**U.S. COAST AND GEODETIC SURVEY**
**DEPARTMENT OF COMMERCE**

**DESCRIPTION REPORT**

**Type of Survey:** LOCOL RECK, LEHIGH VALLEY

**Field No.** 24-1610 **Office No.** T-877

**LOCALITY**

**State:** DELAWARE, PENNSYLVANIA, N.Y.

**General locality:** LEBAR RIVER

**Locality:** MARCUS RECK, LEHIGH VALLEY

**CHIEF OF PARTY**

M. J. Jr., Chief of Field Party, T. E. Find, Bingham, Photogrammetry Office

**LIBRARY & ARCHIVES**

**DATE:** December 20, 1951
DATA RECORD
T=8771


Field Office: Camden, New Jersey Chief of Party: E.L. Jones

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

Instructions dated (II III): 25 March 1946 Copy filed in Descriptive Report No. T-
14 June 1946, 19 July 1946 Report (VI)

Completed survey received in office: January 1949

Reported to Nautical Chart Section:

Reviewed: March 71, 1950 Applied to chart No. Date: April 6, 1951

Redrafting Completed:

Registered: 11-16-61 Published: May 1951

Compilation Scale: 1:10,000 Published Scale: 1:10,000

Scale Factor (III): 1.000

Geographic Datum (III): N. A. 1927 Datum Plane (III): #.s. F. M+H

Reference Station (III): Marcus 1933

Lat.: 39° 48' 27.550" (849.7m) Long.: 75° 25' 31.698" (754.0m) Adjusted


Military Grid Zone (VI)
PHOTOGRAPHS (III)
75th meridian

<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>46-D-1886 to 1893</td>
<td>3-10-46</td>
<td>1457</td>
<td>1:10,000</td>
<td>2.3 above MLW</td>
</tr>
<tr>
<td>46-D-1897 to 1902</td>
<td>3-10-46</td>
<td>1508</td>
<td>1:10,000</td>
<td>2.3 above MLW</td>
</tr>
<tr>
<td>46-D-1908 to 1910</td>
<td>3-10-46</td>
<td>1522</td>
<td>1:10,000</td>
<td>3.0 above MLW</td>
</tr>
<tr>
<td>46-D-2055 to 2060</td>
<td>3-12-46</td>
<td>1407</td>
<td>1:10,000</td>
<td>1.1 above MLW</td>
</tr>
<tr>
<td>46-D-2112</td>
<td>3-12-46</td>
<td>1458</td>
<td>1:10,000</td>
<td>0.5 above MLW</td>
</tr>
<tr>
<td>46-D-2124 to 2126</td>
<td>3-12-46</td>
<td>1518</td>
<td>1:10,000</td>
<td>0.4 above MLW</td>
</tr>
</tbody>
</table>

Actual tide observations at Philadelphia corrected to Tide from (III): "South Chester to Oldmans Point".

Mean Range: 5.3'  Spring Range: 5.7'

Camera: (Kind or source) U. S. Coast and Geodetic Survey single lens camera. Wide angle, type "D"—focal length 12".

Field Inspection by: Ben O. Bryant, Sr. Photo. Aid (N.J) Date: Aug.-Sept. 1946
and L. Y. Fitzgerald, Engr. Aid, (Del. and Pa.)

Field Edit by: J. D. Weiker Date: Jan. 23, 1949

Date of Mean High-Water Line Location (III): Same as date of photographs supplemented with field inspection obtained during August and September 1946.

Projection and Grids ruled by (III) T.L. Janson Date: 23 Sept. 1946
" " " checked by: T.L. Janson

Control plotted by: W. J. Hughes Date: 23 Sept. 1946
Control checked by: F.M. Senasack Date: 24 July 1947

Radial Plot by: F.J. Tarcza Date: 1 Aug. 1947
G.S. Nottenburg Date: 14 Oct. 1947

Detailed by:

Reviewed in compilation office by: J. W. Vonasek
Date: 4 Nov. 1947
5 Dec. 1947
22 Dec. 1947
5 Jan. to 16 Jan.

