U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Photogrammetric Shoreline
Project No.: Ph-7(46)-B
Field No.: Office No.: T-8785

LOCALITY
State: New Jersey
General locality: Delaware Bay
Locality: Dividing Creek to Reeds Beach

1946

CHIEF OF PARTY
Thos. B. Reed

LIBRARY & ARCHIVES
DATE: August 13, 1948
DATA RECORD
T-6785

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

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

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

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

Completed survey received in office:
10 February 1948

Reported to Nautical Chart Section:

Reviewed: 9 April 1948 Applied to chart No. Date:

Redrafting Completed:

Registered: 7 May 1948 Published: vault copy only.

Compilation Scale: 1:20,000 Published Scale:

Scale Factor (III): 1.000

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

Reference Station (III): MATTS, 1935

Lat.: 39° 14' 00.120" 3.7m Long.: 75° 00' 39.308" 922.3m Adjusted

State Plane Coordinates (VI):
N.J. State Grid:

X = 1,902,483.19 Feet Y = 145,881.07 Feet

Military Grid Zone (VI)
### PHOTOGRAPIES (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>15615 - 15618</td>
<td>3/21/46</td>
<td>13:35 to 13:42</td>
<td>1/20,000</td>
<td>4.7 above MLW.</td>
</tr>
<tr>
<td>15619</td>
<td></td>
<td>13:44</td>
<td></td>
<td>4.6</td>
</tr>
<tr>
<td>15620</td>
<td></td>
<td>13:50</td>
<td></td>
<td>4.5</td>
</tr>
<tr>
<td>15621</td>
<td></td>
<td>13:53</td>
<td></td>
<td>4.5</td>
</tr>
<tr>
<td>15622</td>
<td>3/1/46</td>
<td>14:03 to 14:05</td>
<td>1/10,000</td>
<td>1.4</td>
</tr>
</tbody>
</table>

*(Field inspection only)*

---

**Tide from (III):** Actual observations at Atlantic City with correction to "False Egg Island Point to Dennis Creek".

Mean Range: 5.7  
Spring Range: 6.7

**Camera:**  
(Kind or source) U.S.C.&G.S. Nine Lens Camera, focal length 8½"  
and single lens camera type D.

**Field Inspection by:** E. L. Jones  
**Field Edit by:** Donald G. Flippo  
**date:** April to June 1946

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

**Projection and Grids ruled by (III):** T.L.J.  
**date:** 8/15/46

**Control plotted by:** L. A. Senasack  
**Control checked by:** G.O. Fellers  
**date:** 10/21/46

**Radial Plot by:** F. J. Taroca  
**D. M. Brant**  
**date:** 10/24/46

**Detailed by:** J. W. Vonasek  
**date:** 10/31/46 to 1/28/47

**Reviewed in compilation office by:** R. Glaser  
**date:** 5/5/47 to 5/8/47

**Elevations on draft hill sheet checked by:**  
**date:**
STATISTICS (III)

Land Area (Sq. Statute Miles): 44

Shoreline (More than 200 meters to opposite shore): 31 statute miles.

Shoreline (Less than 200 meters to opposite shore): 37 statute miles, measured along centerline of streams.

Number of Recoverable Topographic Stations established: 15, one of which falls on a previously triangulated position and is also recommended as a landmark.

