**DESCRIPTIVE REPORT**

**Type of Survey**
Photogrammetric

**Field No.** PH-7-46  **Office No.** T-8755

**LOCALITY**

State: Delaware and New Jersey

General locality: Delaware River

Locality: Cedar Swamp to Augustine Creek, Del.
and Hope Creek to Alloway Creek, N. J.

**DATE** April 14, 1949

**CHIEF OF PARTY**
E.L. Jones

**LIBRARY & ARCHIVES**
DATA RECORD

T- 8755

Quadrangle (II): Taylors Bridge
Project No. (II): PH-7(46)

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

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

Instructions dated (II III):
25 March 1946
14 June 1946
19 July 1946

Completed survey received in office:
3 May 1948

Reported to Nautical Chart Section:

Reviewed: 10 Feb, 1949
Applied to chart No. 1218
Date: 8/1/48 (Examined only)
2/2/49 (Partial application)

Redrafting Completed:

Registered: 22 March 1949
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): Collins Beach 2, 1933

Lat.: 39° 23' 32.736" 1009.5m
Long.: 75° 31' 25.999" 622.2m

State Plane Coordinates (VI):

X =

Y =

Military Grid Zone (VI)
<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>15542</td>
<td>3-21-46</td>
<td>10:22</td>
<td>1:20,000</td>
<td>4.4' above M.L.W.</td>
</tr>
<tr>
<td>15543</td>
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<td></td>
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</tr>
<tr>
<td>15555</td>
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<td>10:47</td>
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<td>4.9' above M.L.W.</td>
</tr>
<tr>
<td>15556</td>
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<td></td>
</tr>
</tbody>
</table>

Tide from (III): Actual tide observations at Philadelphia, Penna., with corrections to Needy Island to Liston Point

Mean Range: 5.7
Spring Range: 6.4

Camera: (Kind or source) U.S. Coast and Geodetic Survey nine lens camera, focal length 8/".

Field Inspection by: E. L. Jones  
Field Edit by: Donald G. Flippo

Date: June to August 1946

Date of Mean High-Water Line Location (III): As of date of photographs supplemented by field inspection during July 1946

Projection and Grids ruled by (III) T.L. Janson  
checked by: T.L. Janson  
Control plotted by: L. A. Senasack  
Control checked by: G. C. Fellers  
Radial Plot by: F. J. Tarcza

Detailed by: G. S. Nottenburg
Reviewed in compilation office by: J. W. Vonasek

Elevations on Field and Sketch manuscript checked by: J. W. Vonasek  
Date: 1 December 1947
STATISTICS (III)

Land Area (Sq. Statute Miles): $35\frac{1}{2}$

Shoreline (More than 200 meters to opposite shore): 18.4 statute miles

Shoreline (Less than 200 meters to opposite shore): 120 statute miles (measured along centerline of stream)

Number of Recoverable Topographic Stations established: 9

Number of Temporary Hydrographic Stations located by radial plot:

Leveling (to control contours) - miles: $47\frac{1}{2}$

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:
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $\phi$-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>
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<tr>
<td>BOUNDARY MONUMENT NO. 5, 1934</td>
<td>G-1913 Pg. 137</td>
<td>N.A. 1927</td>
<td>39° 29' $\phi$</td>
<td>52.718' $\lambda$</td>
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<td>992.9 (440.7)</td>
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<td>CREEK, 1934 (R.M. Recovered 1946)</td>
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<td>1927</td>
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<td>47.255' $\lambda$</td>
<td>1457.3 (393.1)</td>
<td>803.8 (629.9)</td>
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<td>G-1913 Pg. 137</td>
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<td>39° 28' $\phi$</td>
<td>58.100' $\lambda$</td>
<td>1791.8 (58.6)</td>
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<td>LISTON FRONT, 1933</td>
<td>G-1664 Pg. 66</td>
<td>1927</td>
<td>39° 28' $\phi$</td>
<td>55.978' $\lambda$</td>
<td>1726.4 (121.0)</td>
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<td>SUB. STA. LISTON FRONT</td>
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<td>1927</td>
<td>39° 28' $\phi$</td>
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<td>1738.0 (112.4)</td>
<td>725.3 (708.6)</td>
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<td>G-1751 Pg. 129</td>
<td>1927</td>
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<td>119.9 (170.5)</td>
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<td>G-1664 Pg. 75</td>
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<td>56.333' $\lambda$</td>
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<td>STONY (U.S.E.) 1933</td>
<td>G-1664 Pg. 79</td>
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<td>39° 27' $\phi$</td>
<td>39.850' $\lambda$</td>
<td>1117.1 (257.2)</td>
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<td>STONY, 1933</td>
<td>G-1664 Pg. 74</td>
<td>1927</td>
<td>39° 27' $\phi$</td>
<td>37.699' $\lambda$</td>
<td>1162.6 (687.8)</td>
<td>201.6 (1232.8)</td>
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<td></td>
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</tbody>
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1 FT. = 0.3048006 METER

