U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Photogrammetric - Topographic

Field No.: Office No.: T-8752

LOCALITY
State: New Jersey and Delaware
General locality: Delaware River
Locality: Penna Grove, New Jersey

1946-48

CHIEF OF PARTY
E.L. Jones, Chief of Party
T.B. Reed, Balt. Photo. Office

LIBRARY & ARCHIVES
DATE: February 21, 1950
DATA RECORD

T- 8752

Quadrangle (II): T-8752

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

Pennsgrove

Field Office: Camden, New Jersey

Chief of Party: Edmund L. Jones

Compilation Office: Baltimore, Md.

Chief of Party: Thos. B. Reed

Instructions dated (II III): March 25, 1946

Copy filed in Descriptive Report No. T-8752 (VI)

25 March 1946
19 July 1946

Completed survey received in office: 4-33-49

Reported to Nautical Chart Section: April 1949

Reviewed: Jan. 18, 1950 Applied to chart No. Date:

Redrafting Completed:

Registered: February 8, 1950 Published:

Compilation Scale: 1:20,000 Published Scale: 1:40,000

Scale Factor (III): 1.000

Geographic Datum (III): N.A. 1927 Datum Plane (III): M.S.L.

Reference Station (III): Acton 2, 1933

Lat.: 39° 38' 11.619" (358.3)m
Long.: 75° 22' 59.740" Adjusted

(1424.6m)

State Plane Coordinates (VI): N.J. STATE GRID

DEL. STATE GRID

X =

Y =

Military Grid Zone (VI)
### PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<tr>
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<td>3/21/46</td>
<td>1126</td>
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<td>&quot;</td>
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<tr>
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<td>15580</td>
<td>&quot;</td>
<td>1212</td>
<td>&quot;</td>
<td>4.8 &quot;</td>
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<td>15581</td>
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<td>15582</td>
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</table>

Tide from (III): Actual tide observations at Phila., Pa. corrected to Oldmans Pt., N.J., to Newcastle, Delaware.

Mean Range: 5.2'  
Spring Range: 5.6'

Camera: (Kind or source) U.S.C. & G.S. 9 lens, focal length 84".

Field Inspection by: John D. Weiler
James Dorsey  
Gordon Bowker  

Field Edit by: John D. Weiler  

Date of Mean High-Water Line Location (III): Same as date of photographs supplemented by field data obtained June to November 1946.

Projection and Grids ruled by (III) T.L. Janson

" " " checked by:  

Control plotted by: L.A. Senasack  
Control checked by: F.S. Tarcza  

Radial Plot by: L.A. Senasack  
F.J. Tarcza  

Detailed by: M.K. Spencer  

Reviewed in compilation office by: J.W. Vonasek  
Manuscript

Elevations on Field Edit Sheet checked by: J.W. Vonasek  

Date: June-Nov, 1946  
Date: Dec. 1948  
Date: 9-24-46  
Date: 1-10-47  
Date: 1-13-47  
Date: 4-30- to 5-13-47  
Date: 10-17-47 to 2-13-48  
Date: 2-18-48 to 3-19-48  
Date: 3-5-48
STATISTICS (III)

Land Area (Sq. Statute Miles): 52

Shoreline (More than 200 meters to opposite shore): 5 statute miles

Shoreline (Less than 200 meters to opposite shore):
Measured along center line of stream 30.2 statute miles

Number of Recoverable Topographic Stations established: 1

photo hydro

Number of Temporary Hydrographic Stations located by radial plot: none

Leveling (to control contours) - miles: 93

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

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

Remarks:
Summary to Accompany T-3752

This is one of a series of 18 topographic 7 1/2 minute quadrangles in Project Ph-7(46) extending southward along the Delaware River from Philadelphia, Pennsylvania, to lower Delaware Bay. Detailed shoreline information along the Delaware River was furnished by a series of shoreline sheets at 1:10,000.

