Type of Survey: PHOTOMETRIC SHORELINE
Field No.: (II)Ph-714B, Office No. T-8768

LOCALITY
State: NEW JERSEY
General locality: DELAFR EE RIVER
Locality: RANOCAS CREEK

194 8

CHIEF OF PARTY
R.J. Sipe, Chief of Field Party,
T.B. Reed, Balti. Photo. Office,

LIBRARY & ARCHIVES

DATE: December 20, 1951
DATA RECORD
T-8768

Quadrangle (II): Rancocas Creek, N. J. Project No. (II): PH-7(46)F

Chief of Party: Riley J. Sipe

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

Instructions dated (II III):
25 March 1946, 19 July 1946
Supplement No. 1 14 June 1946
Supplement No. 2 11 October 1946
Completed survey received in office: 1-25-49

Reported to Nautical Chart Section: 2-7-49

Reviewed: 5-17-50 Applied to chart No. Date: April 10, 1951

Redrafting Completed: 4-24-51

Registered: 12-7-51 Published:

Compilation Scale: 1:10,000 Published Scale:

Scale Factor (III): 1.000

Geographic Datum (III); N.A. 1927 Datum Plane (III): MHW

Reference Station (III): MOORESTOWN, 1933

Int.: 39° 58' 06.204" (141.3m) Long.: 75° 55' 59.023" (1400.7m) Adjusted

State Plane Coordinates (VI): N.J. State Grid (green)
Pa. State Grid (red)

\[ X = \]
\[ Y = \]

Military Grid Zone (VI)
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
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<th>Time</th>
<th>Scale</th>
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<td>10-2-47</td>
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<td>&quot;</td>
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<td>&quot;</td>
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<td>&quot;</td>
<td>4.1' &quot;</td>
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Tide from (III): See paragraph 19 of Field Report attached to this report.
Mean Range: Spring Range:
See par. 19 of field report.
Camera: (Kind or source) Single lens, type C, focal length 6".

Field Inspection by: Stanley J. Hathorn  
Field Edit by: J. D. Weiler  

Date of Mean High-Water Line Location (III): Same as date of photographs supplemented with field inspection obtained November 1947.

Projection and Grids ruled by (III) TLJ  
" " " checked by: TLJ  

Control plotted by: L.A.Senasack  
Control checked by: M.F.Kirk  

Radial Plot by: P.J.Tarcza  

Detailed by: R. Singel  
J. Councill  

Reviewed in compilation office by:  
J.W.Vonasek  

Elevations on Field Edit Sheet  
checked by: 

Date: Nov. 1947  
Date: 3-6-49  
Date: 10-3-47  
Date: 10-3-47  
Date: 10 March 1948  
Date: 2 April 1948  
Date: 4-19 to 4-23-48  
Date: 11-17-48 to 12-2-48  
12-3 to 12-30-48  
Date: 1-4 to 1-11-49
STATISTICS (III)

Land Area (Sq. Statute Miles): 4

Shoreline (More than 200 meters to opposite shore): none

Shoreline (Less than 200 meters to opposite shore): 12 statute miles

Number of Recoverable Topographic Stations established: 6

photo-hydro

Number of Temporary Hydrographic Stations located by radial plot: 17

Leveling (to control contours) - miles:

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:

* Four of these recoverable topographic stations are also landmarks.
This map is one of 24 shoreline surveys in project Ph-7(46) covering both sides of the Delaware River from Trenton, New Jersey and extending southward to lower Delaware Bay. These surveys at a scale of 1:10,000 provide revision data for nautical charts and detailed shoreline data for quadrangles in this same project.
All phases of field work were completed in accordance with The Director's Instructions, Project Ph-7(46), dated 25 March 1946, Supplemental Instructions No. 1, dated 14 June 1946, and Supplemental Instructions No. 2, dated 11 October 1946, except for deviations herein noted.

Actual field work was completed by the writer, Stanley J. Hathorn, Photogrammetrist, during the latter half of November 1947.

1. Description of the Area:

The entire area is along the Rancocas Creek. The creek is generally bounded by fast land on one shore, and by a wide tidal marsh on the opposite shore. The shore types alternate with slight changes in the channel. Most of the fast land next to the creek, and that along the inshore edge of the marsh is well defined by a tree line that varies in depth. Very narrow, but prominent strips of brush are scattered throughout the tidal marsh areas. Moderately rolling farmland lies immediately inshore.

