Form 804
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey  Topographic

Field No.  Office No.  T-9499
Project Ph-59(50)

LOCALITY

State  New Jersey
General locality  Long Beach
Locality  Barnegat Light

1962

CHIEF OF PARTY
Harry F. Garber, Chief of Field Party
Hubert A. Paton, Baltimore Photo. Office

LIBRARY & ARCHIVES
AUG 22 1965

DATE

9499
DATA RECORD

T - 9499

Project No. (II): Ph-59(50)  Quadrangle Name (IV):


Baltimore, Md.  Officer-in-Charge: H. A. Paton

Instructions dated (II) (III): 26 May 1950  Copy filed in Division of

Photogrammetry (IV)  Office Files

Method of Compilation (III):

Graphic

Manuscript Scale (III): 1:10,000  Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV) 16 1951  Date reported to Nautical Chart Branch (IV) 22 1951

Applied to Chart No.  Date:  Date registered (IV): Aug 11, 1955

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III):

Mean sea level except as follows:

Elevations shown as (2) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): LOVELADIES, 1932

Lat.: 39° 43' 14.13" (1515.2a)  Long.: 74° 07' 21.273" (506.6a) Adjusted

Plane Coordinates (IV):

State: N.J.  Zone:

\[
Y = \quad X =
\]

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(II) (III)
DATA RECORD

Field Inspection by (II): M. A. Stewart  Date: Sept.-Oct. 1950

Planetable contouring by (II): M. A. Stewart  Date: Sept.-Oct. 1950

Completion Surveys by (II): Joseph K. Wilson  Date: Oct. 1951

Mean High Water Location (III) (State date and method of location): April 1950 Determined by field inspection

Projection and Grids ruled by (IV): T.L.J.  Date: 1-5-51

Projection and Grids checked by (IV): H.D.W.  Date: 1-16-51

Control plotted by (III): J.C. Richter  Date: 4-11-51

Control checked by (III): F. J. Tarcza  Date: 4-11-51

Radial Plot of Stereoscopy  Date: 5-2-51

Stereoscopic Instrument compilation (III): Contours

Manuscript delineated by (III): J.Y. Councill  Date: 5-17-51

Photogrammetric Office Review by (III): R. Glaser  Date: 6-8-51

Elevations on Manuscript checked by (II) (III): R. Glaser  Date: 6-8-51

Form T-Page 3
<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>50-0-1051</td>
<td>4-16-50</td>
<td>1418</td>
<td>1:10,000</td>
<td>0.4' above MLW</td>
</tr>
<tr>
<td>50-0-1052</td>
<td></td>
<td></td>
<td></td>
<td>0.4' Above MLW</td>
</tr>
</tbody>
</table>

### SUPPLEMENTAL PHOTOGRAPH

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>51-0-1810</td>
<td>3-23-51</td>
<td>1:10,000</td>
</tr>
</tbody>
</table>

### Tide (III)

From Predicted Tide Tables

<table>
<thead>
<tr>
<th>Reference Station</th>
<th>Sandy Hook, N.J.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subordinate Station</td>
<td>Barnegat Inlet (E of Lt. House)</td>
</tr>
<tr>
<td>Subordinate Station</td>
<td>Highpoint</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ratio of Range</th>
<th>Mean Range</th>
<th>Spring Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.6</td>
<td>5.6</td>
<td></td>
</tr>
<tr>
<td>0.7</td>
<td>3.1</td>
<td>3.8</td>
</tr>
<tr>
<td>0.2</td>
<td>0.8</td>
<td>1.0</td>
</tr>
</tbody>
</table>

Washington Office Review by (IV):  

Final Drafting by (IV):  

Drafting verified for reproduction by (IV):  

Proof Edit by (IV):

* 1 sq mi

Shoreline (More than 200 meters to opposite shore) (III):  

Shoreline (Less than 200 meters to opposite shore) (III):  

Control Leveling - Miles (II): 2.0

Number of Triangulation Stations searched for (II): 10  
Recovered: 4  
Identified: 2

Number of BMs searched for (II): 8  
Recovered: 5  
Identified: 1

Number of Recoverable Photo Stations established (III): 2

Number of Temporary Photo Hydro Stations established (III): none

Remarks: The above statistics cover area north of quadrangle limit to Barnegat Inlet.