These topographic sheets compiled at 1:20,000 scale are to be published by the U. S. Geological Survey at 1:24,000 as standard topographic quadrangles.
FIELD INSPECTION REPORT
T-8752 (39 37.5/75 22.5/7.5)
Project Ph-7 (46)
Sub-project C
E. L. Jones, Chief of Party

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

The field work for this quadrangle was completed by
the following personnel, also refer to contour diagram for areas:

<table>
<thead>
<tr>
<th>Name &amp; Title</th>
<th>Field Work</th>
<th>1946 Dates</th>
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<tbody>
<tr>
<td>Ben O. Bryant</td>
<td>Shoreline</td>
<td>July-August</td>
</tr>
<tr>
<td>Photo Aid</td>
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<tr>
<td>Gordon Bowker</td>
<td>Horizontal Control</td>
<td>June</td>
</tr>
<tr>
<td>Photo Aid</td>
<td>Recovery</td>
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<tr>
<td>Fly levels</td>
<td>Vertical Control</td>
<td>July</td>
</tr>
<tr>
<td>Contours</td>
<td>Recovery</td>
<td>July</td>
</tr>
<tr>
<td>Interior Inspection</td>
<td>Contours</td>
<td>Aug.-Sept.</td>
</tr>
<tr>
<td>John D. Weiler</td>
<td>Interior Inspection</td>
<td>Oct-Nov</td>
</tr>
<tr>
<td>Photogrammetrist</td>
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<td></td>
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<tr>
<td>James Dorsey</td>
<td>Contours</td>
<td>Oct-Nov</td>
</tr>
<tr>
<td>Photo Aid</td>
<td>Interior Inspection</td>
<td></td>
</tr>
</tbody>
</table>

1. Description of the Area:

The land surface of this area ranges from nearly flat to
undulating, with a change of elevation from sea level, to nearly
90 feet above sea level. An arborescent drainage pattern drains
the area, the main outlet being South through Salem Creek to
the Delaware River.

For the most part this area is covered with very pros-
perous farms. The Northwestern section, however, is somewhat
industrialized, being the area within the jurisdiction of the

2. Completeness of Field Inspection:

The field inspection is felt to be adequate and complete,
except for boundaries. Two field unit chiefs completed the
inspection on the areas in which each worked. Further details
may be noted in the various following paragraphs.
3. Interpretation of the Photographs:

Two sets of photographs were used, single lens 1/10,000 scale contact prints for some of the shoreline inspection and horizontal control identification. Nine lens 1/20,000 scale photos were used for the remainder of the shoreline not covered by the 1/10,000 contact prints, vertical control identification, contouring, interior inspection, and in one case for horizontal control identification not covered by the single lens 1/10,000 prints.

As photography was at the first part of March, 1946, little difficulty was encountered in the interpretation of photographic details for the various phases of the work. A noticeable change in water vegetation seems to have taken place in the Salem Creek area, due no doubt to growth of an annual nature. As this vegetation undoubtedly reoccurs each year it was deemed advisable to show its extent, and appropriate notes have been made on the photographs concerned.

4. Horizontal Control:

37 horizontal control stations were searched for or recovered. Of these 11 were identified on the photographs, either by the substitute station method, or pricked direct.

One Azimuth mark that had been moved by a road scraper was reset.

5. Vertical Control:

Vertical control consisted of recovery and identification of existing bench marks on 9-lens photographs, and establishing of approximately 93 miles of differential levels. Elevations were determined to the nearest .01 of a foot by Yre level methods. The maximum error of closure was .29 of a foot. As no error of closure in excess of .3 of a foot occurred, no adjustments were made.

6. Contours and Drainage:

Contouring was done in the field directly on 1/20,000 scale 9-lens photographs by plane table methods. The contour interval was 10 ft. All work was done as near the center of the photographs as possible, to minimize distortion and large scale changes.