This portion of the creek has not been used commercially since about 1940. Prior to 1940, a limited amount of sand and gravel was transported by barge downstream from a pit located immediately upstream of Centerton. Timber wharf and trestle ruins scattered along the creek are reminiscent of considerable activity on the creek prior to the advent of improved land transportation facilities in the area.

The area next to the creek is sparsely settled with an occasional small community. A limited number of very small power-driven pleasure boats use the creek, and their use is greatly handicapped by wide mud flats that bare next to the shores at MLW.
2. Completeness of Field Inspection:

Plans of a New Jersey Riparian Stream and Waterways Survey (N.J.R.S.&W.S.) of the Rancocas Creek, made by the W. P. A. in 1936 is included with the field data. Plans were secured from the Department of Conservation, Division of Water Policy and Supply, Trenton, N. J. However, additional copies of any sheets shown on the index should be obtained from the Department of Conservation, Division of Navigation, Newark 2, N. J.

Although field inspection is believed to be adequate and complete, the above plans are considered reliable and may come in handy for use by the office compiler as a supplement to field inspection.

It is recommended that as much of the brush in the tidal marsh as practical be compiled on the map manuscript. (See paragraph 7 regarding seasonal MHWL.)

3. Interpretation of Photographs:

The field party was furnished single lens ratio prints at 1:10,000 scale.

Field photographs are not sharp and this condition was complicated by the existence of heavy tree foliage and shadows at the time of photography.

No peculiar characteristics in photographic detail were encountered.

4. Horizontal Control:


b. N.J.G.C.S. - Seven New Jersey Geodetic Control Survey stations were recovered (1 destroyed) just upstream of the sheet limits. These stations are located along the Mame Highway and N. J. Route No. 36. Four of the seven stations were identified for control of the radial plot. The destroyed station was identified because there was no doubt as to it's original location and it was considered necessary for control of the plot.

c. N.J.R.S.&W.S. - The existence of this permanently monuments control was discovered after field work had begun. It is reputed to be of 3rd or 4th order accuracy. Only general information was available from the N. J. Department of Conservation concerning the field methods used but it is generally believed that the work was performed under some supervision from the U.S.C.&G.S.. A study of the plans submitted will show that the survey was tied into U.S.C.&G.S. and N.J.G.C.S. monuments, and
positions on the plans are based on the N. J. Co-ordinate System.

All monumented stations within the sheet limits were searched for and recovery notes were completed on Form 526. Complete descriptions were written for all stations recovered in good condition.

Seven stations were recovered in good condition, and three of the seven identified. All horizontal control information shown on the plans is believed to be self-explanatory. The three stations were identified for control of the radial plot if the compilation office considers the scheme of satisfactory accuracy. In any event, it will be necessary that the seven recovered stations be used for hydrographic control.

Negative photostatic copies of recovery notes for all N.J.G.C.S. and N.J.R.S.&W.S. stations were furnished Mr. Robert G. Blanchard, Topographic Engineer, Department of Conservation, Trenton, N. J.

5. Vertical Control:

No field work required. The following information is included as a matter of record.

Like the N.J.G.C.S. stations, the N.J.R.S.&W.S. stations also serve as permanent bench marks. (See plans mentioned in paragraph 2 for further details.) When a discrepancy is found between the plan elevation and the elevation given in the description on the Form 526 as being stamped on the monument, the stamped elevation will be considered correct. (Based upon advice from Mr. Robert G. Blanchard, Topographic Engineer, Department of Conservation, Trenton, N. J.).

6. Contours and Drainage:

Not applicable.

7. Mean High-Water Line:

The photographs were taken at approximated MHW.

Few attempts were made to delineate the fast MHWL where it is obscured on the photographs by tree shadows. Most of the obscured fast MHWL is marked by a prominent bank. The fast MHWL has undergone no appreciable change in recent years, and the N.J.R.S.&W.S. mentioned in paragraph 2 of this report will possibly assist the compiler if difficulty is experienced in office delineation.
The apparent MHWL is marked by a heavy growth of seasonal grass and occasional brush. This line is not definite in all places and will vary slightly with the season, becoming increasingly less definite during midwinter. Some grass grows between the MHWL and the MLWL, thus causing the apparent MHWL to become less prominent in some spots during the summer months of heaviest growth.

