U.S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Topographic
Field No.: Office No.: T-8753

LOCALITY
State: Delaware and New Jersey
General locality: Delaware River
Locality: Raritan Island to Hackensack Cove

CHIEF OF PARTY
S. I. Jones, Chief of Party
T. H. Read, Baltimore Photo. Office

LIBRARY & ARCHIVES
DATE: May 22, 1950
DATA RECORD

T-3753

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

Field Office: New Castle, Del.  Chief of Party: E. L. Jones

Compilation Office:  Chief of Party: Thos. B. Reed
Baltimore Photogrammetric Office

Instructions dated (II III):  Copy filed in Descriptive
25 March 1946  Report-No.-T-  Division of Photogrammetry
19 July 1946  Office Files

Completed survey received in office:  26 Feb 1948

Reported to Nautical Chart Section: 1 Mar 1948

Reviewed: 3 Oct 1949  Applied to chart No.  Date:

Redrafting Completed:

Registered: 17 April 1957  Published:

Compilation Scale: 1:20,000  Published Scale: 1:24,000

Scale Factor (III): 1.000

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

Reference Station (III): DUPONT, 1933

Lat.: 39° 34' 17.303"  Long.: 75° 34' 55.734"  Adjusted
(533.3m)  (1330.3m)

State Plane Coordinates (VI): Delaware  New Jersey

X = 4,303,344.6  Y = 572,374.70  Unadjusted

2 1,741,917.47  270,058.73

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>
</tr>
</thead>
<tbody>
<tr>
<td>15544 &amp; 15545</td>
<td>3/21/46</td>
<td>1030</td>
<td>1:20,000</td>
<td>4' above MLW</td>
</tr>
<tr>
<td>15553 &amp; 15554</td>
<td>3/21/46</td>
<td>1043</td>
<td>-</td>
<td>4.3' above MLW</td>
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</tbody>
</table>

Tide from (III): Actual tide observations at Philadelphia, corrected to Delaware City to Reedy Island.

Mean Range: 5.2'
Spring Range: 5.7'

Camera: (Kind or source) U.S.C&G.S. Nine lens camera, focal length 8½".

Field Inspection by: H.R. Brooks & M.A. Stewart - June, July, August, 1946.

Field Edit by: John D. Weiler
              Donald G. Flippo
              date: Oct.-Nov. 1948
              March 1948

Date of Mean High-Water Line Location (III): Same as date of photographs supplemented by field inspection during June, July and August 1946.

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

" " " checked by: T.L. Janson
date: Sept. 24, 1946

date: Sept. 24, 1946

date: Nov. 15, 1946.

date: Nov. 21, 1946

Radial Plot by: Frank J. Tarcza
                Leroy A. Senasack
date: April 30, 1947 to May 13, 1947

Detailed by: Leroy A. Senasack
date: (October 14, 1947 to Dec. 3, 1947)
      (Dec. 17, 1947 to Jan. 27, 1948)
      (Feb. 10, 1948 to Feb. 13, 1948)

Reviewed in compilation office by: Raymond Glaser
date: Jan.-Feb. 1948

date: Jan.-Feb. 1948

date: Feb. 1948

Elevations on Field Edit Sheet checked by: Raymond Glaser

map manuscript

date: Jan.-Feb. 1948

date: Feb. 1948
STATISTICS (III)

36

Land Area (Sq. Statute Miles):

Shoreline (More than 200 meters to opposite shore): 30 statute miles

Shoreline (Less than 200 meters to opposite shore): 85 statute miles

Number of Recoverable Topographic Stations established: 14

Number of Temporary Hydrographic Stations located by radial plot: none

Leveling (to control contours) - miles: 59 linear

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-8753

This map is one of a series of 15 topographic 7\(\frac{1}{2}\)-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 24 shoreline sheets at 1:10,000 scale.*

These topographic sheets compiled at 1:20,000 scale are to be published by the U. S. Geological Survey at 1:24,000 scale as standard topographic quadrangles.

The registered copies under T-8753 will include the original descriptive report, a cloth-mounted print of the manuscript at a scale of 1:20,000 and a cloth-mounted color print of the published map at a scale of 1:24,000.

* Shoreline information within the limits of T-8753 should be taken from the larger scale, contemporary shoreline sheets T8777, T8778, T8779, and T8778 - see index on preceding page.
FIELD INSPECTION REPORT
T 8753 (39° 30' / 75° 30' / 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 Director's Instructions, Project Ph-7 (46), dated 25 March, 1946, and Supplemental Instructions No. 1, dated 14 June, 1946, except for deviations noted herein.

Since the area was divided naturally into eastern and western sections by the Delaware River, work was completed by two independent parties. The writer, M.A. Stewart, Engineering Aid, completed all phases of the work on the Delaware Side of the river, except as otherwise noted; and H.R. Brooks, Photogrammetrist, completed the New Jersey side, except as otherwise noted.

1. Description of the Area:

For the most part the land, characteristic of tidal country, is undulating with elevations ranging from sea level to about 50 feet above M.S.L.

The land area is composed of about one-third salt marsh, considered valuable for muskrat trapping, and about two-thirds general farm land. The principle industries are agriculture and fishing.

In the northeast corner of the quadrangle, a large portion of Goose Island flats has been filled in and a rock bulkhead been built. The area formed by this bulkhead, east to Lighthouse Road, is a National Wildlife Refuge. Here, naturalists study the habits and gather statistics on various species of migratory birds.

Three Military Installations are located in the quad. They are Fort Dupont, Fort Delaware, and Fort Mott; the latter two, although they appear in good repair, have been abandoned. They are sturdy concrete and granite structures, for the most part underground, with many winding tunnels and narrow, dark passageways. Wide, deep moats surrounding the fortifications are reminiscent of medieval days and ancient warfare.

2. Completeness of Field Inspection:

Field inspection is felt to be adequate and complete. For full details refer to appropriate paragraph headings below.
1. Inspection of the car:

For the purpose of this report, the car is under contract to the U.S. Government. The car is under contract to the U.S. Government. The car is under contract to the U.S. Government. The car is under contract to the U.S. Government.

N-9

USCG-65

It is necessary to have an inspection of the car to determine the condition of the car.

N-1, 1931

Delaware Gulf

In the opinion of the Inspector, the car is in a good condition.