COMPUTED BY: L.A. Senasack
DATE: 10/14/46

CHECKED BY: G.O. Fellers
DATE: 10/14/46
<table>
<thead>
<tr>
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<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, FORWARD (BACK)</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS, FORWARD (BACK)</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS, FORWARD (BACK)</th>
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<tr>
<td>SUB. STA. STONY</td>
<td></td>
<td>N.A. 1927</td>
<td>'39° 27'</td>
<td>75° 32'</td>
<td>1152.4 (698.0)</td>
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<td>195.2 (129.2)</td>
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<tr>
<td>REEDY ISLAND FRONT</td>
<td>G-1913 Pg. 137</td>
<td>&quot;</td>
<td>'39° 26'</td>
<td>44.154&quot;</td>
<td>1361.7 (488.7)</td>
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<td>874.7 (560.0)</td>
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<tr>
<td>RANGE LT., 1934</td>
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<td></td>
<td>75° 34</td>
<td>36.580&quot;</td>
<td>113.8 (1736.6)</td>
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<td>599.7 (835.6)</td>
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<tr>
<td>DELAWARE RIVER &amp;</td>
<td></td>
<td>&quot;</td>
<td>'39° 25'</td>
<td>03.689&quot;</td>
<td>1824.1 (26.3)</td>
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<td>458.7 (976.6)</td>
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<td>BAY MONUMENT, 1933</td>
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<td>75° 33</td>
<td>25.067&quot;</td>
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<td>LISTON (U.S.E.) 1932</td>
<td>G-1664 Pg. 76</td>
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<td>'39° 24'</td>
<td>59.150&quot;</td>
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<td>713.9 (1136.5)</td>
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<td>REEDY ISLAND REAR</td>
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<td>&quot;</td>
<td>75° 32</td>
<td>19.175&quot;</td>
<td>618.5 (817.0)</td>
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<td>626.7 (1223.7)</td>
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<td>RANGE LT., 1933</td>
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<td>75° 35</td>
<td>25.852&quot;</td>
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<td>504.6 (930.9)</td>
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<td>T.T. No. 16, 1926</td>
<td>U.S.G.S. Smyrna Quad.</td>
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<td>20.32&quot;</td>
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<td>SUB. STA. COLLINS</td>
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<td>75° 31</td>
<td>25.999&quot;</td>
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<td>BEACH 2</td>
<td></td>
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<td>COLLINS BEACH (U.S.E.)</td>
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<td>'39° 23'</td>
<td>33.004&quot;</td>
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<td>1911</td>
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<td>75° 31</td>
<td>25.548&quot;</td>
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<td>DEAKYN, 1833</td>
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<td>75° 31</td>
<td>43.011&quot;</td>
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<td>30.017&quot;</td>
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<td>DELAWARE (U.S.E.) 1932</td>
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<td>'39° 22'</td>
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<td>75° 30</td>
<td>56.920&quot;</td>
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<td>718.5 (771.6)</td>
<td>1362.4 (73.7)</td>
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</table>
### Abbreviations for Field Inspection Photos

**Project Ph-7 (46)**  
10 May 1946

**ROADS**  
- Rd - road  
- X - abandoned (delete)  
- RR - railroad track  
- RR(2) - railroad, 2 tracks

**SHORELINE**  
- MWH - mean high water  
- MLW - mean low water  
- M - marsh  
- md - mud  
- S - sand  
- Rky - rocky  
- Rk - rock  
- Drk - dock  
- Jet - jetty  
- Bkhd - bulkhead

**STREAMS, PONDS**  
- D - large ditch  
- DX - small ditch (delete)  
- Cr. - creek  
- P - pond

**OBSTRUCTIONS TO NAV**  
- Shl - shoal  
- Cov - covers  
- Wk - wreck  
- Subs - submerged  
- Dphn - dolphin  
- Pil - pile

**VEGETATION**  
- Gr - grass  
- WH - woods, hard wood  
- WS - woods, soft wood  
- Wi - woods mixed  
- B - brush  
- SH - scattered hardwood  
- SS - scattered softwood  
- O - orchard

**BUILDINGS**  
- d - dwelling  
- b - barn  
- Bo, Ho - boat house

**BUILDINGS (cont'd)**  
- Ch - church  
- C.H. - courthouse  
- P.O. - post office  
- Sch - school  
- R.R Sta - railroad station  
- Hosp - hospital

**LANDMARKS & AIDS TO NAV**  
- TK - tank  
- TK(ELEV) - tank elevated  
- Stk - stack  
- Ph - bench  
- Lg - light  
- Rk - range  
- FRg - front range  
- RRg - rear range  
- Obx - chimney  
- Cup - cupola  
- S.P - stand pipe  
- Gab - gable

**BOUNDARIES**  
- Bdy - boundary  
- Cem - cemetery  
- F - fence

**BRIDGES**  
- Br - bridge  
- Culv - culvert  
- Cl - clearance  
- Hor - horizontal  
- Ver - vertical (above MLW)  
- Wo - wood  
- Conc - concrete

**STATIONS**  
- BH - bench mark  
- T Sta - topo station  
- S Sta - substitute station  
- TSBM - tidal bench mark  
- (d) - described  
- (dm) - described and marked
SYMBOLS
Project Ph-7 (46)
29 April 1946

MEAN HIGH WATER LINE (fast line).................................
OFF SHORE EDGE OF MARSH (apparent shoreline)....................
GRASS IN WATER................................................................
IN SHORE LIMITS OF MARSH...........................................
MEAN LOW WATER LINE (definite)......................................
APPROXIMATE MEAN LOW WATER LINE..............................
INTERMITTANT DRAINAGE.............................................
PERENNIAL DRAINAGE..................................................
CONTOURS....................................................................
PLANE TABLE ELEVATIONS FOR CONTOURS...........................
x/10 or x/17
FLY LEVEL ELEVATIONS................................................

BENCHMARKS, marked and described.................................
TOPO STATIONS, natural object, described..........................
TOPO STATIONS, marked and described..............................
TOPO STATIONS, additional Hydro Control, not named.........
LANDMARKS..................................................................

FIXED AIDS TO NAVIGATION, (official light list name)........
TRIANGULATION STATIONS............................................
SUBSTITUTE STATIONS..................................................

BOUNDARIES: Refer to U.S.G.S. Bulletin 788 E for symbol, ink in purple or violet ink.

DELETION OF BUILDINGS ..............................................
FIELD INSPECTION REPORT
T 8755 (39° 22'.5" / 76° 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 herein noted. Instructions filed in Div. of Photogrammetry Office files.

Since the area was divided naturally into eastern and western sections by the Delaware River, work was completed by two independent parties as indicated on the included sketch.

1. Description of the Area:

For the most part the land area is undulating with the elevation ranging from sea level to about 55 feet above Mean Sea Level.

On the Delaware Shore there are many large and profitable farms. In recent years the farm area has been reduced by erosion, caused by the breaking of a sluice. The present cedar swamp area was once a fertile agricultural district.

2. Completeness of Field Inspection:

The field inspection is felt to be adequate and complete. Various phases of the work were completed by 5 different field unit chiefs. For full details refer to appropriate paragraph headings below.

3. Interpretation of the Photographs:

Two sets of photographs were used, single lens 1/10000 scale contact prints, for shoreline inspection and horizontal control identification, and 9-lens 1/20000 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 or photographic details for the various phases of the work.