Number of Temporary Hydrographic Stations located by radial plot: 2

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:
<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 OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>REEDS, 1935</td>
<td>G-1664</td>
<td>N.A.</td>
<td>39° 07'</td>
<td>37° 672'</td>
<td>1161.7 (698.6)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub. Sta. REEDS</td>
<td>Pg. 65</td>
<td>1927</td>
<td>74° 53'</td>
<td>28° 031'</td>
<td>673.3 (769.7)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mon. No. 3033, 1935</td>
<td>N. J. State Control</td>
<td>&quot;</td>
<td>39° 07'</td>
<td></td>
<td>1150.5 (699.8)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mon. No. 5782, 1937</td>
<td>&quot;</td>
<td>&quot;</td>
<td>74° 53'</td>
<td></td>
<td>678.9 (762.3)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mon. No. 5783, 1937</td>
<td>&quot;</td>
<td>&quot;</td>
<td>138° 36.4'</td>
<td>9° 124.7</td>
<td>2634.8 (413.2)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mon. No. 2772, 1935</td>
<td>&quot;</td>
<td>&quot;</td>
<td>6° 890.1</td>
<td></td>
<td>2781.2 (266.8)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mon. No. 2770, 1935</td>
<td>&quot;</td>
<td>&quot;</td>
<td>136° 890.1</td>
<td></td>
<td>2781.2 (266.8)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kon. No. 5715, 1935</td>
<td>&quot;</td>
<td>&quot;</td>
<td>134° 458.1</td>
<td></td>
<td>2781.2 (266.8)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION</td>
<td>LATITUDE OR Y-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</td>
<td>DATUM</td>
<td>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>----------------------</td>
<td>---------------------------</td>
<td>---------------------------------------------------------</td>
<td>-------</td>
<td>----------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SHARP, 1935</td>
<td>G-3023, Pg. 319</td>
<td>39° 15' 29.302''</td>
<td>903.6 (946.7)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SOUTHWEST BRICK SMOKER STACK, 1935</td>
<td>G-3023, Pg. 329</td>
<td>39° 14' 42.157''</td>
<td>1300.0 (550.3)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MATTS, 1935</td>
<td>G-3023, Pg. 320</td>
<td>39° 14' 00.102''</td>
<td>3.7 (144.6)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub. Sta. MATTS</td>
<td></td>
<td>39° 13'</td>
<td>1827.2 (23.1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEESBURG, 1932</td>
<td>G-1249, Pg. 14</td>
<td>39° 13' 57.765</td>
<td>1781.4 (68.9)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub. Sta. LEESBURG</td>
<td></td>
<td>39° 13</td>
<td>1744.8 (105.5)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEESBURG STATE PRISON, Farm Water Tank, 1932</td>
<td>G-147, Pg. 24</td>
<td>39° 13' 55.850</td>
<td>1722.3 (128.0)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EAST, 1933</td>
<td>G-1664, Pg. 65</td>
<td>39° 11' 46.142''</td>
<td>1122.9 (127.1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub. Sta. EAST</td>
<td></td>
<td>39° 11'</td>
<td>1143.8 (411.6)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GOSHEN, 1932</td>
<td>G-1249, Pg. 14</td>
<td>39° 08' 13.306''</td>
<td>140.4 (1439.9)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub. Sta. GOSHEN</td>
<td></td>
<td>39° 08'</td>
<td>380.6 (1469.7)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 FT = 0.0254 METER

COMPUTED BY: L. A. Sarnsaek DATE: 10/17/46
CHECKED BY: G. O. Fellers DATE: 10/18/46
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR X-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>FORWARD (BACK)</td>
</tr>
<tr>
<td>Leesburg State Prison Brick</td>
<td>G-3023</td>
<td>N.A.</td>
<td>39° 14' 13.085&quot;</td>
<td>403.5 (1,116.8)</td>
<td></td>
</tr>
<tr>
<td>Smokestack, 1935</td>
<td>Pg. 329</td>
<td>1927</td>
<td>74° 57' 41.554&quot;</td>
<td>996.6 (1,424.4)</td>
<td></td>
</tr>
<tr>
<td>East Point Lt., 1933</td>
<td>G-1751 Pg. 131</td>
<td>&quot;</td>
<td>39° 11' 41.796&quot;</td>
<td>1381.1 (1,469.2)</td>
<td></td>
</tr>
<tr>
<td>Goschen M.E. Church Steeple, 1933</td>
<td>G-1751 Pg. 132</td>
<td>&quot;</td>
<td>75° 01' 39.678&quot;</td>
<td>952.2 (1,487.7)</td>
<td></td>
</tr>
</tbody>
</table>

Stations Recovered but no Identified
FIELD REPORT

MAP MANUSCRIPT SURVEY NO. T-8785


Field inspection report for T-8784 and T-8785 is included in the descriptive report for T-8784.
26. **CONTROL:**

Refer to the radial plot report for a layout of control in this area. Additional information relative to the control is contained on Form No. K-2388-12 included in this report.

27. **RADIAL PLOT:**

The radial plot for the area of this survey is part of a combined plot covering the area of Surveys Nos. T-8784 and T-8785. Report for this radial plot was submitted to the Washington Office on 26 November 1946.