7. Mean High Water Line:

All shoreline of this quadrangle is affected by tide water.
Mean High Water Line: (cont'd)

The Shoreline was inspected by Ben O. Bryant, Sr. Photo Aid, in the later part of July, 1946. When possible a truck was used and inspection was done by walking along the shoreline and at frequent intervals measurements were taken from an identifiable object or point and labeled on photographs. When truck was inadequate for this work a small skiff was used, paralleling the shore as close as possible.

8. Low Water Line:

Measurements taken from some identifiable object or point on photograph and distance applied on photograph check very closely to the Low water line as seen on photographs, indicating that the photographs were taken at or near low-water. It can safely be assumed that the water line seen on the photographs is the low water line.

9. Wharves & Shoreline Structures:

Wharves and shoreline structures were closely inspected and noted on the photographs.

10. Details Offshore from the High Water Line:

Details offshore from the H.W.L. were inspected when discernable and noted on photographs.

11. Land Marks and Aids to Navigation:

One new landmark was established in this quadrangle and is being submitted on form 567. All other landmarks that were charted were inspected and recovered and listed on form 567.

12. Hydrographic Control:

Topographic stations were established in accordance with instructions for this project. There were enough natural objects to cover the requirements therefore no monuments were set on this quadrangle. Two additional topographic signals sites were prick-ed and described on photographs and are numbered 5201 & 5202.

13. Landing Fields and Aeronautical Aids:

No comment.
14. Roads:
   Classified.

15. Bridges:

   All bridges were measured with a steel tape and checked against the lyd bridge book. Horizontal clearances were measured between fenders. Vertical clearances were measured between lowest point on bridge and M. H. W. estimated. Appropriate notes were made on the photographs.

16. Buildings:
   No comment necessary.

17. Boundaries:

   Boundary lines are shown on the Photographs with standard symbols in purple ink. Notes concerning their deviation have been written on the photographs. Fracking cards have been submitted for monuments recovered. In the absence of monuments the locations were determined as closely as possible by local inquiry.

   In the southern portion of the quadrangle great difficulty was encountered locating monuments; where they could not be located they were left for the field crew party. See Review Report.

   Legal descriptions of boundaries will be furnished in a special report.

18. Geographic Names:

   Geographic name information is the subject of a special report by Lowell I. Bass, Engineering Aid. Filed in Geographic Names Section, Div. of Charts.

Submitted
Nov 27, 1946

John D. Weiler
Photogrammetrist

Approved
Nov, 27, 1946

Edmund L. Jones
Chief of Party

Harland R. Cravat
Photogrammetrist
**Nonfloating Aids or Landmarks for Charts**

Salem, New Jersey       20 July 19

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted on the charts indicated.  The positions given have been checked after listing by

<table>
<thead>
<tr>
<th>STATE</th>
<th>New Jersey</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<tbody>
<tr>
<td>TANK</td>
<td>(Elev) Pennsgrove Water Supply Grey W.T. (150' High)</td>
<td></td>
<td>39 43.8'</td>
<td>75 28.3'</td>
<td>4'9'</td>
<td>Rad-Plot</td>
<td>1946</td>
<td>X 295</td>
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<tr>
<td>TANK</td>
<td>(Elev) Carney Point, DuPont Powder Co. Tall Black W.T. (1933)</td>
<td></td>
<td>39 42.48'</td>
<td>75 29-19</td>
<td>Na 1927 TRI</td>
<td>1933</td>
<td>X 295</td>
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<tr>
<td>SPIRE</td>
<td>Pennsgrove St. Paul Church Spire (1933)</td>
<td></td>
<td>39-43-57</td>
<td>75-28-18</td>
<td>M.A. 1927 TRI</td>
<td>1933</td>
<td>X 295</td>
<td></td>
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<tr>
<td>STANDPIPE</td>
<td>Pennsgrove Standpipe (1933)</td>
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<td>39-44-07</td>
<td>75-27-52</td>
<td>M.A. 1927 TRI</td>
<td>1933</td>
<td>X 295</td>
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<td>TANK</td>
<td>(Elev) Delaware Ordnance Depot Squat Silver W.T. (1933)</td>
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<td>39-45-00</td>
<td>75-26-58</td>
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<td>1933</td>
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<td>#1561</td>
<td>Deepwater Range Rear - See form 567 submitted with T-5757</td>
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Submitted with descriptive report for Survey No T-5772 by Baltimore Photogrammetric Office