It is believed that sufficient notes and symbolization of the MHWL have been placed on the photographs for proper office compilation.

8. **Low-Water Line:**

No attempt was made to locate the MLWL since photography was at approximate MHW and no revealing photographic tones were found to indicate it's approximate location. Measurements at the time of inspection were considered impractical because of a lack to detail to reference measurements from and because of the wide boggy mud flats that bare at MLW.

9. **Wharves and Shoreline Structures:**

Adequately covered on the photographs.

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

All details were inspected and adequately covered on the photographs.

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

Four transmission towers to be charted as new landmarks were identified on the photographs, and have been separately submitted on Form 567. These towers were inspected from the stream for suitability as landmarks. Form 524s are submitted with the field data.

There are no aids to navigation within the limits of this sheet.

12. **Hydrographic Control:**

Two natural objects were identified as topographic stations, and described on Form 524.

Nineteen photo-hydro stations were identified and numbered on the photographs according to the standard system. Typed descriptions are submitted on the back of pricking cards with the field data.

(See paragraph 4 regarding N.J.R.S.&M.S. stations.)
13. **Landing Fields and Aeronautical Aids:**

None within this area.

14. **Road Classification:**

Roads are classified in accordance with Photogrammetry Instructions No. 10, dated 14 April 1947, and Amendment, dated 24 October 1947.

15. **Bridges:**

All bridge information for the area covered by this report as listed in the U. S. Engineer "List of Bridges over the Navigable Waters of the U.S.," dated 1 July 1941, was verified in the field, all clearances were carefully measured with a steel tape, and the published descriptions and clearances were found to be correct except for the following discrepancies; which were reported to the Local District Engineer:

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<tr>
<th>PAGE NO. &amp; LOCATION</th>
<th>SPANS</th>
<th>TYPE</th>
<th>HOR. CL.</th>
<th>VERT. CL.</th>
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<td>1941</td>
<td>1947</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>List</td>
<td>Field</td>
</tr>
</tbody>
</table>

**Page 386**

Rancocas Cr., N.J.

Centerton: 2 Sw 50.5' 49.5' (South Draw).

Hainesport, Burlington Co.: 1 Sw 46.0' 45.0'

Hainesport, PRR.: 1 F: 27.3' 25.5'

(The swing bridge that spans the South Branch at the Marne Highway in Hainesport is unattended and it is necessary to give Mr. Charles Hammerle a 24-hour notice to have the bridge opened. Mr. Hammerle lives on the south bank of South Branch between the railroad and N.J. Route No. 38. His mailing address is Route 25, Bridgeboro, N. J.).

16. **Buildings and Structures:**

Heavy tree foliage and shadows make it difficult to detect some of the buildings on the photographs; and these buildings have been blocked in, or circled, in red ink. Deletions are in green ink.

17. **Boundaries:**

Not applicable.
18. **Geographic Names:**

This was the subject of a special report by Mr. A. J. Wraight, Topographic Engineer, submitted during the summer of 1947.

19. **Tide Data:**

The tide data shown on the backs of the photographs for this sheet is based on local information, and the time lag along the stream is assumed to be in proportion with the Delaware River.

Local information revealed that the approximate mean range of tide at key points along the creek is as follows:

- Centerton: 6.0 ft.
- Hainesport: 4.5 ft.
- Lumberton: 3.5 ft.

20. **Channel Data: Upstream of Sheet Limits:**

(Based upon information from local boatmen.)

The North Branch of the Rancocas Creek is not considered navigable by 32-inch powerboats beyond the limits of this sheet.

The same draft powerboats can use the South Branch as far as Hainesport at all stages of the tide if the operators are familiar with the channel. A few of the more experienced local operators use the channel with the same size boats almost as far upstream as Lumberton when the water stage is above 1/2 tide.

Submitted
9 Feb. 1948

Stanley J. Hathorn
Photogrammetrist

Approved
17 Feb. 1948

Riley J. Sipe
Chief of Party
To: The Director  
U.S. Coast & Geodetic Survey  
Washington 25, D. C.

Subject: Discrepancies in Non-Floating Aid Descriptions

The following discrepancies in the 1946 Light List for the Atlantic and Gulf Coasts were noted during field inspection of Project Ph-7(46).

The list is limited to two obvious errors in height and to dates that lights were rebuilt. The dates were secured as a result of an investigation of lights that were also triangulation stations.