28. **DELINEATION:**

The compilation is in accordance with the written instructions pertaining to Project Ph-7(46) dated 19 July 1946. Filed in Div. Photogrammetry Office Files.

The photographs were satisfactory for office delineation. Delineation of the entire marsh area and the inshore limit marsh was based on office interpretation of the photographs because these features were not field inspected.

Three streams at the mouth of Maurice River were identified in the field as intermittent streams. They appear so large compared with the greater part of the drainage shown that this is believed to be incorrect. They are delineated as perennial streams.

29. **SUPPLEMENTAL DATA:**

None

30. **MEAN HIGH-WATER LINE:**

The mean high-water line and the marsh line (outer limits of marsh visible at M.H.W.) were identified by the field party. Approximately forty percent of the marsh line however, was identified only by a note locating its position as "along grass line" or "along top of low bluff". These areas were delineated by office interpretation using the field notes as a guide.

In those areas where the field data located the marsh line by use of a note as well as a line, stereoscopic examination revealed that in some places the line was in slight disagreement with the note. These areas were delineated based upon use of the note. Refer to letter of 30 Dec. 1947 — Subject: Shoreline — attached to this report.
31. MEAN LOW WATER LINE:

Approximately 20 percent of the mean low-water line was identified by the field party and it has been delineated only in those areas where it was inspected.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE:

Seven wrecks have been delineated along the shores of Maurice River.

33. WHARVES AND SHORELINE STRUCTURES:

No comment.

34. LANDMARKS AND AIDS TO NAVIGATION:

Refer to Forms 567 attached to this report. Filed in Div. of Charts.

The dome of an abandoned lighthouse at East Point was recommended by the field party as a landmark and was also submitted as recoverable topographic station, "FAST" on form 524. This abandoned lighthouse is also the triangulation station, EAST POINT LIGHT (N.J.) 1933.

Three 3-point sextant fixes were taken by the field party (see field report heading No. 11 - LANDMARKS AND AIDS TO NAVIGATION) in order to establish an azimuth on the Maurice River Range.

These points have been plotted on the map manuscript.

35. HYDROGRAPHIC CONTROL

2 Hydrographic Signal Sites.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

None.

37. GEOGRAPHIC NAMES

Geographic names have been taken from final name standards dated 12/9/46, furnished by the Washington Office. List of approved names attached to this report.

See also item 18 of the field report for Surveys Nos. T-3784 and T-3785.

A list of the geographic names on the manuscript is attached to this report.
38. JUNCTIONS:

A satisfactory junction was made with Survey No. T-8784 to the west. There are no contemporary surveys to the north, east or south of this survey.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

T-8785 has been compared in detail with the Corps of Engineers, Port Morris, N. J. Quadrangle, scale 1:62,500, 1940-41, and the Army Map Service, Dennisville, N. J. Quadrangle, scale 1:50,000, 1946.

Within the common area of the two surveys, T-8785 is complete for all planimetric details shown on the quadrangles.

45. COMPARISON WITH NAUTICAL CHARTS:

T-8785 has been compared in detail with chart No. 1218, scale 1:80,000, published January 1942, corrected to July 12, 1946.

The following topographic information shown on T-8785 is of sufficient importance to warrant immediate application to the chart:

Seven wrecks along the shores of Maurice River.

The following topographic details above the plane of mean highwater 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 only in part and will be completed by the hydrographic party.

Respectfully submitted:

May 1947

Photogrammetric Engineer
Compilation and
Compilation Report

Superintendent
Photogrammetric Office Review

Approved and Forwarded
13 May 1947.

Officer in Charge
Baltimore Photogrammetric Office
Field Edit Report of Map Manuscript T-8785
Project Ph-7(46)
R. J. Gipe, Chief of Party

The field edit of this shoreline manuscript was accomplished during the period 5 December 1947 to 8 January 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.

7. Mean High-Water Line: Considerable difficulty has been encountered in the clarification of the shoreline in this area. The compiler had interpreted the shoreline differently in many cases to that outlined by the field inspector. It was found in inspecting the shoreline on field edit that the field inspector was right in most cases. This has been corrected on the field edit sheet and also an explanatory note can be found on field photograph No. 15616.