Exceptions: Statistics preceded by asterisk (*) apply only to area within next limits of manuscript.
Topographic map T-9499 is one of 13 similar maps in project Ph-59(50). This project covers the New Jersey coast from Townsend Inlet north to Barnegat City. T-9499 is the most northeasterly map in the project. This map was compiled entirely by graphic methods. The field operations preceding compilation included complete field inspection, the establishment of some additional horizontal control and the determination of numerous elevations for planable contouring. The compilation was at a scale of 1:10,000. The manuscript consists of one sheet 3 3/4' in latitude by 7 1/2' in longitude. The south half is all water area. The entire map was field edited. The map is to be published by the Geological Survey at a scale of 1:24,000 as a standard 7 1/2' topographic quadrangle. The registered copies under T-9499 will include one one-half quadrangle cloth-mounted print at scale 1:10,000 identified as T-9499N and a complete 7 1/2' quadrangle cloth-mounted color print at scale 1:24,000. Hydrographic information furnished by this Bureau, depth curves and soundings, will be included on the color print.
FIELD INSPECTION REPORT
QUADRANGLE T-9499
Project Ph-59

Harry F. Gerber, Chief of Party

The field work for the quadrangle was done under the direction of Mr. George E. Varnadoe, Cartographic Engineer. In addition to Page 3, the work was accomplished by the following personnel:

<table>
<thead>
<tr>
<th>Name and Title</th>
<th>Phase</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. T. Jenkins</td>
<td>Horizontal Control Recovery and Identification, Shoreline Inspection.</td>
<td>Aug. 1950</td>
</tr>
</tbody>
</table>

2. AREAL FIELD INSPECTION

This report is intended to cover T-9499 and that part of Long Beach Island north of the quadrangle limit to Barnegat Inlet. The land area (approximately 3 square miles) is a portion of the island described in the report for quadrangle T-9502.

3. HORIZONTAL CONTROL

All known horizontal control was searched for and reported on Form 526. The area described herein is covered by two single lens photographs, each of which was fixed by locating and identifying a point opposite the center (along the line of flight) in addition to the identification of two triangulation stations. These points were located by a four-point theodolite fix observing four directions on triangulation stations. They are control points E and F.

The stations reported lost are:

   Barnegat Coast Guard West Gable Cupola
   Barnegat Light 2

4. VERTICAL CONTROL

All known vertical control was searched for and reported on Form 685A. One bench mark, 87, was identified and used. Fly
levels were run from S-7 south to P-7 and designated level points Nos. 98-7 to 98-9 established to supplement elevations for contouring. The error of closure for this line was 0.3 feet and no adjustment was made.

5. CONTOURING AND DRAINAGE

The contouring was done by plane-table methods directly on single lens 1:10,000 scale photographs at a contour interval of ten (10) feet. The natural drainage is by seepage into the sand ridge. The highest elevation is 28 feet, which is the peak of a small shifting sand dune.

6. WOODLAND COVER

Except for a few small areas near Barnegat Inlet, there is no woodland cover, the remainder of the vegetation being low brush and marsh.

7. SHORELINE AND ALONGSHORE FEATURES

The two rock jetties, extending into the ocean at Barnegat Inlet, are under construction. Information pertaining to their construction is shown on the photographs.

The sand bars visible on the photographs, in Barnegat Inlet, are constantly shifting, thus presenting a hazard to navigation.

(a) The mean high water line along the ocean was determined by measurements from nearby identifiable topographic features. In the bay area, the shoreline was mostly apparent and little difficulty was encountered in its delineation.

(b) The low water line was delineated either by visual observations at low water or by the same method used to locate the ocean mean high water line.

(c) The foreshore has been classified on the photographs.

(d) Wharves and piers not clearly discernible on the photographs were delineated.

(f) The only submarine cable, across Barnegat Inlet, was identified on photograph 50-0-1052.

8. OFFSHORE FEATURES

All offshore features were identified and classified on the photographs.
9. LANDMARKS AND AIDS

Barnegat Lighthouse, which is no longer in use as such, is the oldest and best-known landmark in the area.

(d) The two lights on the ends of the rock jetties at the mouth of Barnegat Inlet were not located. These lights will be located during the surveys for the quadrangle in which they fall.

All other fixed aids to navigation were located in accordance with the project instructions, and reported on Form 567.

11. OTHER CONTROL

Recoverable topo stations are:

Barnegat City Water Tank 1950
Chy (USED) 1935
S. Gable Yellow Bungalow 1935

13. GEOGRAPHIC NAMES

This will be the subject of a special report to be submitted by Mr. H. R. Moore, Cartographic Survey Aid.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

In addition to the above-mentioned reports, the field data are listed in transmitting letter, dated 4 November 1950.