However, it may be added that no noticeable discrepancies were encountered in the published description of the general location of the lights, and of the supporting structures.

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<td></td>
<td>Rebuilt 1938</td>
<td>#16, dated 4-20-38</td>
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<tr>
<td>Rancocas A Range Front</td>
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<td>Torressdale Range Rear</td>
<td>Moved 1936</td>
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<td>#39, dated 9-23-36</td>
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<tr>
<td>Mud I Range Front</td>
<td>See Notices</td>
<td>Notice to Mariners</td>
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<td></td>
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<td>#30, dated 7-24-35</td>
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<td>Enterprise Range Lts</td>
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<td></td>
<td>#36, dated 9-2-36</td>
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<td></td>
<td></td>
<td>#32, dated 8-5-36</td>
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<tr>
<td>Croydon Aviation &quot;NY70-</td>
<td>115 ft above water</td>
<td>*947 - S. J. H.</td>
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The sources of information were furnished by the Commander, 3rd Coast Guard District, New York 4, N. Y.

*Also #39, dated 9-23-36.

Stanley J. Hathorn  
Photogrammetrist

cc: Lt. Comdr. Sipe
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<td>MON. 2823, 1938</td>
<td>N.J.G.C.S. Burlington County 1927</td>
<td>-418,391.54</td>
<td>3,391.54 1,608.46</td>
<td>1,033.7 470.3</td>
<td>Destroyed</td>
<td>495.2 1118.8</td>
<td>L.M.G.</td>
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1 FT = 0.3048006 METER

COMPUTED BY H. R. Rudolph

DATE 26 Feb. 1948

CHECKED BY L.A. Senasack

DATE 3-3-48
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COMPILATION REPORT

SHORELINE MANUSCRIPT, SURVEY NO. T-8768

This is one of four shoreline manuscripts in project No. PH-7(46)F located along the Delaware River. These surveys are to be compiled in accordance with instructions dated 25 March 1946 and 19 July 1946 by graphic photogrammetric methods. Survey No. T-8768 includes the area in the State of New Jersey along Rancocas Creek from a point west of Charleston Landing to a point west of Hainesport.

26. CONTROL


27. RADIAL PLOT

Refer to combined radial plot report for Surveys Nos. T-8765 to T-8768 incl., submitted to the Washington Office on 14 May 1948, and included in the Descriptive Report for T-8765.

28. DELINEATION

The delineation is in accordance with instructions pertaining to Project No. PH-7(46) dated 19 July 1946, and in accordance with Photogrammetry Instructions No. 17, dated 15 September 1947.

Considerable difficulty in delineating this manuscript was caused by poor photography and by the existence of heavy tree foliage and shadows at the time of photography.

29. SUPPLEMENTAL DATA

Plans of a New Jersey Riparian Stream and Waterway Survey (NJ.R.S. & W.S.) of Rancocas Creek, made by the W.P.A. in 1936 at a scale of 1:1200. There are a number of small shoreline details on these maps that were not identified by the field party. These have not been delineated because information as to their existence or prominence was not furnished.

30. MEAN HIGH WATER LINE

The mean high water line was delineated in accordance with the field identification and by stereoscopic examination of photographs.

31. MEAN LOW WATER LINE

Only those parts of mean low water line identified by the field party have been delineated.
32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE
   Delineated in accordance with field identification.

33. WHARVES AND SHORELINE STRUCTURES
   Delineated in accordance with field identification.

34. LANDMARKS AND AIDS TO NAVIGATION
   See forms 567 submitted for subproject PH-7(46)F.

35. HYDROGRAPHIC CONTROL
   Eighteen photo hydro points were described and identified by the
   field party. One other photo hydro point (No. 6819) was described by
   the field party but not identified. This photo hydro point was identi-
   fied, from its description, in the compilation office. A list of descrip-
   tions is included in this report.

36. LANDING FIELDS AND AERONAUTICAL AIDS
   None

38. GEOGRAPHIC NAMES
   These were taken from the Burlington & Mt. Holly quadrangles
   furnished by the Washington Office. A list of geographic names is
   attached to this report.

39. JUNCTIONS
   Junction was made with Survey No. T-8767 to the northwest and is in
   agreement. To the east, south, and west is the project limits.