4. Horizontal Control:

Twenty-four horizontal control stations were searched for or recovered. Of these, 13 were identified on the photographs, either by the substitute station method or pricked direct.
The recovery and identification of horizontal control on the New Jersey side was completed by H.R. Brooks, Photogrammetrist during the month of June, 1946; and on the Delaware side by E.L. Williams, Engineering Aid, and I. Y. Fitzgerald, Engineering Aid, during June and July.

5. Vertical Control:

Vertical control consisted of recovery and identification of existing bench marks on 9-lens photographs, and establishing of the following levels:

3rd Order Levels:
Approximately 7 linear miles of 3rd order levels on the Delaware side were completed by M.S. Stewart, Engineering Aid, during the month of April, 1946. Equipment and methods used were those prescribed by the Division of Geodesy for 2nd order leveling.

4th Order Levels:
Approximately 40 linear miles of 4th order levels on the Delaware side were completed by E.L. Williams, Engineering Aid, during June, 1946. Elevations were determined by wye level methods to the nearest 0.01 of a foot. The maximum error of closure was 0.85 ft.; all errors of closure greater than 0.1 ft. were prorated throughout the line.

Approximately ½ mile of 4th order levels on the New Jersey side were completed by H.R. Brooks, Photogrammetrist, during July, 1946, to establish an elevation at a tide staff on Straight Ditch. Elevations were carried across to Artificial Island from the mainland by water levels read simultaneously at 15 minute intervals on temporary tide staffs.

6. Contours and Drainage:

Contouring was done in the field directly on 1/2000 scale 9-lens photographs by planimetric 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 contours.

Contouring on the Delaware side was started June 10 and completed August 2, 1946, by E. L. Williams, Engineering Aid.
The only contouring on the New Jersey side, on Artificial Island, was started July 13, and completed July 17, 1946, by H. R. Brooks, Photogrammetrist.

7. Mean High Water Line:

The average range of tide is 5.8 feet.

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 because storms, causing the banks to slough off, created a mud plain.

9. Wharves and Shoreline Structures:

No comment necessary.

10. Details Offshore from High Water Line:

On the south end of Artificial Island the USED formed a harbor by sinking a row or wooden ships in a rectangular arrangement. On the last date of the field inspection in the area, 7-17-46, all but six of the ships were burned to the high water line. The ships are used also by the U.S. Navy Airforce for machine gun target range.

Located in the cove northeast of the Island is a large rectangle, two sides of which are made by a double row or piling. This was used in connection with original construction of the Island.

11. Landmarks and Aids to Navigation:

Since the azimuth of Appoquinimink Range had not been previously determined by triangulation, a point on range was pricked on photo lb543.

All other data on Landmarks and Aids to Navigation is listed on the accompanying Form No. 567.
12 August 1946

To: Director
U.S. Coast & Geodetic Survey
Washington 25, D.C.

Subject: Discrepancy in Published Description of Non-Floating Aids to Navigation, Report of.

There is reported the following discrepancies of published description of non-floating aids to navigation within the limits of Project Ph-7 (46):

<table>
<thead>
<tr>
<th>Name of Aid</th>
<th>Chart No.</th>
<th>Cked in Field</th>
<th>Lat.</th>
<th>Long.</th>
<th>Date</th>
<th>Quad</th>
<th>Discrepancy</th>
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<td>STORY PT. DUMPING</td>
<td>#294</td>
<td>N.R.R. T-8755</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Non-existent. This light was located on a grounded ship and in a U.S. Navy target range. The ship was burned to water level during July 1946.</td>
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<tr>
<td>BASIN UPPER LT.</td>
<td>#1652</td>
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<td>39°-27.5'</td>
<td>6/22/46</td>
<td></td>
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<tr>
<td></td>
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<td>75°-32.1'</td>
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<td></td>
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</tr>
<tr>
<td>STORY PT. DUMPING</td>
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<td></td>
<td>Same</td>
</tr>
<tr>
<td>BASIN LOWER LT.</td>
<td>#1654</td>
<td></td>
<td>39°-27.5'</td>
<td>6/22/46</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>75°-32.1'</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The investigation did not include the verification of published light characteristics, depths of water or is it complete for the area covered by this project.

Edmund L. Jones,
Chief of Party
12. *Hydrographic Control:*

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

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

13. *Landing Fields and Aeronautical Aids:*

None.

14. *Roads:*

No comment.

15. *Bridges:*

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

All published data in the 1941 List of Bridges over Navigable Waters was found to be correct except for the following discrepancies:

The swing bridge, 3.5 miles above mouth of Appoquinimink River, (page 14), has a 42.0 ft. horizontal clearance in right or NE channel span instead of a listed 39.5 ft. Overhead wires limit the vertical clearance to 70 ft. when the bridge is open. (Not Listed.)

The swing bridge 5 miles above the mouth of Blackbird Creek, Del., (page 40), cannot be opened at the present time. The horizontal clearance in the west or right channel span is 18 ft. instead of 20 ft. as listed. Overhead wires, (not listed), would limit the vertical clearance to 21 feet if the bridge could be opened.

The bridge 3/4 mile above the mouth of Silver-Creek, Del., shown on the USGS, 1931, Edition of the Smyrna, Del-NJ quadrangle, but not in the List of Bridges over Navigable Waters, has been destroyed by fire.
16. Buildings:
No comment necessary.

17. Boundaries:
No comment necessary.

18. Geographic Names:
Geographic name information was obtained on the New Jersey side by H. R. Brooks, Photogrammist, during July, 1946, and on the Delaware side by E. L. Williams, Engineering Aid, during July and August, 1946. All geographic name information will be compiled into a special report prepared by Lowell I. Bass, Engineering 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. Varnadoe, Photogrammist.

Submitted 14 August, 1946

E. L. Williams,
Engineering Aid

Approved 16 August, 1946

Edmund L. Jones,
Chief of Party
RADIAL PLOT REPORT

PROJECT NO. PH-7 (46) C

DELAWARE RIVER

SURVEYS NOS. T-8755 to T-8759, inclusive

1. GENERAL DESCRIPTION

Surveys Nos. T-8755 to T-8759 (Taylors Bridge, Canton, Shiloh, Smyrna, and Bombay Hook, 7½ minute quadrangles, respectively) are five of ten topographic maps in Project No. Ph-7 (46)-C located along the Delaware River and Bay. Surveys Nos. T-8755, T-8758, and T-8759 are located on the Delaware side of the Delaware River between Leipsic River and Port Penn. T-8756 and T-8757 are located on the New Jersey side of the river between Cohasey and Alloway Creeks. These surveys are to be compiled in accordance with instructions dated 25 March 1946 and 19 July 1946 by graphic photogrammetric methods. The contouring will be compiled from data obtained by planeritable methods.