N-1, 1931

Delaware Gulf

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N-1, 1931

Delaware Gulf

In the opinion of the Inspector, the car is in a good condition.
3. **Interpretation of the Photographs:**

Two sets of photographs were used, single lens 1/10,000 scale contact prints, for shoreline inspection and horizontal control identification, and 9-lens 1/20,000 scale photos for vertical control identification, contouring, and interior inspection.

Since photography was of the first part of March, 1946, no difficulty was encountered in the interpretation of photographic details for various phases of the work.

4. **Horizontal Control:**

Twenty-nine horizontal control stations were searched for or recovered. Of these, seventeen were identified on the photos, from detail points, the substitute station method, or pricking direct.

Recovery and identification of horizontal control on the New Jersey side was accomplished in July, 1946.

Recovery and identification of horizontal control on the Delaware side was accomplished during July and August, 1946. L. Y. Fitzgerald, Engineering Aid, assisted M. A. Stewart with this phase of the work.

5. **Vertical Control:**

Vertical control consisted of recovery and identification of existing bench marks on 9-lens photographs, and establishing of 4th order levels.

BM recovery was completed during the month of June, 1946.

4th Order Levels:

Approximately 59 linear miles of 4th order levels were completed, from 18 June to 10 July, 1946. Elevations were determined by wye level methods to the nearest 0.01 of a ft. The maximum error of closure was 0.35 feet; all errors greater than 0.30 feet were prorated throughout the line.

6. **Contours and Drainage:**

Contouring was done in the field directly on 1/20,000 scale 9-lens photographs by planetable methods. The contour interval was 10 feet; all work was done as near the center portion of the photos as possible to minimize distortion and large scale changes.

Preliminary to field work a stereoscopic examination of the photographs was made; drainage was delineated and other data entered
on the photos. After field work was completed, another stereoscopic examination was made to check the shapes of the contours.

7. **Mean High Water Line:**

   The average range of tide is 5.3 feet.

   Shoreline on the Delaware side was inspected by I.Y. Fitzgerald, Engineering Aid, during August, 1946.

   Shoreline on the New Jersey side was inspected by H. R. Brooks, Photogrammetrist, during June, 1946.

8. **Low Water Line:**

   In general, the low water line was not delineated because of the difficulty of viewing the shoreline at Low Water. Where such visits were practical, it was generally noted that the low water line and apparent shoreline are synonymous because most banks are perpendicular to the water. In a few instances, the low water line was found to be outside the apparent shoreline; storms caused the banks to slough off, creating a mud plain.

9. **Wharves and Shoreline Structures:**

   There are several large piers and shoreline structures in the area, and it is interesting to note that the pier located at the National Wildlife Refuge is used in connection with a pumping operation carried on there.

10. **Details Offshore from High Water Line:**

    No comments necessary.

11. **Landmarks and Aids to Navigation:**

    Data on Landmarks and Aids to Navigation is listed on the accompanying Forms No. 567, except azimuths of ranges.

    The azimuth of the Chesapeake-Delaware Canal Range is to be determined by the Photogrammetric Office; a point on range was identified on the photographs. (*Center of lift bridge*)

    Three point sextant fixes were made on Finns Point and Salem River Ranges. In both instances, it was not practical to determine the azimuths of the ranges by planerlable, triangulation, or photogrammetric methods without undue cost. (*See page 4*)
All fixed Aids to Navigation were checked in the field against the 1945 Light List and are in agreement except for the following:

<table>
<thead>
<tr>
<th>1945 Light List</th>
<th>Chart No.</th>
<th>Chkd. in Field</th>
<th>Discrepancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of Aid</td>
<td>Light No.</td>
<td>Lat.</td>
<td>Long.</td>
</tr>
<tr>
<td>CHESAPEAKE &amp; DELAWARE CANAL No. 1</td>
<td>1663</td>
<td>29° 30.4'</td>
<td>75° 32.0'</td>
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<tr>
<td>CHESAPEAKE &amp; DELAWARE CANAL No. 4</td>
<td>1666</td>
<td>29° 30.4'</td>
<td>75° 32.0'</td>
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<td>CHESAPEAKE &amp; DELAWARE CANAL No. 9</td>
<td>1670</td>
<td>29° 30.4'</td>
<td>75° 32.0'</td>
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<td>CHESAPEAKE &amp; DELAWARE CANAL No. 12</td>
<td>1672</td>
<td>29° 30.4'</td>
<td>75° 32.0'</td>
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</tbody>
</table>

In existence, charted correctly but located on south bank. Structure is white tank house not white skeletal tower and tank house on pier.
Azimuth of Navigational Ranges
(copied from Desg. Rpt. T-3751)

Three-point sextant fixes to determine the azimuth of navigational ranges were obtained by George F. Varnadore and James R. Randolph on 16-17 Sept. 1948 and are as follows:

At points on New Castle Range:

1. \(\Delta\) Fort Mott Monument, 1933 76°57'00"
   (5) 0 Light on Point, N.W. of Monument -- -- --
   0 New Castle F. & R. Range Light 46 43 30

2. \(\Delta\) Fort Mott Monument, 1933 71 18 00
   (4) 0 Light on Point, N.W. of Monument -- -- --
   0 New Castle F. & R. Range Light 62 10 00

At a points on Bulkhead Bar Range:

1. \(\Delta\) Fort Mott Monument, 1933 71°20'00"
   (5) 0 Light on Point, N.W. of Mon. -- -- --
   0 Rear Range Light (New Castle Range 63°19'30"

2. \(\Delta\) Fort Mott Monument, 1933 67°33'00" deleted from manuscript
   (4) 0 Light on Point, N.W. of Mon. -- -- --
   0 Rear Range Light (New Castle Range 83 31 30

\(\frac{\text{---}}{\text{---}}\)
Copy of Field Notes----SALEM RIVER RANGE

At a point on range (1)

TRI. - Salem Gayner Glass Co., black water tank, 1933
TRI. - Salem River, Front Range Lt., 1933 = 44° 03'
TOPO. - Finns Point, Front Range Lt., 1946 = 47° 56'

At a point on range (2)

TRI. - Salem Gayner Glass Co., black water tank 1933
TRI. - Salem River, Front Range Lt. 1933 = 45° 10'
TOPO. - Finns Point, Front Range Lt. 1946 = 47° 09'

Triangulation station, Salem River Front Range Light, 1933 was then occupied and a Sextant angle observed from Triangulation Station, Salem Gayner Glass Co., black water tank, 1933, to Triangulation Station, Salem River, Rear Range Light, 1933. The observed angle was 53° 02'-30".