14. Road Classification: Roads on this sheet were re-classified in accordance with Amendment to Photogrammetry Instructions No. 10, dated 10-24-47.

46. Methods: All delineated features such as roads, structures, and drainages were checked either visually by driving along roads or trails or by planetable method.

Delineation and some additions were made directly on the field edit sheet. Some additions and corrections were noted on the photographs with a reference to the photograph on the field edit print. A legend to the symbols and to the colored ink used during the field edit is on the field edit print.

47. Adequacy of the Compilation: No compiled roads or trails were deleted during the field edit. Several marsh roads were not deleted as they are important as haying roads and are used extensively by hunters and trappers. Very few structures have been deleted but several have been added to the field edit print.

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 Tests**: No vertical accuracy test was made as this is a shoreline manuscript.

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

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

   Mr. George M. Lehmuth
   P.O. Box 32
   Port Norris, New Jersey

   Respectfully submitted

   Donald G. Flippo
   Photogrammetric Aid
   8 December 1948

   [Signature]
Subject numbers not used in this report have been adequately covered in other parts of the descriptive report.

34. Landmarks and Aids to Navigation.—The recoverable topographic station Cox, 1936 which is also a recommended landmark listed on form 56A was relocated on the map manuscript to agree with the position as shown on the field inspection photograph. The new position is approximately 30 meters east of the original location. The correction in geographic position has been noted on the 52L card in red ink.

43. Comparison with Previous Surveys.

| T-152  | 1:20,000 | 1842 |
| T-153  | 1:10,000 | 1842 |
| T-154  | 1:10,000 | 1842 |
| T-157  | 1:20,000 | 1842 |
| T-154b | 1:20,000 | 1883-4 |
| T-4668 | 1:10,000 | 1931-2 |
| T-5650 | 1:10,000 | 1932 |

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

44. Comparison with Existing Topographic Surveys.

| Vineland, Del.—N. J.  | U.S.G.S.   | 1:125,000 | 1886-96 |
| Dennisville, N. J.    | U.S.G.S.   | 1:62,500  | 1884    |
| Maurice Cove, N. J.   | U.S.G.S.   | 1:62,500  | 1886    |
| Dennisville, N. J.    | U.S.E.     | 1:62,500  | 1910-41 |
| Port Norris, N. J.—Del. | USE.    | 1:62,500  | 1910-41 |
| Dennisville, N. J.    | A.M.S.     | 1:50,000  | 1946    |

45. Comparison with Nautical Charts.

Chart No. 1218, 1:80,000, 12-8-47

This map manuscript has not been applied to nautical chart 1218.

Reviewed by: 
K. N. Maki
4-9-48

Reviewed under direction of: 
S. V. Griffith
Chief, Review Section

APPROVED BY:

Technical Assistant to the
Chief, Division of Photogrammetry
K. H. Adams

Chief, Nautical Chart Branch
Division of Charts
E. L. Green
Chief, Div. of Coastal Surveys
NOTE TO OFFICE REVIEWER

MAP MANUSCRIPT T - 8725

PROJECT PH-7(46)

15. BRIDGES

From the information given by the field edit party for the bridge over Bidwell Ditch (lat. 39° 07' 00"., long. 74° 52' 00".), it appears that this bridge is the same as the one located on Biddle Creek, N. J. and listed on page 30 in the "List of Bridges Over Navigable Waters", dated July 1941. If these bridges are the same, there is a discrepancy in the vertical clearances. From the field edit information, they were determined to be 1.7' above MHW and 7.3' above MLW, while in the "List of Bridges" they are given as 3.3' and 8.39' respectively.

Bidwell Ditch was formerly Bidwell Creek (1944)

Respectfully submitted
6 February 1948

[Signature]
Cartographer (Photogrammetric)

Approved and forwarded
February 1948

[Signature]
Officer in Charge
Baltimore Photogrammetric Office

Letter to the local Dist. Eng'r. being prepared by the Review Section.  5/7/48
30 December 1947

To: Lt. Comdr. Thomas E. Reed
U. S. Coast and Geodetic Survey
518 East Thirty-second Street
Baltimore 18, Maryland

Subject: Shoreline

During the recent inspection of field work on project Ph-7(46) by Lt. Comdr. E. L. Jones, an opportunity afforded itself to investigate a section of shoreline on the New Jersey side of lower Delaware Bay which has caused considerable extra work and concern, first to the field inspection party, then to the compilation office, and now to the field edit party.