2. LAYOUT

The layout of the maps, horizontal ground control, and photograph centers are shown on the attached sketch.

3. PHOTOGRAPHS

U.S. Coast and Geodetic Survey nine lens photographs, scale 1:20,000 were used for this radial plot.

4. MANUSCRIPTS

The map manuscripts are 7½ minute quadrangles, scale 1:20,000. Polyconic projections, New Jersey State Grids and Delaware State Grids (10,000 foot intervals) were ruled with ruling machine and checked in the Washington Office.

5. CONTROL

In addition to the existing horizontal control recovered and identified one new horizontal control station RENGE, 1946, was established by the field inspection party. This plot includes 52 horizontal control stations and 21 photographs.

6. FIELD INSPECTION:

The field identification of the horizontal control was good except as noted in the following paragraphs:

BOUNDARY MONUMENT NO. 5, 1934, and the substitute station for "GAME, 1933" were found to be incorrectly identified. However, the field unit recommended that substitute station GAME, 1933 should not be used in the plot because of doubtful identification.
6. FIELD INSPECTION (Continued)

SMYRNA PRESBYTERIAN CHURCH SPIRE, 1933, was not identified by the field unit. Instead, the field party identified SMYRNA M.E. CHURCH SPIRE for which a description but no geographic position is available. However, there is a geographic position but no description available for SMYRNA PRESBYTERIAN CHURCH SPIRE, 1933.

SMYRNA PRESBYTERIAN CHURCH SPIRE was radially plotted and its position is shown on the map with a blue ink circle.

The radially plotted position of SMYRNA M.E. CHURCH SPIRE, 1933, falls approximately 0.5 millimeters southeast of the plotted geographic position of SMYRNA PRESBYTERIAN CHURCH SPIRE, 1933. This radially plotted position has been shown on the manuscript for Survey No. T-8758 with a black ink circle. (See copy of letter to the Director from Officer in Charge, Baltimore Photogrammetric Office, dated 17 October 1946, attached to this report.)

7. SUMMARY

The selection of substitute stations was good with the exception of that for GAME, 1933.

The number and distribution of photographs was very good.

The distribution of control was poor. There was an overabundance in the northern part of the area, while in the southern part the control was sparse.

DETAILS OF RADIAL PLOTTING

8. The scale of the projection sheets was determined in the Washington Office. The plot was made with celluloid templates.

9. To eliminate paper distortion when preparing templates, the Washington Office constructed a master template made on vinylite and instructions in its use were given to personnel of this office by Commander O. S. Reading. The procedure is as follows:

The positions, shown on the master template, of the photograph center and fiducial marks in the outer corners of the outer chambers, and all marks in the center chamber, were transferred to each sheet of vinylite used in making the templates.

Each sheet was then placed over the photograph of which the template was to be made. The center shown on the template was held to the principal point of the photograph. The fiducial marks in each chamber of the photograph were matched with their corresponding marks on the template. In these chambers in which the fiducial marks coincided, all radials were traced. The
templet was then adjusted to the next chamber and the respective fiducial marks were examined. If upon examination the fiducial marks did not coincide, the amount of error was corrected by adjusting the radials between the fiducial marks. This adjustment in each chamber was continued until all the radials had been drawn.

10. In order to supplement the horizontal control plotted on the projection sheets, all pass points previously established by radial intersection on Survey No. T-8760 that were common to Surveys Nos. T-8757 or T-8759 were transferred to these two projection sheets.

11. All of the horizontal control including the pass points were then transferred from the projection sheets to their respective base grid sheets by carefully matching common New Jersey State Grid lines. The base grid sheets were then joined by matching common New Jersey State Grid lines.

12. A combined radial plot was then laid for the areas of Surveys Nos. T-8755 to T-8759 using the celluloid templets previously prepared. All of the horizontal control that could be accurately identified on the office photographs was "held to" either tangentially or better, with the exception of BOUNDARY MONUMENT NO. 5, SMYRNA PRESBYTERIAN CHURCH SPIRE, 1933, and SUBSTITUTE STATION "GAME, 1933". Satisfactory results were obtained.

13. The projection sheets for Surveys Nos. T-8755 to T-8759 were then placed over the templets as laid on the base grid sheets, and after matching common New Jersey State grid lines, the pass points, photo (topographic) stations, and photograph centers were pricked directly on the projection sheets.

14. The positions of all pass points, photograph centers, and photo (topographic) stations are within 0.5 millimeters of their correct geographic positions.

REMARKS

15. The identification of horizontal control and selection of substitute stations was good.

16. Sufficient control on the map manuscripts to the north and to the south of the area of this radial plot was transferred to the base grid sheets to insure a good junction between the map manuscripts included in this radial plot and those adjoining.

Respectfully submitted
24 February 1947

Approved and Forwarded
26 February 1947

Harry R. Rudolph
Supervisor

Morten F. Deen
Officer in Charge
Baltimore Photogrammetric Office
Name recommended to Academy 14 May 1945
in: Windmill Square, White Tower, 1933
# List of Control