Elevations on Field Edit Sheet checked by:
STATISTICS (III)

Land Area (Sq. Statute Miles): 7.5

Shoreline (More than 200 meters to opposite shore): 19.6 miles (statute)

Shoreline (Less than 200 meters to opposite shore): 26.5 miles (statute)
  (measured along center line of stream)

Number of Recoverable Topographic Stations established: 8

Photo Hydro Points
Number of Topographic Stations located by radial plot: 1

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:
Summary to Accompany T-8771

This is one of a series of 24 shoreline maps in Project Ph-7(46) covering both sides of the Delaware River from Trenton, New Jersey and extending southward to lower Delaware Bay.

These shoreline sheets at a scale of 1:10,000 are to furnish material for revision of the nautical chart for this area, and, for a series of 16 topographic compilations at a scale of 1:20,000 which are to be published by the U. S. Geological Survey, as standard topographic quadrangles at 1:24,000. Since no topographic compilation covers this sheet this shoreline survey furnishes material for the revision of Nautical Chart 296 only.
FIELD REPORT

SHORELINE MANUSCRIPT, SURVEY NO. T-8771

For data covering Survey No. T-8771 refer to the field report for Surveys Nos. T-8770, T-8771 and T-8772. (Included in Descriptive Report T-8770)
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</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>
</tr>
</thead>
<tbody>
<tr>
<td>CHESTER, PHILA., GAS &amp; ELEC.CO. 1933 COKE PLANT STACK</td>
<td>G-1751 Pg. 111</td>
<td>39° 49'</td>
<td>36.529&quot;</td>
<td>1126.5 (723.9)</td>
</tr>
<tr>
<td>MARCUS HOOK, SINCLAIR REP.CO.MOST GEYER STACK,1933</td>
<td>G-1751 Pg. 111</td>
<td>39° 49'</td>
<td>19.613&quot;</td>
<td>604.9 (1245.6)</td>
</tr>
<tr>
<td>MARCUS HOOK, VISCOSE CO.EAST STACK,1933</td>
<td>G-1751 Pg. 111</td>
<td>39° 49'</td>
<td>14.685&quot;</td>
<td>464.4 (962.6)</td>
</tr>
<tr>
<td>MARCUS HOOK, VISCOSE CO.WEST STACK 1933</td>
<td>G-1751 Pg. 111</td>
<td>39° 49'</td>
<td>11.624&quot;</td>
<td>358.5 (1492.0)</td>
</tr>
<tr>
<td>MARCUS HOOK, PURE OIL CO. TALLEST STACK,1933</td>
<td>G-1751 Pg. 111</td>
<td>39° 48'</td>
<td>44.181&quot;</td>
<td>1516.8 (333.7)</td>
</tr>
<tr>
<td>MARIUS, 1934</td>
<td>G-1664 Pg. 72(i. j.)</td>
<td>39° 48'</td>
<td>27.550&quot;</td>
<td>849.7 (1000.8)</td>
</tr>
<tr>
<td>WO-25, 1934</td>
<td>U.S.O.S. Chester Qd. Pg. 2</td>
<td>39° 49'</td>
<td>27.30&quot;</td>
<td>842.0 (1008.5)</td>
</tr>
<tr>
<td>CLAYMONT, WORTH STEEL CO. NW'ly STACK, 1933</td>
<td>G-1751 Pg. 111</td>
<td>39° 48'</td>
<td>30.85&quot;</td>
<td>951.4 (899.1)</td>
</tr>
<tr>
<td>CLAYMONT, WORTH STEEL CO.SE'ly STACK, 1933</td>
<td>G-1751 Pg. 112</td>
<td>39° 48'</td>
<td>30.38&quot;</td>
<td>976.2 (451.0)</td>
</tr>
<tr>
<td>CLAYMONT GENERAL CHEMICAL CO. TALLEST STACK, 1933</td>
<td>G-1751 Pg. 111</td>
<td>39° 48'</td>
<td>29.502&quot;</td>
<td>936.9 (913.6)</td>
</tr>
<tr>
<td>CLAYMONT GENERAL CHEMICAL CO. LOW ROAD STACK, 1933</td>
<td>G-1751 Pg. 112</td>
<td>39° 48'</td>
<td>29.54&quot;</td>
<td>955.5 (471.7)</td>
</tr>
<tr>
<td>CLAYMONT GENERAL CHEMICAL CO. LOW ROAD STACK, 1933</td>
<td>G-1751 Pg. 112</td>
<td>39° 48'</td>
<td>18.985&quot;</td>
<td>909.9 (440.6)</td>
</tr>
<tr>
<td>RUINS, 1934</td>
<td>G-1913 Pg.136</td>
<td>39° 47'</td>
<td>34.144&quot;</td>
<td>585.5 (1265.0)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>75° 27'</td>
<td>33.096&quot;</td>
<td>1147.4 (9.9)</td>
</tr>
</tbody>
</table>