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if reetermined, 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.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION INDEX</th>
<th>DATUM</th>
<th>LATITUDE OR X-COORDINATE</th>
<th>LONGITUDE OR Y-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
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<tbody>
<tr>
<td>EDGEMOOR 2, 1933, r. 1946</td>
<td>G-1664 Pg. 72</td>
<td>N. A.  1927</td>
<td>39° 45' 04.030&quot;</td>
<td>75° 29' 42.152&quot;</td>
<td>Right within limits of T-875                 124.3 (1726.2)</td>
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<td>SUB. STA. EDGEMOOR 2</td>
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<td>39° 45'</td>
<td>75° 29'</td>
<td>95.1 (1755.4)</td>
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<td>DELAWARE ORDINANCE</td>
<td>G-1751 Pg. 113</td>
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<td>39° 45' 00.097&quot;</td>
<td>75° 26' 57.877&quot;</td>
<td>Not within limits of T-875                  3.0 (1847.5)</td>
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<td>WATER TANK 1933</td>
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<td>PENNS GROVE, STANDPIPE 1933</td>
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<td>CARNES POINT DUMTOWER CO TALL BLACK WATER TANK 1933; r. 1946</td>
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<td>39° 42' 48.455&quot;</td>
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1 FT. = 304.8008 METERS

COMPUTED BY: L.A. Senasack                  DATE: 1/8/47
CHECKED BY: G.O. Fellers                    DATE: 1/13/47

SCALE FACTOR: 1:20,000
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<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR Y-COORDINATE</th>
<th>LONGITUDE OR X-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>SCALE FACTOR</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tr>
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1 FT. = 0.3048006 METER

COMPUTED BY: L.A. Senasack

DATE: 1/8/47

CHECKED BY: G.O. Fellers

DATE: 1/13/47
<table>
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<tr>
<th>STATION</th>
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<th>N.A. 1927 DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tbody>
<tr>
<td>SUB. STA. DSPOT</td>
<td>N.A.</td>
<td>1927</td>
<td>39° 46'</td>
<td>75° 27'</td>
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<tr>
<td>PEDRICKTOWN, 1933</td>
<td>G-1664</td>
<td>1927</td>
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<td>75° 24'</td>
<td>1203.3 (647.2)</td>
<td>215.5 (1212.7)</td>
</tr>
<tr>
<td>SUB. STA. DSPOT</td>
<td>1927</td>
<td></td>
<td>39° 45'</td>
<td>75° 24'</td>
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<td></td>
</tr>
<tr>
<td>SUB. STA. MON. NO. 2904</td>
<td></td>
<td></td>
<td>300,000</td>
<td></td>
<td>300.7 (2747.3)</td>
<td>1116.8 (1931.2)</td>
</tr>
<tr>
<td>SUB. STA. MON. NO. 1064</td>
<td></td>
<td></td>
<td>330,000</td>
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<td></td>
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<tr>
<td>SUB. STA. MON. NO. 13009</td>
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<td></td>
<td>330,000</td>
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</tr>
<tr>
<td>SUB. STA. MON. NO. 2905</td>
<td></td>
<td></td>
<td>290,000</td>
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</tr>
</tbody>
</table>

T-8752 (Pennsgrove Quadrangle), is one of 10 topographic manuscripts in Project No. Ph-7(46) located along the Delaware River and Bay. These surveys are to be compiled in accordance with instructions dated 25 March 1946, and 19 July 1946, by graphic photogrammetric methods.