**Project FH-7 (46)-C**

**Surveys Nos. T-8755 to T-8759, inclusive**

<table>
<thead>
<tr>
<th>No.</th>
<th>Name of Station</th>
<th>Method of Identification</th>
</tr>
</thead>
<tbody>
<tr>
<td>469</td>
<td>ARTIFICIAL, 1934</td>
<td>Not identified</td>
</tr>
<tr>
<td>469A</td>
<td>BOUNDARY MON. No. 6, 1934</td>
<td>Not identified</td>
</tr>
<tr>
<td>470</td>
<td>CREEK, 1934 – R.H. r. 1946</td>
<td>Not identified</td>
</tr>
<tr>
<td>470A</td>
<td>BOUNDARY MON. No. 5, 1934, r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td>477</td>
<td>LISTON FRONT, 1933, r. 1946</td>
<td>Sub. Station</td>
</tr>
<tr>
<td>478</td>
<td>REEDY ISLAND JETTY MIDDLE LT., 1934, r.1946</td>
<td>Direct</td>
</tr>
<tr>
<td>479</td>
<td>PENNIMORES, 1933, r. 1946</td>
<td>R.M. Nq/priiced direct</td>
</tr>
<tr>
<td>480</td>
<td>REEDY ISLAND DYKE FLASHING GREEN LIGHT, 1933; r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td>481</td>
<td>STONY, 1933; r. 1946</td>
<td>Sub. Sta.</td>
</tr>
<tr>
<td>481A</td>
<td>STONY, (U.S.E.) 1933; r. 1946</td>
<td>Not identified</td>
</tr>
<tr>
<td>482</td>
<td>HOPE, (U.S.E.), 1932, r.1946</td>
<td>Direct - by arcs</td>
</tr>
<tr>
<td>483</td>
<td>WILLES, 1933; r. 1946</td>
<td>Sub. Station</td>
</tr>
<tr>
<td>485</td>
<td>REEDY ISLAND FR. RANGE LT., 1934; r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td>488</td>
<td>REEDY ISLAND REAR RANGE LT., 1933; r. 1946</td>
<td>Identified as a New 3rd Order Bench Mark</td>
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<tr>
<td>488A</td>
<td>TT No. 18, 1926; r. 1946</td>
<td>Direct</td>
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<tr>
<td>489</td>
<td>DELAWARE RIVER AND BAY MON., 1933, r. 1946</td>
<td>Sub. Station</td>
</tr>
<tr>
<td>490</td>
<td>LISTON (U.S.E.) 1932; r. 1946</td>
<td>Sub. Station</td>
</tr>
<tr>
<td>491</td>
<td>LAUBERSON, 1933, r. 1946</td>
<td>Not identified</td>
</tr>
<tr>
<td>492</td>
<td>COLLINS BEACH 2, 1933; r. 1946</td>
<td>Not identified</td>
</tr>
<tr>
<td>493</td>
<td>DEAKYNE, 1843</td>
<td>Not identified</td>
</tr>
<tr>
<td>494</td>
<td>WINDMILL, ROUND WHITE TOWER, 1933; r. 1946</td>
<td>Not identified</td>
</tr>
<tr>
<td>495</td>
<td>DELAWARE (U.S.E.), 1932; r. 1946</td>
<td>Not identified</td>
</tr>
<tr>
<td>496</td>
<td>SMYRNA RIVER FRONT RANGE LT.,1933; r. 1946</td>
<td>Sub. Station</td>
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<tr>
<td>497</td>
<td>FLEMING, 1933; r. 1946</td>
<td>Sub. Station</td>
</tr>
<tr>
<td>498</td>
<td>ARNOLD, 1933; r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td>498A</td>
<td>ARNOLD, (U.S.E.) 1932; r. 1946</td>
<td>R.M #2 recovered and identified</td>
</tr>
<tr>
<td>499</td>
<td>DUNKS, 1933</td>
<td>Direct</td>
</tr>
<tr>
<td>500</td>
<td>DUNKS, (USE) 1933; r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td>501</td>
<td>BRIDGTON, OWENS ILLINOIS GLASS COMPANY STACK, 1933; r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td>501A</td>
<td>BRIDGTON, OWENS ILLINOIS GLASS CO. WATER TANK, 1933,</td>
<td>Direct</td>
</tr>
<tr>
<td>502</td>
<td>BRIDGTON, AMERICAN CAN CO. WATER TANK, 1933; r. 1946</td>
<td>Sub. Sta.</td>
</tr>
<tr>
<td>528</td>
<td>PARK, (U.S.E.) 1933; r. 1946</td>
<td>Not identified</td>
</tr>
<tr>
<td>529</td>
<td>BOMBSAY (U.S.E.) 1933; r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td>530</td>
<td>GAME, 1933; r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td>541</td>
<td>SHIP JOHN SHOAL LT., 1933; r. 1946</td>
<td>R.M. CH. SP. 1933</td>
</tr>
<tr>
<td>576</td>
<td>SMYRNA PRESBYTERIAN CHURCH SPIRE, 1933; r. 1946</td>
<td>Direct - SMYRNA</td>
</tr>
<tr>
<td>No.</td>
<td>Name of Station</td>
<td>Method of Identification</td>
</tr>
<tr>
<td>-----</td>
<td>---------------------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>577</td>
<td>SMYRNA MUNICIPAL STANDPIPE, 1933</td>
<td>Not identified -</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Standpipe has been moved</td>
</tr>
<tr>
<td>2923</td>
<td>MON. 2923, 1935; r. 1946</td>
<td>Sub. Station</td>
</tr>
<tr>
<td>3000</td>
<td>MON. 3000, 1935; r. 1946</td>
<td>Not identified</td>
</tr>
<tr>
<td>3001</td>
<td>MON. 3001, 1935; r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td>3002</td>
<td>MON. 3002, 1935; r. 1946</td>
<td>Identified as a</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bench Mark only</td>
</tr>
<tr>
<td>3006</td>
<td>MON. 3006, 1935; r. 1946</td>
<td>Direct. Re-identified</td>
</tr>
<tr>
<td></td>
<td></td>
<td>in compilation office</td>
</tr>
<tr>
<td>3061</td>
<td>MON. 3061, 1939; r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td>3064</td>
<td>MON. 3064, 1939; r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td>3066</td>
<td>MON. 3066, 1935; r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td>6057</td>
<td>MON. 6051, 1936; r. 1945</td>
<td>Direct</td>
</tr>
<tr>
<td>9090</td>
<td>MON. 9090, 1939; r. 1946</td>
<td>Sub. Station</td>
</tr>
<tr>
<td>9093</td>
<td>MON. 9093, 1939; r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td></td>
<td>A REFUGE, 1946</td>
<td>Direct</td>
</tr>
<tr>
<td></td>
<td>B MAGNETIC STATION PERNWOOD, 1940; r. 1946</td>
<td>Direct</td>
</tr>
<tr>
<td></td>
<td>C ALDER (U.S.E.) 1932; r. 1946</td>
<td>Direct</td>
</tr>
</tbody>
</table>
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS: 601-611 Gorsuch Avenue, Baltimore-18, Maryland.