Copy of Field Notes----FINNS POINT RANGE

At a point on range (1)

TRI. - Salem Gayner Glass Co., black water tank 1933
TOPO. - Finns Point, Front Range Light 1946 = 79° 07'-00"
TRI. - Fort Mott Monument, 1933 = 25°-10'-30"

At a point on range (2)

TRI. - Salem Gayner Glass Co., black water tank 1933
TOPO. - Finns Point, Front Range Lt. 1946 = 71° 57'-30"
TRI. - Fort Dupont, black water tank, 1933 = 94°-22'-30"

12. Hydrographic Control:

Fourteen recoverable topographic stations were established, pricked on the photographs, and described on Form No. 524.

Twelve hydrographic signal sites were selected, pricked on the photographs, and briefly described thereon.

See Descriptive Reports 7-1934, 7-1935, 7-1937, 7-1938

13. Landing Fields and Aeronautical Aids:

None.

14. Roads:

No comment necessary.
15. **Bridges:**

A field investigation of the published bridge data was made during July, 1946, by M.A. Stewart, Engineering Aid, while contouring in the area. Horizontal and vertical clearances were measured in the field with a steel tape.

Field measurements of the Delaware City Branch Canal, Single span Bascule Bridge check the 1941 List of Bridges over Navigable Waters.

The Reedy Point Bridge, over the Chesapeake and Delaware Canal, (page 78, 1941 List of Bridges) has a 169.5 ft. horizontal clearance, center span, instead of 168.2.

16. **Buildings:**

No comment necessary.

17. **Boundaries:**

No comment necessary.

18. **Geographic Names:**

Geographic names were investigated by the contour parties during July and August, 1946. All geographic name information will be compiled into a special report, prepared by Lowell I. Bass, Engr. Aid.

19. **Coast Pilot Information:**

Coast Pilot information was investigated during the course of field work; and a special project report compiled by George E. Vannadoc, Photogrammetrist.

Submitted 21 August, 1946:

Matthew A. Stewart
Engr. Aid

Approved 23 August, 1946:

Edmund L. Jones,
Chief of Party
<table>
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<tr>
<th>STATION</th>
<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>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>FINNS POINT REAR RANGE LT., 1933</td>
<td>G-1751 Pg.125</td>
<td>N.A. 1927</td>
<td>39° 37'</td>
<td>01.063''</td>
<td>32.8 (1817.6)</td>
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<td>32.8 (1817.6)</td>
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<tr>
<td>FORT MOTT, NATIONAL CEMETERY MONUMENT, 1933</td>
<td>G-1751 Pg.125</td>
<td>&quot;</td>
<td>39° 36'</td>
<td>41.741''</td>
<td>1287.3 (563.1)</td>
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<td>1287.3 (563.1)</td>
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<td>FORT MOTT, 1933</td>
<td>G-1664 Pg.74</td>
<td>&quot;</td>
<td>39° 36'</td>
<td>13.419''</td>
<td>553.3 (878.0)</td>
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<td>553.3 (878.0)</td>
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<tr>
<td>FORT MOTT (U.S.E.) 1900</td>
<td>G-1664 Pg.79</td>
<td>&quot;</td>
<td>39° 36'</td>
<td>13.786''</td>
<td>413.8 (1436.6)</td>
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<td>413.8 (1436.6)</td>
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<tr>
<td>FINN, 1934 R.M.</td>
<td>G-1913 Pg.136</td>
<td>&quot;</td>
<td>39° 35'</td>
<td>13.713''</td>
<td>327.2 (1104.3)</td>
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<td>327.2 (1104.3)</td>
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<tr>
<td>PEA PATCH ISLAND L.T., 1933</td>
<td>G-1751 Pg.125</td>
<td>&quot;</td>
<td>39° 35'</td>
<td>25.500''</td>
<td>1099.3 (751.1)</td>
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<td>1099.3 (751.1)</td>
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<tr>
<td>FORT DELAWARE (U.S.E.) 1937</td>
<td>U.S.E.D. Phila. Dist.</td>
<td>&quot;</td>
<td>39° 35'</td>
<td>54.918''</td>
<td>365.6 (1066.1)</td>
<td></td>
<td>365.6 (1066.1)</td>
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</tr>
<tr>
<td>SUB STA. FORT DELAWARE (U.S.E.)</td>
<td>&quot;</td>
<td>&quot;</td>
<td>39° 35'</td>
<td>20.908''</td>
<td>786.4 (1066.0)</td>
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<td>786.4 (1066.0)</td>
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<tr>
<td>SALEM RIVER REAR RANGE LT., 1933</td>
<td>G-1751 Pg.126</td>
<td>&quot;</td>
<td>39° 34'</td>
<td>40.844''</td>
<td>1310.5 (121.3)</td>
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<td>1310.5 (121.3)</td>
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<tr>
<td>SALEM COVE NORTH, 1934</td>
<td>G-1913 Pg.136</td>
<td>&quot;</td>
<td>39° 34'</td>
<td>40.915''</td>
<td>644.8 (1205.6)</td>
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<tr>
<td>DELAWARE CITY, SILVER STANDPIPE, 1933</td>
<td>G-1751 Pg.126</td>
<td>&quot;</td>
<td>39° 34'</td>
<td>27.569''</td>
<td>81.0 (1350.8)</td>
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<td>81.0 (1350.8)</td>
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<tr>
<td>DUPONT, 1933</td>
<td>G-1664 Pg.73</td>
<td>&quot;</td>
<td>39° 34'</td>
<td>17.303''</td>
<td>622.1 (1228.3)</td>
<td></td>
<td>622.1 (1228.3)</td>
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</tr>
</tbody>
</table>