26. CONTROL

See layout of control submitted to the Washington Office 21 May 1947. A list of stations on Form No. M-2388-12 is included in this report.

27. RADIAL PLOT

The radial plot for the area of this survey was part of a combined radial plot made with celluloid templets for Surveys Nos. T-8751 to T-8754, inclusive, the report for which was submitted to the Washington Office on 21 May 1947 and is now included as part of the Descriptive Report T-8751.

28. DELINEATION

The compilation is in accordance with written instructions pertaining to Project No. PH-7(46); dated 19 July 1946.

Photographs and field inspection were in general, adequate and satisfactory.

All contours were traced directly from field photographs. Minor corrections were made for purposes of completion of junctions with adjoining surveys.

The mean high water line and adjacent features were traced from reductions of shoreline manuscripts T-8772 & T-8773. See these surveys for shoreline features at a larger scale.

29. SUPPLEMENTAL DATA

Map of New Jersey-Delaware Boundary in Delaware River and Bay to accompany the decree of the Supreme Court of the United States dated 30 March 1935 (Sherman & Sleeper, Engineers).

Map of Pennsgrove Borough prepared by Skinner & Compton, Engineers, dated April 1940.

30. MEAN HIGH WATER LINE

All of the mean high water line not covered by shoreline surveys was delineated after stereoscopic examination of photographs. See also paragraph 28, above.
31. **MEAN LOW WATER LINE**

Only the approximate mean low water line identified by the field party on 1:10,000 scale field ratio prints has been shown.

31a. **SHOAL LINES**

Cherry Island Flats was not delineated because the feature was not apparent on the photographs.

32. **DETAILS OFFSHORE FROM MEAN LOW WATER LINE**

No comment.

33. **WHARVES & SHORELINE STRUCTURES**

Delineated in accordance with field identification.

34. **LANDMARKS AND AIDS TO NAVIGATION**

See form No. 567 attached to the field report, and to the report for Survey No. T-8772.

35. **HYDROGRAPHIC CONTROL**

None shown.

See descriptive report for Shoreline Survey No. T-8772 for location and description of two (2) photo-hydro stations.

36. **LANDING FIELDS & AERONAUTICAL AIDS**

One airport and one proposed airport were delineated in accordance with field party inspection. The aeronautical aid shown on the Corps of Engineers Salem Quadrangle as "Aero Fl" was not delineated on the manuscript because it was not identified by the field party. (Possibly no longer in existence).

37. **GEOGRAPHIC NAMES**

Geographic names were taken from the final name standard dated 10 December 1946. A list of geographic names is attached to this report.

38. **JUNCTIONS**

The junctions to the south with Survey No. T-8754 and to the west with Survey No. T-8751 have been made, and are in good agreement.

There are no contemporary surveys to the north and to the east.
39. BOUNDARIES

The legal descriptions of the boundaries of Townships Mannington, Oldmans, Upper Penns Neck, Lower Penns Neck, and Pilesgrove have not been furnished. Township boundaries delineated upon the manuscript are in accord with those shown upon "Salem Quadrangle, published by Corps of Engineers, U. S. Army, 1941. The only boundaries identified on field photographs are those shown on photographs 15576 and 15580. See Review Report.

40. BRIDGES

Details in regard to bridges were delineated in accordance with information furnished on field photographs.