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

17 October 1946

To: The Director
U. S. Coast and Geodetic Survey
Washington-25, D. C.

From: Officer in Charge
Baltimore Photogrammetric Office

Subject: Triangulation Stations - Church Spires in Smyrna, Delaware

After consideration of Mr. C. A. Whitten's office memorandum to me dated 9 October 1946 we asked the party of Lt. Comdr. E. E. Jones to further investigate the churches at Smyrna, Delaware. A copy of a letter from his party is forwarded herewith along with a sketch. The field party identified SYRMA, PRESBYTERIAN CHURCH, SPIRE, (DEL.) 1933 and SYRMA, METHODIST CHURCH, SPIRE, (DEL.) 1933 on a photograph for compilation purposes.

The position of each spire was radially plotted using the following stations to control the photographs.

FLEMING, 1933 (DEL.)
LAMBERSON, 1933 (DEL.)
-SMYRNA RIVER FRONT RANGE LT., 1933 (DEL.)

The results of our radial plot prove that the position listed on Page 62, Acc. No. G 1751 cahier for SYRMA, PRESBYTERIAN CHURCH, SPIRE is actually that of SYRMA, METHODIST EPISCOPAL, SPIRE. The latter church is described on Page 5 of Pamphlet No. 298, Descriptions of Triangulation Stations, and a check by the field party verifies the fact that this is the only church spire "with a ball."

William F. Deane
Lieut. William F. Deane
Officer in Charge
Baltimore Photogrammetric Office

cc: Chief, Div. of Photo.
Lt. Comdr. E. E. Jones
P.O. Box 617
Camden, New Jersey

14 October 1946

To: William F. Deane
   Officer in Charge
   Baltimore Photogrammetric Office
   U.S. Coast & Geodetic Survey
   Baltimore, Maryland

Subject: Clarification of Horizontal Control in the Area of Smyrna, Delaware.

Attached you will find a pencil sketch of the locations of three churches in Smyrna. From the ground at Lamberson 1985 it was impossible to see the church spires, but closer to Smyrna all three spires become visible from the ground. The tallest and most prominent spire from this direction is the Methodist Episcopal Spire, with the bronze ball. It is my opinion the Geographic Positions are in error. The position as given for the Smyrna Presbyterian Spire, probably applies to the Methodist Episcopal Spire.

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   . . . . . . . . . . . . . .
   . . . . . . . . . . . . . .
   . . . . . . . . . . . . . .
   . . . . . . . . . . . . . .

Sincerely,

/s/ Harland R. Cravat

Harland R. Cravat,
Photogrammetrist
Note: All horizontal control stations (accompanied with their respective numbers i.e. 403, 3001) are listed on the following pages.

LAYOUT SKETCH
for
SURVEYS Nos. T-8755 to T-8759 inc.
Project No. PH-7-96-C
COMPILATION REPORT

QUADRANGLE - TAYLORS BRIDGE

SURVEY NO. T - 8755

T-8755 (Taylors Bridge Quadrangle) is one of ten topographic manuscripts in Project PH-7(46)C 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. Instructions filed in Div. of Photogrammetry Office Files.

26. CONTROL

See radial plot report for layout of control in this area. A list of stations on Form No. M-2988-12 is included in this report. Div. of Photogrammetry General Files.

27. RADIAL PLOT

Attached.

Refer to the report for the combined radial plot covering the areas of T-8755 to T-8759 inclusive submitted to the Washington Office 26 February 1947. See also reports for combined radial plots covering the areas of T-8777 to T-8779 and the eastern portion of T-8775 (scale 1:10,000) submitted to the Washington Office, 24 June 1947, for the areas of T-8780 to T-8782 and the southern portion of T-8778 (scale 1:10,000) submitted to the Washington Office, 7 March 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 and Delaware Bay as delineated on the quadrangle was traced from four (4) shoreline manuscript reductions: the southern portions of Surveys T-8777 and T-8778, the western portion of Survey T-8779 and the northern portion of Survey T-8780.

For pertinent information relative to delineation of shoreline area, refer to Descriptive Reports Nos. T-8777 to T-8780, and to the respective shoreline surveys which show the shoreline features at a larger scale.

Contours and elevations were traced from the field photographs.

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 March 30, 1935 by Sherman and Sleeper, Engineers. Div. of Photogrammetry General Files.
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 above.)

31. MEAN LOW WATER LINE

Only that portion of the mean low water line identified by the field party has been delineated on the map manuscript. Approximately 30% of the mean low water line has been shown.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE

It is apparent from the photographs and the description of Reedy Island Dyke Flashing Green Light (as shown in the Light List under the name of Reedy Island Jetty) that there is about one-half mile of jetty south of the light. This portion of the jetty is below mean low water and, not being clear on the photographs, could not be delineated.

See also paragraph 10 of the Field Report.

33. WHARVES AND SHORELINE STRUCTURES

Delineated in accordance with field identification.

34. LANDMARKS AND AIDS TO NAVIGATION

See Form No. 567 attached to this report and to the field report.

See also letter to the Director attached to the field report regarding the Stony Point Dumping Basin Lights.

35. HYDROGRAPHIC CONTROL

None shown. See the shoreline surveys for positions of eight hydrographic signal sites which were selected by the field inspection party.

36. LANDING FIELDS AND AERONAUTICAL AIDS

None.

37. GEOGRAPHIC NAMES

Geographic names have been taken from the final name standards dated 12-9-46. A list of the geographic names is attached to this report.

38. JUNCTIONS

Junction has been made with Survey No. T-8758 to the south and is
38. **JUNCTIONS (Continued)**

in agreement except for the contours which will be corrected by the field edit party. Junctions have been made with Surveys T-8756 to the east and T-8753 to the north and are in agreement. On the west, is the project limits.

39. **DISCREPANCY OVERLAY**

Descriptive and explanatory notes concerning doubtful topographic features have been shown on the discrepancy overlay.