1 FT. = 304.8008 METER

COMPUTED BY: L.A. Sensasack

DATE: 11/8/46

CHECKED BY: G.O. Fellers

DATE: 11/9/46
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INCH)</th>
<th>DATUM</th>
<th>LATITUDE OR ( \eta )-COORDINATE</th>
<th>LONGITUDE OR ( \lambda )-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>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUB. STA. DUPONT</td>
<td>N.A. 1927</td>
<td></td>
<td>39° 34'</td>
<td>75° 34'</td>
<td>534.7 (1315.7)</td>
<td></td>
<td>1341.1 (910.0)</td>
<td></td>
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<tr>
<td>SALEM RIVER FRONT</td>
<td>G-1751</td>
<td>127</td>
<td>39° 34', 15.324&quot;</td>
<td>75° 31', 03.726&quot;</td>
<td>472.6 (1377.8)</td>
<td></td>
<td>88.9 (1343.2)</td>
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<tr>
<td>RANGE LT., 1933</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>115.7 (1734.7)</td>
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<tr>
<td>SALEM COVE SOUTH, 1934</td>
<td>G-1913</td>
<td>136</td>
<td>39° 34', 03.753&quot;</td>
<td>75° 30', 43.614&quot;</td>
<td>1041.1 (391.1)</td>
<td></td>
<td>83.3 (1767.1)</td>
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<tr>
<td>FORT DUPONT BLACK</td>
<td>G-1751</td>
<td>127</td>
<td>39° 34', 02.700&quot;</td>
<td>75° 35', 08.260&quot;</td>
<td>197.2 (1235.0)</td>
<td></td>
<td>1124.6 (725.8)</td>
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</tr>
<tr>
<td>WATER TANK, 1933</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1025.2 (407.2)</td>
<td></td>
</tr>
<tr>
<td>REEDY POINT, C&amp;D</td>
<td>&quot;</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>917.7 (932.7)</td>
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<tr>
<td>CANAL SOUTH BREAK-WATER</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
<td></td>
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<td>10.7 (1421.7)</td>
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<tr>
<td>FL.W.LT., 1933</td>
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<td>&quot;</td>
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<td></td>
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<td>854.4 (996.0)</td>
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<td>&quot;</td>
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<td></td>
<td></td>
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<td>&quot;</td>
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<tr>
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<td></td>
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<td></td>
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</tr>
<tr>
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<td>&quot;</td>
<td></td>
<td></td>
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<td>59.4 (1791.0)</td>
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<td>&quot;</td>
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<td></td>
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<td>1063.8 (369.1)</td>
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<td>LT., 1933</td>
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<td></td>
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<tr>
<td>ELSINBORO, 1933</td>
<td>G-1664</td>
<td>74</td>
<td>39° 32', 26.169&quot;</td>
<td>75° 32', 01.883&quot;</td>
<td>1066.7 (364.2)</td>
<td></td>
<td>1054.3 (796.1)</td>
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<td>PORT PENN, 1933</td>
<td>&quot;</td>
<td>&quot;</td>
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<td></td>
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<td>1260.8 (164.1)</td>
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<td>SUB. STA. PORT PENN</td>
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<tr>
<td>CARRON, 1933</td>
<td>G-1664</td>
<td>58</td>
<td>39° 31', 34.187&quot;</td>
<td>75° 37', 53.120&quot;</td>
<td>1260.8 (164.1)</td>
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<td>1054.3 (796.1)</td>
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<td>SOURCE OF INFORMATION</td>
<td>DATUM</td>
<td>LATITUDE OR $y$-COORDINATE</td>
<td>LONGITUDE OR $x$-COORDINATE</td>
<td>DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
<td>DATUM CORRECTION</td>
<td>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
<td>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
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<td>-----------------------------</td>
<td>-----------------------------------------------</td>
<td>-------------------</td>
<td>-----------------------------------------------------------------</td>
<td>-----------------------------------------------------</td>
</tr>
<tr>
<td>SUB. STA. CARROW</td>
<td></td>
<td>N.A. 1927</td>
<td>39° 31'</td>
<td>75° 37'</td>
<td>968.8 (881.6)</td>
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<tr>
<td>PORT PENN PRESBY-TERIAN CHURCH</td>
<td>N.A. 1927</td>
<td></td>
<td>39° 31'</td>
<td>75° 34' 00.250&quot;</td>
<td>1292.6 (140.5)</td>
<td>7.7 (1842.7)</td>
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<td></td>
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<td>SPIRE, 1933</td>
<td></td>
<td>129</td>
<td>39° 31'</td>
<td>75° 34' 41.951&quot;</td>
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<td>REEDY ISLAND QUARantine STATION</td>
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<td>&quot;</td>
<td>39° 30'</td>
<td>75° 33' 54.680&quot;</td>
<td>1002.1 (431.2)</td>
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<td>&quot;</td>
<td>39° 30'</td>
<td>75° 34' 45.544&quot;</td>
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<td>&quot;</td>
<td>39° 30'</td>
<td>75° 34' 33.124&quot;</td>
<td>1021.5 (828.9)</td>
<td>2.5 (1430.9)</td>
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<tr>
<td>REEDY ISLAND LT., 1933</td>
<td>&quot;</td>
<td>&quot;</td>
<td>39° 30'</td>
<td>75° 34' 00.103&quot;</td>
<td>85.1 (1765.3)</td>
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<tr>
<td>REEDY (U.S.E.) 1901</td>
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<td>&quot;</td>
<td>39° 30'</td>
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<td>228.6 (1205.0)</td>
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<td>DELAWARE CITY CHURCH SP. 1933</td>
<td>&quot;</td>
<td>&quot;</td>
<td>39° 34'</td>
<td>75° 34' 01.952&quot;</td>
<td>863.9 (986.5)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>(Destroyed May 1946)</td>
<td>&quot;</td>
<td>&quot;</td>
<td>39° 34'</td>
<td>75° 35' 28.012&quot;</td>
<td>884.6 (547.5)</td>
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</tbody>
</table>
COMPILATION REPORT

QUADRANGLE — DELAWARE CITY

T-8753 (Delaware City Quadrangle) is one of ten topographic manuscripts in Project 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 radial plot report for layout of control in this area. A list of stations on Form No. M-2388-12 is included in this report.

27. RADIAL PLOT

Refer to the report for the combined radial plot covering the areas of Surveys No. T-8751 to T-8754 inclusive, submitted to the Washington Office 21 May 1947. See also the individual radial plot report covering the area of T-8774 (scale 1:10,000) submitted to the Washington Office 12 September 1947. Also refer to the reports for combined radial plots covering the areas of Surveys Nos. T-8777 to T-8779 and eastern half of T-8775 (scale 1:10,000) submitted to the Washington Office 24 June 1947.