1 FT = 304.8006 METERS

COMPUTED BY: John G. Richter  DATE 7/22/47  CHECKED BY: L. A. Senesack  DATE 7/22/47
<table>
<thead>
<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 CONNECTION</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>FILL, 1934</td>
<td>G-1913 Pg.136</td>
<td>N.A. 1927</td>
<td>39° 47'</td>
<td>43.234°</td>
<td>1333.4 (517.1)</td>
<td></td>
<td>381.2 (1046.3)</td>
<td></td>
</tr>
<tr>
<td>BORELLI, 1933</td>
<td>G-1664 Pg.71</td>
<td>&quot;</td>
<td>39° 47'</td>
<td>35.334°</td>
<td>1089.7 (760.8)</td>
<td></td>
<td>53.1 (1374.5)</td>
<td></td>
</tr>
<tr>
<td>MALLO (U.S.E.)</td>
<td>G-1664 Pg.72</td>
<td>&quot;</td>
<td>39° 47'</td>
<td>12.566°</td>
<td>387.5 (1463.0)</td>
<td></td>
<td>887.1 (540.6)</td>
<td></td>
</tr>
<tr>
<td>E-10, 1930</td>
<td>U.S.G.S. CHESTER QD.PG.5</td>
<td>&quot;</td>
<td>39° 46'</td>
<td>28.16°</td>
<td>868.5 (982.0)</td>
<td></td>
<td>158.3 (1269.7)</td>
<td></td>
</tr>
<tr>
<td>SOUTH, 1934</td>
<td>G-1913 Pg.136</td>
<td>&quot;</td>
<td>39° 46'</td>
<td>23.552°</td>
<td>726.4 (1124.1)</td>
<td></td>
<td>1179.5 (24.5)</td>
<td></td>
</tr>
<tr>
<td>SUB STATION MARCUS</td>
<td></td>
<td>&quot;</td>
<td>39° 48'</td>
<td></td>
<td>864.0 (986.5)</td>
<td></td>
<td>754.0 (673.3)</td>
<td></td>
</tr>
<tr>
<td>DEPOT, 1933</td>
<td>G-1664 Pg.72</td>
<td>&quot;</td>
<td>39° 46'</td>
<td>04.388°</td>
<td>135.3 (1715.2)</td>
<td></td>
<td>271.7 (1156.4)</td>
<td></td>
</tr>
<tr>
<td>SUB. STA. DEPOT</td>
<td></td>
<td>&quot;</td>
<td>39° 46'</td>
<td>02.960°</td>
<td>91.3 (1759.2)</td>
<td></td>
<td>248.8 (1179.3)</td>
<td></td>
</tr>
</tbody>
</table>

1 FT. = 3048000 METER

COMPUTED BY: John C. Richter DATE: 7/22/47
CHECKED BY: L.A. Senasack DATE: 7/22/47
T-8771 is one of two shoreline manuscripts in Project No. PH-7(46)D 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.

26. CONTROL

See layout of control submitted to the Washington Office 20 October 1947. A list of stations on Form No. M-2388-12 is included in this report. (See layout included in Descriptive Report T-8770)

27. RADIAL PLOT

Refer to the report for the combined radial plot covering the area of Surveys No. T-8770 and T-8771, which was submitted to the Washington Office on 20 October 1947. (included in Descriptive Report T-8770)

28. DELINEATION

The compilation is in accordance with the written instructions pertaining to Project No. PH-7(46) dated 19 July 1946, and in accordance with Photogrammetry Instructions No. 17. The photographs were satisfactory for delineation.