All bridge information for the area covered by this report as listed in the U. S. Engineers "List of Bridges Over Navigable Waters in the U.S." dated 1 July 1941, was verified in the field; all clearances were carefully measured with a steel tape, and the published descriptions and clearances were found to be correct except for the following discrepancies which were not reported to the Local District Engineer:

<table>
<thead>
<tr>
<th>Bridge at</th>
<th>Field Information</th>
<th>Listed Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salem Canal,</td>
<td>Hor. Cl. 40.5'</td>
<td>not listed</td>
</tr>
<tr>
<td>Deepwater Point, N.J.</td>
<td>Ver. Cl. 3.0'</td>
<td></td>
</tr>
<tr>
<td>R.R. Bridge, Steel</td>
<td>fixed</td>
<td></td>
</tr>
<tr>
<td>Salem Canal,</td>
<td>Hor. Cl. 40.0'</td>
<td>39.3'</td>
</tr>
<tr>
<td>Deepwater Point, N.J.</td>
<td>Ver. Cl. 5.0' MHW</td>
<td>2.0' MHW Bascule</td>
</tr>
<tr>
<td>Highwater Bridge, Wood</td>
<td>fixed</td>
<td></td>
</tr>
<tr>
<td>Salem Canal</td>
<td>Ver. Cl. 7.8' MHW</td>
<td>6.0' MHW</td>
</tr>
<tr>
<td>Deepwater Point, N.J.</td>
<td>Hor. Cl. 60.0'</td>
<td></td>
</tr>
<tr>
<td>Highwater Bridge, Concrete</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salem River</td>
<td>Ver. Cl. skiff only</td>
<td>not listed</td>
</tr>
<tr>
<td>Logston Crest, N.J.</td>
<td>Hor. Cl</td>
<td></td>
</tr>
<tr>
<td>Highwater Bridge, Concrete</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salem Creek</td>
<td>not given</td>
<td></td>
</tr>
<tr>
<td>Courses Landing, N.J.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway Bridge</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

41. DISCREPANCY OVERLAY

A discrepancy overlay containing notes in reference to conflicting or omitted data is submitted with the manuscript.
44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS

T-8752 has been compared with the U. S. Engineers Salem quadrangle scale 1:62,500, dated 1941, and found to be in good agreement.

45. COMPARISON WITH NAUTICAL CHARTS


The following topographic information shown on the map is of sufficient importance to warrant immediate application to the chart:

None.

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

None.

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

Minor changes in cultural and shoreline details shown on this manuscript need no special discussion.
Respectfully submitted
15 March 1948

[Signature]
Engineering Aid
Compilation & Descriptive Report

[Signature]
Supervisor

[Signature]
Photogrammetric Engineer
Photogrammetric Office Reviewer

 Approved and forwarded
March 1948

[Signature]
Officer in Charge
Baltimore Photogrammetric Office
GEOGRAPHIC NAMES

Beaver Dam
Biddles Landing
Brandywine Hundred Boundary Line
Carney Point
Carneys Point
Cheeseman Courses Landing Road
Cherry Island Flats
Concord School
Courses Landing
Courses Landing Road
Culliers Run
Danceys Corner
Deepwater
Deepwater School
Deepwater Slapes Corner Road
Delaware
Delaware River
Dupont Penns Grove Country Club
Forked Hickory Pedricktown Road
Friendship
Game Creek
Game Creek Branch
Glenside
Gloucester County
Golf Manor
Golvue
Haines Neck
Haines Neck Church
Haines Neck Road
Haines Neck School
Halls Run
Halltown
Harding Highway
Helms Cove
Henby Creek
Hook Road
Laytons Lake
Horne Run
U.S. 130
N. J. 44
N. J. 48

Logan Township
Lower Penns Neck Township
Major Run
Manington Meadow
Manington Township
Marshalltown
New Jersey
Oldmans Creek
Oldmans Township
Pedricktown Woodstown Road
Penns Grove
Penns Grove
Penns Grove
Penns Grove
Penns Grove
Penns Grove
Pennsville Auburn Road
Pennsville Auburn Road
Pennsylvania Reading Seashore Line
Perkintown
Perkintown Cemetery
Perkintown Road
Perkintown Station
Pine Island Meadow
Pointers Auburn Road
Pointers Sharptown Road
Porcupine Straughens Mill Road
Raines Corner
Salem Canal
Salem County
Salem Creek
Slapes Corner
South Penns Grove
Two Penny Run
Upper Penns Neck Township
Whooping John Creek
Wiley Road
Wilmington
Wilmington Hundred Boundary Line
Mt. Zion Ch.
U. S. 40
Penns Grove Field
County Rd. 7
County Rd. 17
County Rd. 41
County Rd. 43
County Rd. 44
County Rd. 45

