topographic station Cox (forward mast) located on a boat, shown alongside the dock on T-5217b 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-5217b have not been transferred because of the density of such stations already shown on the compilation.

(1) Topographic station "Zeb" on T-5217b 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-5217b 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-5217b for discussion of U. S. Engineer grid which is shown in pencil on T-5217b.

(b) T-5218a (1934) 1:10,000.

The compilation is in general agreement with T-5218a.
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 reploting 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° 26.9', long. 74° 11.7', a wreck.
(2) Lat. 40° 27.2', long. 74° 13.5', piling.
(3) All rockgate lat. 40° 27.00', long. 74° 12.5'. Rocks at lat. 40° 27.5', long. 74° 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 (Whitman's paper).
T-4246 is in general agreement with the compilation and the compilation is adequate to supersede T-4246. T-542 (1836)

(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° 26.4', long. 74° 12.2'. A pencil note has been made on H-5636.

(2) Lat. 40° 26.3', long. 74° 12.2' a wreck appears on the compilation. A pencil note has been made on H-5636 of its omission.

(3) Lat. 40° 26.4', long. 74° 11.8' two wrecks are on the compilation. A pencil note has been made on H-5636 of the omission.

Approved
K.T. Adams

[Signature]
<table>
<thead>
<tr>
<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart 286 and 369</th>
<th>New Names in local use</th>
<th>Names assigned by Field</th>
<th>Location</th>
</tr>
</thead>
<tbody>
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### Geographic Names

Date: **10/28/35**

- * 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.

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Names approved 10/29/35

K.T.A.
REVIEW OF AIR PHOTO COMPILATION NO. T 5102

Chief of Party: Roswell C. Bolstad  Compiled by: (See page 2 of Compilers Report.)

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 1; 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. Blueprints 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, l)

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

7. High water line on marshy areas 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, 
    and legends pertaining to them is satisfactory. (Par.
    36, 37, 38, 39, 40, 41)

9. Recoverable objects have been located and described on Form 524
    in accordance with circular 30, 1933, circular letter of March 3,
    1933, and circular 31, 1934. (Par. 29, 30, and 57)

10. A list of landmarks was furnished on Form 567 and instructions
    in the Director's letter of July 15, 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 naviga-
    tion 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 65k)
    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 Longi-
    tude 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
Draftsman.

Chief of Party

19. Remarks after review in office:

Reviewed in office by: D.C. Smith 11-31 E. J. Jones

Examined and approved:

K. T. Adams
Chief, Division of Charts

K. T. Adams
Chief, Division of Field Records

Chief, Division of Field Work

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.

Big Jones
10/1/38
### Record of Application to Charts

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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.