29. SUPPLEMENTAL DATA

Blueprints of the Pennsylvania Railroad Valuation Maps, sheets numbered V-3; V-3; V-3; V-3; V2.02; and V2.03, were used for the delineation of the main line and branch lines of the railroad shown on the manuscript.

30. MEAN HIGH WATER LINE

The shoreline was delineated from single lens photographs (1:10,000 scale field ratio prints) in accordance with the field inspection shown thereon. Shoreline for which no field inspection was furnished was delineated in the compilation office after careful stereoscopic examination of the photographs.

31. MEAN LOW WATER LINE

A small percentage of the approximate mean low water line was identified by the field party. As the photographs were taken at the time of low water more of the approximate low water line was delineated in the compilation office after careful stereoscopic examination of the photographs. About 50% of the approximate mean low water line is delineated on the manuscript.
32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE

Delineated in accordance with the field identification.

33. WHARVES AND SHORELINE STRUCTURES

Delineated in accordance with the field identification.

34. LANDMARKS AND AIDS TO NAVIGATION

See Form 567 attached to the report for Surveys No. T-8770, T-8771, and T-8772 and also the Form 567 attached to this report. One of the two points on Marcus Hook Range furnished by the field party plotted 200 meters off the range and was therefore not shown. Both rejected during review.

35. HYDROGRAPHIC CONTROL

One photo-hydro point has been shown on the manuscript. A description of this point is attached to this report. Two additional copies have been furnished for the use of the hydrographic parties.

36. LANDING FIELDS AND AERONAUTICAL AIDS

None

38. GEOGRAPHIC NAMES

Geographic names were taken from the final name standards dated 12-19-46, furnished by the Washington Office. A list of geographic names is attached to this report.

39. JUNCTIONS

Junction has been made to the southwest with Survey No. T-8772 and is in agreement.

The junction to the northeast with Survey No. T-8770 will be made, when that survey is compiled.

The project limits are to the west, northwest and southeast.

41. BRIDGES

All bridge information for the area covered by this report as listed in the U. S. Engineers "List of Bridges Over Navigable Waters in the U.S." dated 1 July 1941 was verified in the field; all clearances were carefully measured with a steel tape, and the published descriptions and clearances
41. **BRIDGES** (Continued)

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</th>
<th>Listed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oldmans Creek, Nortonville (New Bridge)</td>
<td>65.0</td>
<td>64</td>
</tr>
<tr>
<td>Vert Cl(MHW)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lift Span down</td>
<td>not given</td>
<td>5</td>
</tr>
<tr>
<td>Oldmans Creek, Jumbo, N.J.</td>
<td></td>
<td>2.1</td>
</tr>
<tr>
<td>Vert Cl(MHW)</td>
<td>not given</td>
<td></td>
</tr>
</tbody>
</table>

42. **DISCREPANCY Overlay**

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

44. **COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS**

Survey No. T-8771 has been compared in detail with the U. S. Geological Survey Marcus Hook Quadrangle, scale 1:31,680, and found to be in fair agreement (1948 edition).

45. **COMPARISON WITH NAUTICAL CHARTS**

Survey No. T-8771 has been compared with Nautical Chart No. 295, scale 1:40,000, and found to be in fair agreement.

The following topographic information shown on T-8771 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 the chart:

None.
45. **COMPARISON WITH NAUTICAL CHARTS** (Continued)

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

Respectfully submitted
23 December 1947

*Harry S. Hottenburg*
Cartographer (Photo.)

*Joseph Wronack*
Photogrammetric Engineer
Photogrammetric Office Review

Approved and forwarded
13 February 1948

*Harry R. Rudolph*
Supervisor

*Joseph Wronack*
Officer in Charge
Baltimore Photogrammetric Office
### Description of Photo Hydro Point

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Pricked on Photo No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>7202</td>
<td>SW corner RR pier</td>
<td>46-D-1911</td>
</tr>
</tbody>
</table>

Listed by: [Signature]
Cartographer (Photo.)