The field inspection of shoreline sheets in question, Nos. T-8784 and T-8785, was made by Mr. E. O. Bryant and later revised by the supervisor, Mr. George F. Varnadore. The office interpretation of this shoreline, which did not completely follow the field inspection, was made by your office. Since this stretch of shoreline has already caused more concern than is warranted and since similar situations may arise in the future, a discussion of the correct procedure in handling matters such as this may be of interest to all concerned.

As previously stated in my letter of 21 February 1947, the compilation office should not blindly follow the field inspection. They should, and must, feel free to question the field inspection and make changes where the inspection is obviously in error. Where there is a matter of interpretation involved, the compilation office should follow the field inspection, and request clarification either from the inspection party or the field edit party. If the compilation office still does not agree, then the matter should be referred to the Review Section of this office for final decision. In all cases, the matter must be fully discussed in the field and office descriptive reports.
As a result of a recent investigation of the shoreline in the vicinity of Moore's Beach, New Jersey, on manuscript No. T-8785 the apparent shoreline as originally indicated by the field inspector should be shown on the manuscript instead of the shoreline as interpreted in the Baltimore Office. The field editor has investigated this section of the shoreline in several places and found the original field inspection to be correct. The field editor will indicate on the field edit copy the sections of shoreline which are to be changed to conform to the original field inspection.

No further examination by the field editor of this particular question is thought to be necessary. However, should a similar conflict with the field inspection interpretation arise in another part of the project, you should not hesitate to request examination by the field editor.

K. T. Adams
Chief, Division of Photogrammetry

cc: Lt. Comdr. Sipe
Mr. Flippo
GEOGRAPHIC NAMES
FOR
MAP MANUSCRIPT T-3785
Undisputed

- Basket Flat
- Bivalve
- Bidwell Ditch
- Central Railroad of New Jersey
  (Cumberland & Maurice River Railroad)
- Crow Creek
- Delaware Bay
- Dennis Creek
- East Creek
- East Point
- Elder Point
- Fowler Island
- Goshen
- Goshen Creek
- Goshen Landing
- Hansey Creek
- Hay Press Island
- Indian Creek
- Kenny Point
- East Creek (village)
- Eldora
- Heislerville
- Delmont
- St. Elizabeth church
- Matts Landing
- Maurice River
- Maurice River (village)
- Maurice River Cove
- Maurice River Neck
- Moores Beach
- New England Creek
- Old Robins Branch
- Pennsylvania Reading Seashore Lines
- Port Norris
- Reeds Beach
- Riggins Ditch
- Shellpile
- Sluice Creek
- Stipson Island
- Thompson Beach
- West Creek
- West Creek Landing
- Wilson Run
- State 49
- State 849

Names preceded by * are approved. 4/15/48.
L. Heck
The two millimeter circles, accompanied with a name and date are the positions of the recoverable photo (topographic) stations. Such circles accompanied with a number are the positions of the hydrographic signal sites. Two copies of the list of descriptions of the hydrographic signal sites have been furnished for your use.

This survey has been compared in detail with chart No. 1218, scale 1:80,000, published January 1942, corrected to July 12, 1946.

The following topographic information shown on T-3785 is of sufficient importance to warrant immediate application to the chart:

Seven wrecks along the shores of Maurice River.

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 only in part and will be completed by the hydrographic party.

---

Joseph Wilson
Photogrammetric Engineer
Compilation and Compilation report.

Raymond Green
Photogrammetric Aid
Photogrammetric Office Review

Approved and forwarded
13 May 1947

[Signature]
Officer in Charge
Baltimore Photogrammetric Office
# LIST OF HYDROGRAPHIC SIGNAL SITES

<table>
<thead>
<tr>
<th>Site No.</th>
<th>Description</th>
<th>Photo. No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>8501</td>
<td>Station is southeast gable of a two story unpainted house with tin roof.</td>
<td>1540</td>
</tr>
<tr>
<td>8502</td>
<td>Station is the south gable of a two story red top house.</td>
<td>1540</td>
</tr>
</tbody>
</table>

Listed by [Signature]
Photogrammetric Engineer

Checked by [Signature]