40. **BRIDGES**

All bridge information for the area covered by this report as listed in the U. S. Engineers "List of Bridges Over Navigable Water 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 descriptives 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 Measurements</th>
<th>Listed Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appoquinimink River, Del.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fennimore</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horizontal Cl.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N.E. Channel Span</td>
<td>42.0'</td>
<td>39.5'</td>
</tr>
<tr>
<td>Vertical Cl. to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>overhead wires</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(bridge open)</td>
<td>70'</td>
<td>Not listed</td>
</tr>
<tr>
<td>Blackbird Creek, Del.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taylors Bridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(found inoperative)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horizontal Cl.</td>
<td>18'</td>
<td>20'</td>
</tr>
<tr>
<td>Right Span</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vertical Cl. to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>overhead wires</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(if bridge opened)</td>
<td>21'</td>
<td>Not listed</td>
</tr>
</tbody>
</table>

41. **BOUNDARIES**

The legal descriptions of the following boundaries were not furnished:

Delaware - Districts 13, 14, 15
New Jersey - Elsinboro Township; Lower Alloway Creek Township
44. **COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS**

    T-8755 has been compared in detail with the U.S.G.S., Smyrna, Del. -
    N.J., Quadrangle, scale 1:62,500, edition of 1931, reprinted 1946, and found
    to be in fair agreement with the exception that the quadrangle does not show
    Artificial Island.

45. **COMPARISON WITH NAUTICAL CHARTS**

    T-8755 has been compared with Nautical Chart No. 294, scale 1:40,000,
    published September 1943 (10th edition) (First Edition, 1895) corrected to
    13 July 1946.

    The following topographic information shown on the map is of sufficient
    importance to warrant immediate application to the chart (see Shoreline Survey
    No. T-8779):

    A wreck along shore, west of Stony Point and east of
    a line of ships burned to the waterline

    Two lights formerly located south of Artificial Island
    on ships which have been burned to the waterline, no
    longer exist.

    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 the chart:

    None.

    Low water features are shown in part and will be completed by the hydro-
    graphic party.

    Minor changes in cultural and shoreline details shown on this manuscript
    need no special discussion.

Respectfully submitted
29 October 1947

---

J.S. Nutterburg
Cartographer (Photo
Compilation and Descriptive
Report

Harry B. Rude, Jr.
Supervisor

---

Joseph W. Knudse
Photogrammetric Engineer
Photogrammetric Office Reviewer
Approved and Forwarded
11 December 1947

Officer in Charge
Baltimore Photogrammetric Office
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted on the Canadian and 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>Description</td>
</tr>
<tr>
<td>TOWER, steel (60' high)</td>
<td>LISTON</td>
</tr>
<tr>
<td>TOWER, steel (60' high)</td>
<td>DELAWARE</td>
</tr>
<tr>
<td>WINDMILL, square white (50' high)</td>
<td>Same as Charting</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 Joseph W. Vonasek.

<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>
</tr>
</thead>
<tbody>
<tr>
<td>APPOQUINIMINK REAR RANGE</td>
<td>Same as Charting</td>
<td>39 26</td>
<td>1280°</td>
<td>75 35</td>
<td>250</td>
<td>Rad.Plot</td>
<td>1927</td>
<td>T-8755</td>
</tr>
<tr>
<td>APPOQUINIMINK FRONT RANGE</td>
<td>&quot;</td>
<td>39 26</td>
<td>1361°</td>
<td>75 35</td>
<td>131</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>LISTON FRONT RANGE</td>
<td>&quot;</td>
<td>39 28</td>
<td>1772°</td>
<td>75 35</td>
<td>769</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>No. 1649 HOPE CREEK JETTY FL. W. R SECTOR '5 SEC. U</td>
<td></td>
<td>39 26</td>
<td>1170°</td>
<td>75 30</td>
<td>1008</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  

NONFLOATING AIDS  

TO BE CHARTED  

New Castle, Del.  
Aug. 8 1945  

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  

I. Y. Fitzgerald, Engr. Aid  
E.L. Jones, Chief of Party  

<table>
<thead>
<tr>
<th>State</th>
<th>Delaware</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Charting Name</td>
<td>Description</td>
<td>Signal Name</td>
</tr>
<tr>
<td>APPOQUINIMINK REAR RANGE</td>
<td>Same as Charting</td>
<td>59 28</td>
</tr>
<tr>
<td>APPOQUINIMINK FRONT RANGE</td>
<td>*</td>
<td>39 28</td>
</tr>
<tr>
<td>LISTON FRONT RANGE</td>
<td>*</td>
<td>39 28</td>
</tr>
<tr>
<td>REEDY ISLAND SOUTH JETTY</td>
<td>Reedy Island DikeFlr Lt</td>
<td>39 28.1</td>
</tr>
<tr>
<td>REEDY ISLAND MIDDLE JETTY</td>
<td>Same as Charting</td>
<td>39 28.0</td>
</tr>
<tr>
<td>REEDY ISLAND FRONT RANGE</td>
<td>*</td>
<td>39 28.7</td>
</tr>
<tr>
<td>REEDY ISLAND REAR RANGE</td>
<td>*</td>
<td>39 24.4</td>
</tr>
</tbody>
</table>

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**TO BE CHARTED**

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, becharted on the charts indicated.

The positions given have been checked after listing by

---

**NEW JERSEY**

<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>
</tr>
</thead>
<tbody>
<tr>
<td>#1649 Hope Creek Jetty Fl. W. R sector 5 sec. U</td>
<td>39 26</td>
<td>75 30</td>
<td>NA</td>
<td>Rad. Plot</td>
<td>1927</td>
<td>T-8755</td>
<td>1946</td>
<td>x</td>
</tr>
</tbody>
</table>

---

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<tr>
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<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Stony Point Dumping Basin</td>
<td>#1652</td>
<td>39 27.55</td>
<td>75 32.2</td>
<td>1927</td>
</tr>
<tr>
<td></td>
<td>Upper Light. Fl. W. 2 sec.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Stony Point Dumping Basin</td>
<td>#1654</td>
<td>39 27.45</td>
<td>75 32.1</td>
<td>1927</td>
</tr>
<tr>
<td></td>
<td>Lower Light. Fl. W. 2 sec.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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Field Edit Report of Map Manuscript T-8755
Project Ph-7(46)
R. J. Sipe, Chief of Party

The field edit of this quadrangle was accomplished during the period 1 April to 16 April 1948 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.