Checked by: [Signature]
Photogrammetric Engineer
FIELD EDIT REPORT
Shoreline Survey T-8771
Project Ph-7(46)
Riley J. Sipe, Chief of Party

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

46. METHODS

The field edit of this manuscript was done by driving to the shoreline at every available opportunity, and walking to areas inaccessible by truck. This method was found to be more satisfactory than small boat work, since shoal areas would not permit close approach to the shoreline. All data added to the map manuscript were either plotted from topographic features or cut in by planable methods.

47. ADEQUACY OF THE MAP MANUSCRIPT

Compilation along the Delaware shore of the Delaware River was well done. Compilation along the New Jersey shore was poor, evidently due to the poor quality of the original field inspection. Adequate photographic notations have been made for the redrafting of this shoreline.

It was noted that munition storage sheds at the ordnance depot at lat. 39° 46.3' long. 75° 27.0' had been erased from the map manuscript. Unless this was done for restrictive purposes they should be shown. No explanation was given the field editor. Return to compilation office after field edit-47. See Item 47 Review Report.

All bridge discrepancies were reported to the District Engineer of the U.S.E.D. at Philadelphia, Pa., after missing data were obtained.

All other notes on the field edit sheet are self-explanatory.

The map manuscript was reviewed by Mr. William H. Baum, Gloucester County Engineer for fifteen years. Well acquainted with the area from his own survey work, he found no errors.

Respectfully submitted
23 January 1949

John D. Weiler
Photogrammetrist
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

NONFLOATING MARKS LANDMARKS FOR CHARTS

Camden, New Jersey
6 September, 1946

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>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>Chart Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delaware and Pennsylvania</td>
<td>TANK (ELV) Steel, water (90 ft. high)</td>
<td>CLAY</td>
<td>39 47.6</td>
<td>75 28.3</td>
<td>NA</td>
<td>Red Plot</td>
<td>1946</td>
<td>xx</td>
<td>295</td>
</tr>
<tr>
<td></td>
<td>STACK Brick (200 ft. high)</td>
<td>Marcus Hook, Viscoce Co.</td>
<td>39 49</td>
<td>358.5</td>
<td>75.24</td>
<td>1205.9</td>
<td>Tri</td>
<td>1933</td>
<td>xx</td>
</tr>
<tr>
<td></td>
<td>STACK Brick, (200 ft. high)</td>
<td>Marcus Hook, Viscoce Co.</td>
<td>39 49</td>
<td>452.9</td>
<td>75 24</td>
<td>959.3</td>
<td>Tri</td>
<td>1933</td>
<td>xx</td>
</tr>
</tbody>
</table>

NEW LANDMARKS TO BE CHARTED

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 Ben O. Bryant, Sg't. Photo. Aid - E. L. Jones, Chief of Party

<table>
<thead>
<tr>
<th>STATE</th>
<th>New Jersey</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>TOWER</td>
<td>Skeleton Steel (60 ft. high)</td>
</tr>
</tbody>
</table>

* RECOMMENDED NAME CHANGE

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

Thos. B. Reed

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>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TANK (ELEV.) Steel, water (90 ft. high)</td>
<td>CLAY</td>
<td>39 47</td>
<td>1082 75 28 518</td>
<td>1927</td>
<td>N.A.</td>
<td>8771</td>
<td>1946</td>
<td>xx</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.
TO BE CHARTED
TO BE DELETED

Baltimore, Md.  13 February  1948

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 V. Vonasek

Thos. B. Reed  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>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No.1718</td>
<td>Raccoon Creek Jetty</td>
<td></td>
<td>39 48</td>
<td>1016 75 23</td>
<td>80 ✓ N.A. 1927</td>
<td>Rad. Plot 877</td>
<td>1946 x x</td>
<td>295</td>
</tr>
<tr>
<td></td>
<td>No.1585</td>
<td>Marcus Hook Range Front</td>
<td></td>
<td>39 46</td>
<td>1026 75 28</td>
<td>778 ✓</td>
<td></td>
<td>1946 x x</td>
<td>295</td>
</tr>
<tr>
<td></td>
<td>No. 1583</td>
<td>Grubbs Landing Light</td>
<td></td>
<td>39 47</td>
<td>250 75 27</td>
<td>1257 ✓</td>
<td></td>
<td>1946 x x</td>
<td>295</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.
GEOGRAPHIC NAMES