28. DELINEATION

The compilation is in accordance with written instructions pertaining to Project PH-7(46) dated 19 July 1946.

The mean high water line bordering along the Delaware River, Chesapeake and Delaware Canal, and Delaware City Canal as delineated on the manuscript was traced from four (4) shoreline manuscript reductions: the southern half of Survey T-8774, the eastern half of Survey T-8775, the western portion of Survey T-8777 and northern portion of Survey T-8778.

For pertinent information relative to delineation of the shoreline area, refer to Descriptive Reports for Surveys Nos. T-8774, T-8775, T-8777, T-8778 and to the respective shoreline surveys which show the shoreline features at a larger scale.

A traffic light, as identified by the field inspection, has been delineated at the entrance of the Chesapeake and Delaware Canal.

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, by Sherman and Sleeper, Engineers.

1. Referred to in Descriptive Report for T-8751.
3. Filed in General View of the Des. of Photogrammetry.
30. **MEAN HIGH WATER LINE**

All of the mean high water line not covered by shoreline surveys and not identified by the field party has been delineated in the compilation office after stereoscopic examination of the photographs. (See paragraph 28).

31. **LOW WATER AND SHOAL LINES**

Only that portion of the mean low water line identified by the field party has been delineated on the map manuscript. It is shown with a dotted line where the field identification was approximate and with a dash and dot where the field identification was exact.

No shoal lines have been delineated.

32. **DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE**

Two (2) sunken barges directly offshore to the east of Port Penn, and three (3) sunken barges directly offshore just north of Canadas Beach have been delineated according to field identification.

33. **WHARVES AND SHORELINE STRUCTURES**

No comment.

34. **LANDMARKS AND AIDS TO NAVIGATION**

See form 567 attached to this report. (See also "Addendum" following page 3.)

35. **HYDROGRAPHIC CONTROL**

None shown.

See descriptive reports for shoreline surveys No. T-8774, T-8775, T-8777 and T-8778 for location and description of photo hydro stations.

36. **LANDING FIELDS AND AERONAUTICAL AIDS**

None.

37. **GEOGRAPHIC NAMES**

Geographic names have been taken from the final name standards dated 12/18/46 and 12/10/46. At latitude 39° 32' longitude 75° 31' there is a Mill Creek (name from field identification) which empties into Mill Creek Cove (name from final name standard). It is noted that there is a Mill Creek (name from final name standard) at latitude 39° 36' and longitude 75° 31'. A list of geographic names is attached to this report. Approved by Geographic Names Section, Div. of Charts.
38. JUNCTIONS

Junction has been made with Survey No. T-8755 to the south and is in agreement. Junction has been made with Survey No. T-875k to the east, T-875l to the north, and are in agreement except for the contours noted on overlay for correction by the field edit party.

39. BRIDGES

See paragraph 15 of the field report.

40. BOUNDARIES

All boundaries which have been shown on the map manuscript are in accordance with field identification except the boundary between Delaware and New Jersey which has been shown in accordance with legal description thereof. Other boundaries which are known to exist and for which field identification or legal description was lacking have been indicated on the discrepancy overlay for field edit identification.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

Survey No. T-875k has been compared in detail with the U. S. Geological Survey Wilmington, Delaware-New Jersey quadrangle, scale 1:62,500 and found to be in fair agreement.

45. COMPARISON WITH NAUTICAL CHARTS

Survey No. T-875l has been compared with Nautical Chart No. 294, scale 1:40,000, and Nautical Chart No. 570, scale 1:20,000 and found to be in fair agreement.

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.
Respectfully submitted
11 February 1948

Jerry A. Summers
Engineering Draftsman
Compilation and Descriptive Report

Raymond Green
Engineering Draftsman
Photogrammetric Office Reviewer

Henry P. Rudolph
Supervisor

Approved and forwarded
25 February 1948

Officer in Charge
Baltimore Photogrammetric Office
Addendum to Descriptive Report, Survey No. T-8753.

34. Non-floating Aids

The radially plotted position of Pea Patch Island Dike Gap Light, Chesapeake and Delaware Canal Beacon 6A, cut in on the field edit sheet, and Salem River Rear Range Light (which was moved from its triangulated position to its present radially plotted position) are being submitted by the compilation office on Form No. 567.

37. Geographic Names

Field editor, John D. Weiler, recommended the name Fort Dupont be changed to Governor Bacon Health Center. See field edit report by Donald G. Flippo for additional name changes. The recommended names have been shown on the manuscript.

40. Boundaries

The original field identification and the identification shown on the field edit sheet of the Killcadooock National Wildlife Refuge boundary do not agree with the sketch and legal description of the boundary furnished by the field edit party.

Respectfully submitted:

[Signature]
Cartographer

Approved and forwarded

[Signature]
Thos. B. Reed
Officer in Charge
Baltimore Photogrammetric Office
Field Edit Report of Map Manuscript T-8753
Project Ph-7(46)
R. J. Siipe, Chief of Party

The field edit of this quadrangle was accomplished during the period 16 March to 31 March 1946 by Donald G. Flippo, Photogrammetric Aid. All work was done in accordance with the field edit instructions for project Ph-7(46), dated 24 August 1945 and supplemental field instructions.

11. Landmarks and Aids to Navigation: There are two aids to Navigation near the New Jersey shore that have not been checked. The discrepancy print asked that they be checked but were not by this party. The aids are, Salem Rear Range Light and a light which is supposedly Pea Patch Dike Gap Light. All other work has been completed on the East side of the Delaware River except for these exceptions.

14. Road Classification: The roads in this quadrangle have been re-classified in accordance with Amendment to Instructions No. 10.

17. Boundary Monuments and Lines: Some discrepancies were found in the delineation of the boundary of Kilcohook Wildlife Refuge. The Legal Description and tracing of the Official Map has been included with this report for aiding the Compiler in correcting this boundary.

18. Geographic Names: Names in the quadrangle were checked in accordance with instructions and found to be adequate with the following exceptions:

a. √ Supawna Meadow has been added.
b. √ Hickory Island has been added
c. √ Lower Alloway Creek Township has been changed to read Lower Alloways Creek Township.
d. √ Kilcohook Wildlife Refuge has been added.
e. √ Bolles Creek has been changed to Baldridge.