41. BRIDGES
   See paragraph 15 of the field report.

44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS
   Survey No. T-8768 has been compared in detail with the U. S. Geological
   Survey Burlington quadrangle, scale 1:25,000, and Mount Holly quadrangles,
   scale 1:62,000, and was found to be in good agreement.

   No previous topographic surveys of the U. S. Coast and Geodetic Survey
   exist in the area of Survey No. T-8768.

45. COMPARISON WITH NAUTICAL CHART
   T-8768 has been compared with Nautical Chart No. 296, scale 1:40,000,
   corrected to 13 July 1946, and found to be in fair agreement.
45. COMPARISON WITH NAUTICAL CHART (Continued)

The following topographic information shown on T-3768 is of sufficient importance to warrant immediate application to the chart -

None.

The following 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 should be completed by the hydrographic party.

Minor differences in cultural and shoreline details need no special discussion.

Respectfully submitted
December 1943

[Signatures]

Tudor Connell
Engineering Draftsman
Compilation and Descriptive Report

Joseph W. Nesbitt
Photogrammetric Engineer
Photogrammetric Office Reviewer

[Signatures]

Harry B. Rudolph
Supervisor

[Signature]

[Signature]

Approved and forwarded
21 January 1949

[Signature]

[Signature]

Officer in Charge
Baltimore Photogrammetric Office
<table>
<thead>
<tr>
<th>Signal No.</th>
<th>Description</th>
<th>Photo No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6801</td>
<td>Upstream gable of 2-story gray (shingle siding with green roof). Martin house. Approx. 35 ft. above MHW.</td>
<td>2827</td>
</tr>
<tr>
<td>6802</td>
<td>Riverward gable of green roof of a small white house near the MHWL. Second house upstream of old wharf ruins. 15 ft. above MHW.</td>
<td>2835</td>
</tr>
<tr>
<td>6803-</td>
<td>Cupola of large dark grey barn. 90 ft. above MHW.</td>
<td>2836</td>
</tr>
<tr>
<td>6804</td>
<td>Upstream corner (steel steps at corner) of swimming pier. 2 ft. above MHW.</td>
<td>2836</td>
</tr>
<tr>
<td>6805</td>
<td>Riverward gable of old brick (front half) and board (rear half) cabin with wood shingle roof located in front of large farmhouse. 40 ft. above MHW.</td>
<td>2836</td>
</tr>
<tr>
<td>6806</td>
<td>Shore end of pier at wooden bulkhead. 1 ft. above MHW.</td>
<td>2824</td>
</tr>
<tr>
<td>6807</td>
<td>Upstream end of Marne Highway bridge fender. 5 ft. above MHW.</td>
<td>2823</td>
</tr>
<tr>
<td>6808</td>
<td>Upstream corner of earth-filled wooden wharf. 4 ft. above MHW.</td>
<td>2824</td>
</tr>
<tr>
<td>6809</td>
<td>NE corner of concrete remains of old dam that is immediately downstream of present Rancocas Lake dam. 5 ft. above MHW.</td>
<td>2836</td>
</tr>
<tr>
<td>6810</td>
<td>Chy at downstream end of gable of 2 story brick house. Approx. 60 ft. above MHW.</td>
<td>2835</td>
</tr>
<tr>
<td>6811</td>
<td>Downstream gable of large unpainted wood barn with rusty tin roof. Approx. 80 ft. above MHW.</td>
<td>2835</td>
</tr>
<tr>
<td>6812</td>
<td>50 foot white wooden mast of simulated training ship. Mast is located at center of rear edge of the super-structure which joins the concrete deck on the rear. Approx. 55 ft. above MHW.</td>
<td>2836</td>
</tr>
<tr>
<td>Signal No.</td>
<td>Description</td>
<td>Photo No.</td>
</tr>
<tr>
<td>-----------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>6813</td>
<td>Gable next to MHWL of 1 story white frame cabin with red roof. Approx. 25 ft. above MHW.</td>
<td>2835</td>
</tr>
<tr>
<td>6814</td>
<td>Corner next to center of creek at downstream end of old sunken barge. Approx. at MHW.</td>
<td>2835</td>
</tr>
<tr>
<td>6815</td>
<td>Upstream gable of 1 1/2 story red brick house. Approx. 35 ft. above MHW.</td>
<td>2828</td>
</tr>
<tr>
<td>6816</td>
<td>Large, square, red brick stack projecting several feet above tree tops. Approx. 85 ft. above MHW.</td>
<td>2827</td>
</tr>
<tr>
<td>6817</td>
<td>Road intersection. Approx. 5 ft. above MHW.</td>
<td>2828</td>
</tr>
<tr>
<td>6818</td>
<td>Upstream gable of 2 story unpainted house. Approx. 50 ft. above MHW.</td>
<td>2828</td>
</tr>
<tr>
<td>6819</td>
<td>Upstream power of the fourth pair of transmission towers, south of Kansas Creek. Approx. 150 ft. above MHW.</td>
<td>-2828-</td>
</tr>
</tbody>
</table>
FIELD EDIT REPORT
Shoreline Manuscript T-3786
Rancocas Creek, New Jersey
Project Ph-7(46)
E. R. McCarthy, Chief of Party