* = Decis. BGN
* = Approved name
12-14-49

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* Not on manuscript because feature could not be delineated.
FIELD EDIT REPORT
Quadrangle T-8752
39°37.5' 75°22.5' / 7.5
Project Ph-7(46)
Riley J. Sipe, Chief of Party

Field edit of this quadrangle was completed during December 1948 by John D. Weiler, Photogrammetrist.

46. METHODS

In field editing the map manuscript, all roads were traversed by truck. Because of the plethora of roads in the area, walking was necessary in only a few instances for solving drainage and contour discrepancies. Data added to the map manuscript were either plotted from topographic features, or cut in by planable methods.

47. ADEQUACY OF THE MAP MANUSCRIPT

The map manuscript was incomplete in only one respect; building delineation. This item constituted the majority of the field edit work. In all other features the compilation was well done.

Most of the notes on the field edit sheet are self-explanatory. The few items needing further clarification are elaborated below.

The area adjacent to the Salem River is correctly delineated as water; not marsh, as questioned by the reviewer.

The name, CONCORD SCHOOL, was applied to the wrong schoolhouse, and has been corrected on the field edit sheet.

The name, Logston Crest, has been deleted in favor of the name, CEDAR CREST MANOR, after inquiry prompted by local highway signs.

Roads have been reclassified according to the latest instructions, and road destinations obtained along the northern and eastern quadrangle borders as requested by the reviewer.

The District Engineer of the U.S.E.D. was notified of all conflicting bridge measurements.

48. VERTICAL ACCURACY TEST

Since no vertical accuracy test was specified for this quadrangle, contours were given stringent visual attention. They have good form and adequately depict the terrain.
The map manuscript was reviewed by Mr. Krauss, Chief Engineer for the Dupont Powder Company for the past twenty years. Familiar with the area, he found no errors.

Submitted
3 January 1949

John D. Weiler
Photogrammetrist
61. **General**.-Detailed shoreline information along the Delaware River was furnished by two shoreline sheets of this same project i.e. Ph-7(46) --

- T-8772: 1:10,000 (Compiled 1947)
- T-8773: 1:10,000 (Compiled 1947)

62. **Comparison with Registered Surveys**:

- T-1509a,b: 1:5,000: 1881
- T-1545: 1:5,000: 1881

This map, T-8752, supersedes these surveys for nautical charting purposes.

63. **Comparison with Maps of Other Agencies**

- **SALEM**: 1:62,500 1948 Army Map Service

64. **Comparison with Contemporary Hydrographic Surveys**: None

65. **Comparison with Nautical Charts**:

- Chart 294: 1:40,000 Revised to April 1949
- Chart 295: 1:40,000 Revised to June 1949

66. **Adequacy of Manuscript**.-This compilation complies with the National Standards of Map Accuracy.

67. **Boundaries**.-The Delaware-New Jersey boundary is the MLW line on the New Jersey shore. Except for the approximate MLW line indicated by the sand and mud foreshore symbols, no other MLW line data has been furnished.

Township boundary information was obtained from the highway maps for Salem County, N.J., revised to 1944. The only legal descriptions extant for these boundaries were obsolete and could not be used.

68. **Classified Information**.-The manuscript contains classified information and has been designated "RESTRICTED" accordingly.
Reviewed by:

L. Martin Gazik

APPROVED BY:

L. V. Griffith
Chief, Review Section 
Division of Photogrammetry

A. E. Edmonton
Chief, Nautical Chart Branch 
Division of Charts

D. E. Reading
Chief, Division of Photogrammetry 

Chief, Div. Coastal Surveys