46. Methods: All delineated features such as roads, structures, drainages, and contours were checked either visually by driving along roads and trails or by planetable method.
Delineation and some additions were made directly on the field edit sheet. Some additions and corrections were noted on the photographs with a reference to the photograph on the field edit print. A legend to the symbols and to the colored ink used during the field edit is on the field edit print.

47. Adequacy of the Compilation: Two compiled roads have been deleted. Several outbuildings had been compiled but these have been deleted or left with regards to size according to instructions. Many structures were added and some contour corrections have been shown on the map manuscript.

The relative position of compiled detail was found to be entirely satisfactory. With the addition of the field edit data to the manuscript, this map will be complete and accurate in regard to the New Jersey side of the Quadrangle and the two exceptions already mentioned. No work has been done on the Delaware side.

48. Accuracy Tests: No vertical accuracy test was made on the New Jersey side as the test called for is in Delaware. This should be made when work is resumed in that area.

This field edit party has made no attempt to verify the horizontal accuracy of this quadrangle.

49. Review of the First Proof: The following named gentleman has expressed his willingness to review the first proof:

Mr. James S. Sparks  
Grant Street  
Salem, New Jersey

Respectfully submitted

[Signature]

Donald G. Flippo  
Photogrammetric Aid  
14 April 1948
FIELD EDIT REPORT
Quadrangle T-8753
39°30' - 75°30'1/2.5
Project Ph-7(46)
Riley J. Sipes, Chief of Party

Field edit of the western half of this quadrangle was completed during October 1948 by John D. Weiler, Photogrammist.

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 very few instances.

All data added to the map manuscript were either plotted from topographic features or cut in by planetable methods.

Boundary research was done in the New Castle County Law Library at Wilmington, Delaware.

47. ADEQUACY OF THE MAP MANUSCRIPT

The map manuscript was well compiled. A majority of the corrections were the result of additions since the date of the original field inspection. Most of the field edit notes are self-explanatory. The following items are clarified.

There is no visual trace of a submerged cable between the Delaware shore and Pea Patch Island. Engineers of the Diamond State Telephone Company and the Delaware Power and Light Company could find no trace of this cable in their records. The chief engineer of the power company offered the following explanation, "the area involved was undoubtedly reserved for a cable area by government regulation, but the cable never installed". The question is referred to Hydrography.

The submerged cable between Port Penn and Reedy Island has been delineated. It falls outside the cable area shown on the nautical charts.

The piling in the vicinity of Reedy Island has been removed. It served as a wartime submarine barrier.

Reedy Island is no longer used as a Quarantine Station. At present, it is under the authority of the U.S.E.D.
Fort Dupont has been turned over to the State of Delaware, and has been converted to a permanent state hospital named GOVERNOR BAGON HEALTH CENTER. A large number of the buildings in the area have been dismantled.

The Salem River Rear Range Light was moved inshore to its present radially-plotted position in 1938.

Attention is called to the C and D Canal Buoy 64. It is a nonfloating aid, a red pile daybeacon baring 5 feet at MHW. The location has been cut in by plantable on the field edit sheet.

48. VERTICAL ACCURACY TEST

A vertical accuracy test was run in the area specified by the reviewer. Approximately 50 random elevations were examined, and are shown on the field edit sheet in purple ink. Some contour resketching was necessary where fine detail had been overlooked. In general, the topographers' elevations were correct, and the contouring is within the prescribed limits of accuracy.

49. BOUNDARIES

A legal description of Delaware City is included with this report. It is the original boundary description of the city and does not fit the boundary delineated on the map manuscript. Evidently the boundary has been changed without a written or recorded description of the changes. Local information indicated conclusively that the delineated boundary was correct, except for the area along the Delaware River where it follows the low water line.

The boundary between Red Lion Hundred and St. Georges Hundred has been added to the field edit sheet; as well as the boundary between Red Lion Hundred and New Castle Hundred. These boundaries were verified by local information, and accepted as correct. The following quotation is from the State of Delaware Code Book of 1915, Chapter 2, Section 10: "There are no provisions of law which define the boundaries of the ancient hundreds, nor are there any authentic records of the same".

The map manuscript was reviewed by Mr. Frank Yearsley, fisherman at Fort Penn, Delaware and a resident of the area for 65 years; by Mr. Horace S. Casperson, a fisherman residing on the Salem River for 75 years; and by the Engineer for New Castle County. They could find no errors.
Submitted
15 November 1948

John D. Weller
Photogrammetrist
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

```
William F. Kirk
```
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 [signature]

Chief of Party.

<table>
<thead>
<tr>
<th>State</th>
<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>Reference Chart</th>
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<td>Delaware</td>
<td>OLD REEDY ISLAND LIGHT</td>
<td>Island Lt</td>
<td>Reedy</td>
<td>39 30</td>
<td>85.1</td>
<td>75 34</td>
<td>223.6</td>
<td>1927 T 9753</td>
<td>x</td>
</tr>
<tr>
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<td></td>
<td>Baker I</td>
<td>39 30</td>
<td>1021.5</td>
<td>75 34</td>
<td>2.5</td>
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<td>x</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>Baker R. Rg.</td>
<td>39 32</td>
<td>823.0</td>
<td>75 34</td>
<td>304.9</td>
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<tr>
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<td>C-De Canal</td>
<td>39 33</td>
<td>1124.6</td>
<td>75 33</td>
<td>1025.2</td>
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<td>Ft. Breakwater</td>
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<td>Rad.Plot</td>
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<td></td>
<td>39 33.4</td>
<td>75 34.0</td>
<td>NA</td>
<td>Rad.Plot</td>
<td>1927 T 9753</td>
<td>x</td>
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<td></td>
<td>39 33.7</td>
<td>75 34.0</td>
<td>NA</td>
<td>Rad.Plot</td>
<td>1927 T 9753</td>
<td>x</td>
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<td></td>
<td>CHESAPEAKE-DELAWARE CANAL No. 5</td>
<td></td>
<td></td>
<td>39 33.6</td>
<td>75 35.4</td>
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<td>Rad.Plot</td>
<td>1927 T 9753</td>
<td>x</td>
</tr>
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<td></td>
<td>CHESAPEAKE-DELAWARE CANAL No. 8</td>
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<td></td>
<td>39 33.4</td>
<td>75 35.9</td>
<td>NA</td>
<td>Rad.Plot</td>
<td>1927 T 9753</td>
<td>x</td>
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<td></td>
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<td></td>
<td>39 33.2</td>
<td>75 36.2</td>
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<td>Rad.Plot</td>
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<td>x</td>
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<td></td>
<td>39 33.4</td>
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<td>x</td>
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<td></td>
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<td>75 37.3</td>
<td>NA</td>
<td>Rad.Plot</td>
<td>1927 T 9753</td>
<td>x</td>
</tr>
</tbody>
</table>