Field edit of this shoreline sheet was completed during March 1949 by John D. Weiler, Photogrammetrist.

46. METHODS

In field editing the map manuscript all roads in the area were traversed by truck. The shoreline was checked by driving and walking to Rancocas Creek at necessary intervals.

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

47. ADEQUACY OF THE MAP MANUSCRIPT

In general, the map manuscript was adequate and correct. A considerable number of buildings in the vicinity of Rancocas Heights were obscured by dense woods on the aerial photographs, and therefore omitted by the compiler. These have been added to the field edit sheet.

The vertical clearances of the two bridges on the sheet were obtained.

All other items appear correctly with the exception of Geographic Names. Evidently a number of old geographic names in the area have become obsolete, and have been superseded by those in present use. Charleston Landing is now ADAMS WHARF. Hudson Island Landing is now IRISH WHARF. In fact, no one could be located who had heard of the original names, and it is recommended that they be changed accordingly. The names RANCOCAS HEIGHTS, RANCOCAS WOODS, CENTERTON, and CENTERTON BRIDGE should be added to the map manuscript as shown.

The map manuscript was reviewed by Mr. Ralph Cann, a storekeeper at Centerton, N. J. for 17 years and by Mr. Hjalmer Forssell, a fisherman at Irish Wharf, N. J. for 55 years. They found no errors in the corrected map.

Respectfully submitted
6 March 1949

John D. Weiler
Photogrammetrist
GEOGRAPHIC NAMES

- Borton Landing
- Bougher *
- Charleston-Landing ADAMS WHarf.
- Hudson Island
- Hudson-Island-Landing RICH WH1FF.
- Leeds Wharf
- Little Mill Creek
- Mason Creek
- Parker Creek
- Rancocas Creek *
- Rancocas Woods
- South Branch Rancocas Creek
- Stokes Island

* after name = U.S.P.T.N.

decision.

The following names do not appear on the geographic names standards but are shown on the field photographs:

- Barne Highway
- Rancocas Heights (name-ok, but-not-on-sheet)
- Rancocas Lake

Pennsylvania R.R.

- Delaware River* (for title)

Names Preceded by .
are approved. 2/7/43

Centerton

Centerton Bridge
Review Report T-8768
Shoreline Survey
May 17, 1950

62. Comparison with Registered Topographic Surveys.- None

63. Comparison with Maps of Other Agencies.-

Beverly, Pa., - N.J.  1:25,000  A.M.S.  1947
Mount Holly, N. J.  1:62,500  A.M.S.  1942
Trenton, N. J. - Pa.  1:125,000  U.S.G.S. Reprint 1943

64. Comparison with Contemporary Hydrographic Surveys.- None

65. Comparison with Nautical Charts.-

Chart 296  1:40,000  Sept. 1948 (Revised)

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

67. Mean Range of Tide.- The mean range of tide has been incorrectly reported on the reverse side of each of the field photographs as varying between 7 and 8 feet.

The 1946 Atlantic Ocean Tide Tables indicate the mean range as being 5.7 feet at Torresdale, Pa.

68. Miscellaneous.- Plans of the N.J.R.S. & W.S., mentioned in Item 2 of the Field Inspection Report and included herein, contain soundings that may be of some use to the Nautical Chart Branch.

Reviewed by:

L. Martin Gazik

APPROVED

S. N. Lipton
Chief, Review Section 3  12/11/51
Division of Photogrammetry

W. T. McPherson
Chief, Nautical Chart Branch
Division of Charts

Chief, Div. of Photogrammetry

Chief, Div. of Coastal Surveys