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: Legal Descriptions have been furnished for Districts 13, 14 and 15 in Delaware, and descriptions for Townships in New Jersey may be obtained by referring to Quadrangle T-8754.

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

- a. Lower Alloway Creek Township is changed to read Lower Alloways Creek Township

- b. Alloway Creek is changed to read Alloways Creek (Pending USGS FN decision)

- c. Silver Run has been changed to Silver Run Creek

- d. The Rocks has been incorrectly located

- e. Big Ditch has been changed to The Big Ditch

- f. Stave Landing has been added

- g. Red Bank has been incorrectly located

- h. Fishway Creek has been changed to Fishing Creek

- i. Beaver Brook has been changed to Beaver Branch

- j. Mt. Zion School no longer exists

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.
47. Adequacy of the Compilation: Some compiled roads have been deleted. The compilation of buildings in this quadrangle was very good, therefore there have been no deletions. 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.

48. Accuracy Test: One vertical accuracy test was made in this quadrangle. It is thought that this map will meet the vertical accuracy requirements.

The field edit party has made no attempt to verify the horizontal accuracy of this map.

49. Review of First Proof: The following named gentlemen have expressed their willingness to review the first proof:

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

Mr. Frank Gemminger
Odessa
Delaware

Respectfully submitted

Donald G. Flippo
Photogrammetric Aid
14 April 1948
GEOGRAPHIC NAMES

- ALLOWAY CREEK
- ALLOWAY HOPE HALFWAY (stream)
- ANGLE ROD CREEK
- APPOQUINIMINK RIVER
- ARTIFICIAL ISLAND
- AUGUSTINE CREEK (Pending with USBGN decision)
- BAY VIEW BEACH
- BEAVER BRIDGE Branch
- THE BIG DITCH
- BLACKBIRD CREEK
- CEDAR SWAMP
- COFFEE GROUND DITCH
- COLLINS BEACH
- DELAWARE
- DELAWARE BAY
- DELAWARE POINT
- DELAWARE RIVER
- ELSINBORO
- FENNIMORE BRIDGE
- FENNIMORE LANDING
- FISHING CREEK (S Side)
- FISHING CREEK (Del. "E")
- GRAVEL BITCH GUT
- HANGMANS RUN
- HOPE CREEK
- HOPE CREEK JETTY

- LISTON POINT
- LOWER ALLOWAY CREEK (township)
- LOWER BREAK
- MIDDLE DRAIN
- MILL CREEK
- MT. ZION SCHOOL
- NEW CASTLE COUNTY
- NEW JERSEY
- PEACH HOUSE DITCH
- POOLS BOTTOM
- RAYS DITCH
- RED BANK (note: changed position)
- RIVERSHORE DITCH
- ROBS ISLAND
- SALEM COUNTY
- SILVER RUN (Pending USBGN decision)
- SKUNK HILL DITCH
- STONY POINT
- TAYLORS BRIDGE (town)
- TAYLORS BRIDGE (bridge)
- THE ISLAND
- THE ROCKS (note: as shown on map)
- THOMAS LANDING
- THOROUGHPAGE NECK
- UPPER BREAK
- Vance Neck
- WHITE OAK DITCH

- Reedy Island Dike
- Slave Landing
- Districts 13, 14, 15

* This is official name of the township, with final s, whereas Alloway Creek is a decision of U.S. B & O, without final s.

Names preceded by * are approved 5/14/49. L. Heck
3/25/49: No recent USBGN decisions affecting above list. L. H.
Subject numbers not used in this report have been adequately covered in other parts of the descriptive report.

26. Control

Triangulation station Windmill, Round White Tower, 1933, has been shown as Square White Tower following a recommendation made to Geodesy on 14 May 1948. See review report for shoreline map manuscript T-8780.

The names of triangulation stations, when also aids to navigation, were rearranged on the map manuscript to agree with Photogrammetry Instructions no. 17.

All substitute stations have been removed from the map manuscript.

43. Comparison with Previous Surveys

<table>
<thead>
<tr>
<th>Station</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-63</td>
<td>1:20,000</td>
<td>1841</td>
</tr>
<tr>
<td>T-140</td>
<td>1:10,000</td>
<td>1841</td>
</tr>
<tr>
<td>T-141</td>
<td>1:10,000</td>
<td>1841</td>
</tr>
<tr>
<td>T-155</td>
<td>1:20,000</td>
<td>1842-43</td>
</tr>
<tr>
<td>T-1547a</td>
<td>1:20,000</td>
<td>1882</td>
</tr>
<tr>
<td>T-1550</td>
<td>1:20,000</td>
<td>1882-83</td>
</tr>
<tr>
<td>T-1600</td>
<td>1:5,000</td>
<td>1875</td>
</tr>
<tr>
<td>T-1601</td>
<td>1:5,000</td>
<td>1875</td>
</tr>
</tbody>
</table>

Common features in common areas on these surveys are superseded by the map manuscript.

44. Comparison with Nautical Charts

Chart No. 294 1:40,000 7/19/48

48. Vertical Accuracy Test

The results of the vertical accuracy test made in the area of the map manuscript indicate that T-8755 complies with national map accuracy standards.

49. Overlay

An overlay has been prepared showing the control, road classifications, boundaries and the format for quadrangles. This map will be drafted, edited and published by the U. S. Geological Survey.

51. Application to Nautical Charts

The map manuscript has been partially applied to nautical charts prior to review.
Reviewed by:

K. N. Waki
K. N. Waki 2/10/49

Approved by:

S. V. Griffith
Chief, Review Section

[Signature]

S. V. Griffith
Chief, Review Section

Chief, Nautical Chart Branch
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

[Signature]

K. T. Adams
Chief, Div. of Photogrammetry

Chief, Div. of Coastal Surveys
T-8755

Record of Work Subsequent to the Manuscript Review, that is, Smooth Drafting, Checking, and Printing

Manuscript forwarded to the U. S. Geological Survey for smooth drafting and publication.

Color proof furnished by the Geological Survey and examined by

__________________________  ____________________
Name                        Date

Published by the Geological Survey.
# Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>6/1/48</td>
<td>1218</td>
<td>J.P. Walker</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>2/2/49</td>
<td>294</td>
<td>C. Anderson</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
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<td>Before After Verification and Review</td>
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</tbody>
</table>

_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._