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.
I recommend that the following objects which have in the past 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>
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<td>Description</td>
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<td>------------</td>
</tr>
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<td>DELAWARE CITY BRANCH CANAL No. 2</td>
<td>39 35.8</td>
</tr>
<tr>
<td>DELAWARE CITY BRANCH CANAL No. 3</td>
<td>39 33.6</td>
</tr>
</tbody>
</table>

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.
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 H.R. Brooks, Photogrammetrist. E.L. Jones, Chief of Party.

### Charting Name

<table>
<thead>
<tr>
<th>State</th>
<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>Charted on</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Jersey</td>
<td>Salem River Range Front</td>
<td>Fl. W. 2.5 sec.</td>
<td>Salem E. F.</td>
<td>39 34</td>
<td>472.6</td>
<td>75 31</td>
<td>88.9 NA</td>
<td>1927 Tri</td>
<td>x 294</td>
</tr>
<tr>
<td></td>
<td>Salem River Range Rear</td>
<td>F.G.</td>
<td>Salem E.</td>
<td>39 34</td>
<td>1259.6</td>
<td>75 30</td>
<td>1124.1 NA</td>
<td>1927 Tri</td>
<td>x 294</td>
</tr>
<tr>
<td></td>
<td>Finns Point Range Front</td>
<td>Fl. W. 4 sec.</td>
<td>Finns Pt.</td>
<td>39 35</td>
<td>35.6</td>
<td>75 32</td>
<td>32.3 NA</td>
<td>1927 Tri</td>
<td>x 294</td>
</tr>
<tr>
<td></td>
<td>Finns Point Range Rear</td>
<td>F.W.</td>
<td>Finns Pt.</td>
<td>39 37</td>
<td>32.8</td>
<td>75 32</td>
<td>32.8 NA</td>
<td>1927 Tri</td>
<td>x 294</td>
</tr>
<tr>
<td></td>
<td>Finns Point Jetty</td>
<td>Oo. W. R sector, 6 sec.</td>
<td>Finns Pt. Jetty</td>
<td>39 37</td>
<td>37.6</td>
<td>75 32</td>
<td>37.6 NA</td>
<td>1927 T 8753 1933</td>
<td>x 294</td>
</tr>
<tr>
<td></td>
<td>Fort Delaware Fl. G.</td>
<td>T. Lt.</td>
<td>Pea Patch</td>
<td>39 35</td>
<td>786.4</td>
<td>75 33</td>
<td>1310.5 NA</td>
<td>1927 T 8753 1933</td>
<td>x 294</td>
</tr>
</tbody>
</table>

* On T-874 (Shoebill) T-8257 Trip

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.
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>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>SURVEY NO.</th>
<th>DATE OF SURVEY</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>TANK(ELEV) Reedy I. white water(60 ft high)</td>
<td>Same as charting</td>
<td>39 30.8 1686.3 75 3 1088.0</td>
<td>NA</td>
<td>Tr1</td>
<td>1927</td>
<td>T 8753 1935</td>
<td>x</td>
<td>294</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPIRE, Church Port Penn Presby.(70 ft high)</td>
<td>Same as chart</td>
<td>39 31.6 7.7 75 34.7 1002.1</td>
<td>NA</td>
<td>Tr1</td>
<td>1927</td>
<td>T 8753 1935</td>
<td>x</td>
<td>294</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TANK(ELEV) Fort Dupont water (50 ft high)</td>
<td>Same as charting</td>
<td>39 34.8 85.3 75 31.1 197.2</td>
<td>NA</td>
<td>Tr1</td>
<td>1927</td>
<td>T 8753 1935</td>
<td>x</td>
<td>294</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STANDPIPE, Delaware City white (80 ft high)</td>
<td>Same as charting</td>
<td>39 34.8 850.2 75 35.7 950.0</td>
<td>NA</td>
<td>Tr1</td>
<td>1927</td>
<td>T 8753 1935</td>
<td>x</td>
<td>294</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPIRE, Church Delaware City (60 ft high)</td>
<td>Same as charting</td>
<td>39 34.5 75 35.5</td>
<td>NA</td>
<td>Rad.Plot</td>
<td>1927</td>
<td>T 8753 1946</td>
<td>x</td>
<td>294</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>STATE</th>
<th>Delaware</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>SPIRE, church Delaware City</td>
</tr>
<tr>
<td>DESCRIPTION</td>
<td>Same as Charting</td>
</tr>
<tr>
<td>SIGNAL NAME</td>
<td>39 34A 863.9 75 35.6 884.6 NA</td>
</tr>
<tr>
<td>DATE OF LOCATION AND SURVEY NO.</td>
<td>1927</td>
</tr>
<tr>
<td>METHOD OF LOCATION</td>
<td>Tri</td>
</tr>
<tr>
<td>CHARTS AFFECTED</td>
<td>1930 x 29</td>
</tr>
</tbody>
</table>

(church burned in May, 1946)

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.
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 H.R. Brooks, Photogrammetrist.

Chief of Party: E.L. Jones.