• CHESTER-BRIDGEPORT FERRY
• CROWN POINT ROAD
• DELAWARE ORDNANCE DEPOT
• DELAWARE RIVER
• GOVERNOR PRINTZ BOULEVARD
• GRUWALKS LANDING LIGHT
• JUMBO
• MARCUS HOOK CREEK
• NAAMAN CREEK
• NEW BRIDGE
• OLD-MANS CREEK
• PENNSYLVANIA RAILROAD
• PENNSYLVANIA-READING SEASHORE LINES
• RACCOON CREEK
• RACCOON ISLAND
  • STONEY CREEK (NE of Marcus Hook)
• STONEY CREEK (SW of Holly Oak)
• U.S. QUARANTINE STATION
  * MARCUS HOOK BAR

  U.S. 130/A.54
  U.S. 322
• Gordon Heights
• Bellevue
• Marcus Hook
• South Chester

This name does not appear on the manuscript because the feature could not be delineated.

Names preceded by * are approved. 11/22/48
L. Heck
MEMORANDUM FOR: DIRECTOR, U. S. COAST AND GEODETIC SURVEY, DEPARTMENT OF COMMERCE
ATTN: Administrative Planning Section
SUBJECT: Classification Clearance

1. Reference is made to your memorandum, file No. 731-lmh, dated 31 March 1950, forwarding ten maps for security clearance.

2. There is no objection to the publication of the three inclosed maps as unclassified.

3. The remaining seven maps will be returned to your agency as soon as they are received from the Commanding General, 4th Army, to whom they were sent for examination.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

3 Incls
1. Map No. T-8771
2. Map No. T-8749B
3. Map No. T-8749C

ERNEST A. BARLOW
Colonel, GSC
Chief, Security & Training Division
Review Report T-8771
Shoreline Survey
March 21, 1950

62. Comparison with Registered Topographic Surveys.—

<table>
<thead>
<tr>
<th>T-161</th>
<th>1:10,000</th>
<th>1841</th>
</tr>
</thead>
<tbody>
<tr>
<td>163</td>
<td>1:20,000</td>
<td>1846</td>
</tr>
<tr>
<td>1485</td>
<td>1:5,000</td>
<td>1880</td>
</tr>
<tr>
<td>1502a</td>
<td>1:5,000</td>
<td>1881</td>
</tr>
<tr>
<td>1502b</td>
<td>1:5,000</td>
<td>1881</td>
</tr>
<tr>
<td>1515</td>
<td>1:5,000</td>
<td>1881</td>
</tr>
<tr>
<td>1615</td>
<td>1:5,000</td>
<td>1881</td>
</tr>
<tr>
<td>2140</td>
<td>1:5,000</td>
<td>1892-3</td>
</tr>
</tbody>
</table>

(Boundary survey)

The above surveys have been superseded in common areas by this map for nautical charting purposes.

63. Comparison with Maps of Other Agencies.—


64. Comparison with Contemporary Hydrographic Surveys.—

None

65. Comparison with Nautical Charts.—

Chart 295 1:40,000 Revised to June 1948
No significant differences were noted.

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

67. Classified Information.—This manuscript contains classified information and has been designated "Restricted" accordingly.

Unclassified, April 17, 1950, CGID-SMP 061 Col. Ernest A. Barlow.

Reviewed by:

L. Martin Gazik

APPROVED

Chief, Review Section 7 12/7/51
Chief, Div. of Photogrammetry

Chief, Nautical Chart Branch Division of Charts

Chief, Div. of Coastal Surveys
### NAUTICAL CHARTS BRANCH

**SURVEY NO. ________**

**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>10-20-51</td>
<td>295</td>
<td>W. J. Keenoy</td>
<td>Before After Verification and Review</td>
</tr>
</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.