<table>
<thead>
<tr>
<th>STATE</th>
<th>New Jersey</th>
<th>POSITION</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>
<th>CHARTS APPLIED</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
<td>SIGNAL NAME</td>
<td>1927</td>
<td>D.M. METERS</td>
<td>0</td>
<td>D.P. METERS</td>
<td>NA</td>
<td>Tri</td>
<td>1933</td>
</tr>
<tr>
<td>MONUMENT stone, 40' high (Natl. Cem.)</td>
<td>Monument</td>
<td>Ft. Mott</td>
<td>39 36</td>
<td>1287.3</td>
<td>75 33 653.3</td>
<td>NA</td>
<td>Rad.Plot</td>
<td>1927</td>
<td>T 9753</td>
</tr>
<tr>
<td>Ft. Ev. 600</td>
<td>F. Rg. Lt. 39 35.6</td>
<td>76 32.3</td>
<td>1927</td>
<td>T 9753</td>
<td>1946</td>
<td>X</td>
<td>294</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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GEOGRAPHIC NAMES

- Abbots Meadow
- Alloway Creek (N.G. decision)
- Augustine Beach
- Augustine Creek
- Biddle Point
- Bolls Creek
- Black Ditch
- Black Ditch Bar
- Bulkhead Shoal Channel
- Canadas Beach
- Cedar Creek
- Chesapeake and Delaware Canal
- Cox Neck Lane
- Delaware
- Delaware City
- Delaware River
- Dragon Creek
- Dutch Neck
- Dutch Neck Road
- Eagle Island
- Elsinboro Point
- Elsinboro Twp
- Finns Point
- Finns Point National Cemetery
- Fort Elfsborg
- Fort Delaware
- Fort Du Pont (See Field Edit Report, Heier)
- Fort Mott Military Reservation
- Goose Pond
- Hamburg Cove
- Hamburg Road
- Ice House Point
- Lower Alloway Creek Twp
- Lower Penns Neck Twp
- Marsh Point
- Mill Creek (two)
- Mill Creek Cove
- Money Island
- New Castle County
- New Castle Hundred
- New Jersey
- Oakwood Beach
- Pea Patch Island
- Pennsylvania R.R.
- Pleasant Point
- Port Penn
- Reedy Island
- Reedy Island Bar
- Reedy Island Dike
- Reedy Point
- Red Lion Creek
- Red Lion Hundred
- Reynold
- Reynold Cove
- Salem County
- Salem Country Club
- Salem Cove
- Salem River
- Scott Run
- Shingle Landing
- Sinnickson Landing
- St. George Creek
- St. George Hundred
- Straight Ditch
- Thorwntown
- Union School

* Low water feature not delineated on map manuscript.
** Not shown on final name standard sheet. Taken from Nautical Chart No. 294.

add: cumple's Woods
- Delaware City Branch Canal
- Elfsborg Country Club
- Hook Road
- Lighthouse Road
- Port Penn School
- Reedy Point Bridge
- Riverside Road
- State No. 14 (NJ)

Names Preceded by are approved. 3/18/48.

L. Heck

Final Chart 10-3-49

Governor Bacon Health Center (formerly Fort Du Pont - see Field Edit Report)
- Hickory Island
- Supawna Meadow
- Millcreek National Wildlife Refuge
34. Recoverable Topographic Stations

Forms 524 were filed for seventeen stations:

<table>
<thead>
<tr>
<th>Station</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>STEW</td>
<td>1946</td>
</tr>
<tr>
<td>YANE</td>
<td>1946</td>
</tr>
<tr>
<td>SPOT</td>
<td>1946</td>
</tr>
<tr>
<td>TANE</td>
<td>1946</td>
</tr>
<tr>
<td>LIGHT</td>
<td>1946</td>
</tr>
</tbody>
</table>

Chesapeake & Delaware Canal No. 2

No. 3
No. 4
No. 5
No. 8
No. 9
No. 12

"R.R." 13

Delaware City Branch

No. 2
No. 3

Pea Patch Island Dike Gap, 1948

Chesapeake & Delaware Canal Buoy B-A

R.M. FINN, 1934

41. Field Check.—An additional field check has been requested for questionable items concerning bridges, boundaries, lights, etc. This check is to be made in conjunction with field edit operations for topographic quadrangle T-8747C. See item 48 Desert Report T-8751.

43. Comparison with Previous Topographic Surveys.—

<table>
<thead>
<tr>
<th>Tracing</th>
<th>Date</th>
<th>Map Year</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-138</td>
<td>1:10,000</td>
<td>1841</td>
<td>(no contours)</td>
</tr>
<tr>
<td>T-150</td>
<td>1:20,000</td>
<td>1842</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-156</td>
<td>1:10,000</td>
<td>1853</td>
<td>(form lines)</td>
</tr>
<tr>
<td>T-1505a</td>
<td>1:5,000</td>
<td>1882</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-1505b</td>
<td>1:10,000</td>
<td>1882</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-1511b</td>
<td>1:10,000</td>
<td>1882</td>
<td>(no contours)</td>
</tr>
<tr>
<td>T-1547a</td>
<td>1:20,000</td>
<td>1882</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-1550</td>
<td>1:20,000</td>
<td>1883</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-22114</td>
<td>1:2,400</td>
<td>1896</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

This map, T-8753, supersedes the above listed surveys for nautical charting purposes.

44. Comparison with Existing Topographic Quadrangles.—

Wilmington USGS 1:62,500 ed. 1906 ref. 1944
45. Comparison with Nautical Charts.

294 1:40,000 Sept. 1943 rev. Apr. 1949
570 1:20,000 Feb. 1947 rev. Nov. 1948

The light near the east end of the southern breakwater at the Reedy Point entrance to Chesapeake and Delaware Canal is listed "Fl.G." in the Light List, whereas the triangulation station for the light describes it "Flashing White". This discrepancy will not be evident on the printed quadrangle because the triangulation station will be labeled "LIGHT".

See also Field Edit Report (Weiler)

Reviewed by:

Lena T. Stevens - 10-3-49

APPROVED:

Chief, Review/Section Chief, Nautical Chart Branch
Division of Photogrammetry Division of Charts

Chief, Div. of Photogrammetry Chief, Div. of Coastal Surveys
Changes to T-8753

Subsequent to Final Review

Despite Field Edit of this quadrangle certain discrepancies remained that required a subsequent check in the field. As a result of this investigation the only changes which require further explanation are those made to the boundary on the New Jersey side to the Killcohook National Wildlife Refuge and to Ft. Mott State Park.

The areas north and east of Finns Point National Cemetery, and the area west of the road leading to the cemetery are not a part of the wildlife refuge or a part of the Ft. Mott State Park, and although these areas are Federal property no disposition has been made of them.

L. M. F.

2-5-51