Submitted by:
24 Nov. 1950

George E. Varndoe
Cartographic Engineer

Approved by:

Harry E. Barber
Chief of Party
PHOTOGRAMMETRIC PLOT REPORT
PROJECT PH-59(50)
SURVEYS T-9498, T-9499, and T-9502

21. AREA COVERED

This radial plot covers the areas of Surveys T-9498, T-9499, and T-9502 along the Atlantic coast of New Jersey, from Beach Haven to Barnegat and Barnegat City.

22. METHOD - RADIAL PLOT

Map Manuscripts - The map projections are on vinylite sheets, ruled with conic projections in black and New Jersey grids (Transverse Mercator) in red - at a scale of 1:10,000.

Control stations and substitute stations were plotted using meter bar and beam compass, except substitute stations for monuments whose positions were in grid coordinates. These substitute stations were plotted using steel protractor.

A sketch showing the layout of surveys, distribution of control and photograph centers, and a list of control stations are attached to this report.

Photographs - The photographs used in this radial plot are single lens, Type 0, ratioed prints at a scale of 1:10,000, the contact scale being 1:24,000. Forty-one (41) photographs were used. They are numbered as follows:

50-0-980 to 50-0-991, incl.
50-0-997 to 50-0-1004, incl.
50-0-1009 and 50-0-1010
50-0-1035 to 50-0-1053, incl.

Templets - Acetate templets were made from all photographs, using a master templet to correct errors due to film and paper distortion.

Closure and Adjustment to Control

Vinylite sheets with 5000 foot square grids were used as base sheets and all control was transferred to these by matching common grids. The radial plot was constructed beginning with the flight along the shoreline, Nos. 50-0-1035 to 50-0-1053. Most of these photographs had a control point opposite the centers so that they had three control points well spaced to fix each templet as well as quite a number of other control points. The other flights were then laid running northward from the first flight. Survey T-9497, on the west of the area of this radial plot, has been compiled previously. A paper print was available and the positions of identifiable common pass points were transferred to the base sheets. Since there is considerable distortion in the paper print, an accurate transfer could not be made but these points served as a guide, so that a junction could be made with the completed survey. There was sufficient control in survey T-9498.
for a good radial plot. Although three control stations were not held, all being in areas with abundant control, there was no unusual difficulty in constructing the radial plot.

23. ADEQUACY OF CONTROL

Control was adequate for a good radial plot and along the shoreline there was sufficient to fix nearly all photographs individually. There were three stations which were not held in the radial plot.

SUB. PT. CONTROL POINT "E" - The radially-plotted position falls 0.4 mm northwest from the geographic position. This station was established by a three-point theodolite fix and it is possible that there is a small error in the position. No definite reason for this discrepancy was found.

SUB. PT. TERRACE, 1932 - the radially-plotted position falls 0.3 mm southeast from the geographic position, and SUB. PT. N.W. 2, BEACH HAVEN, 1937 - the radially-plotted position falls 0.3 mm west from the geographic position. The reasons for these two discrepancies are not apparent. The image points are the centers of intersection of wide streets and difficult to prick accurately. The errors are small and it was possible to find the discrepancies only because there was sufficient other control nearby. These are probably accumulations of small errors in identification, establishing substitute points, and plotting their positions.

24. SUPPLEMENTARY DATA

No graphic control surveys were used in this radial plot. Although the positions of a number of topographic stations were available their positions were not plotted but established in the radial plot. The previous positions were established in 1935 and 1936.

25. PHOTOGRAPHY

The photographic coverage was adequate and the definition of photographs is good. No badly tilted photographs were found. There is very little relief in most areas so that the effect of any tilt is small.

Respectfully submitted

Frank J. Tarcza
Cartographic Engineer
<table>
<thead>
<tr>
<th>No.</th>
<th>Station</th>
<th>Identification</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.</td>
<td>MON. 8603, 1940 (NJGCS)</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>3.</td>
<td>BARNEGAT WATER TANK, 1932</td>
<td>Direct</td>
</tr>
<tr>
<td>12.</td>
<td>BARNEGAT LIGHTHOUSE, 1872</td>
<td>Direct</td>
</tr>
<tr>
<td>13.</td>
<td>CONTROL POINT &quot;P&quot;</td>
<td>Direct</td>
</tr>
<tr>
<td>15.</td>
<td>CONTROL POINT &quot;E&quot;</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>16.</td>
<td>LOVELADIES COAST GUARD CUPOLA, 1932</td>
<td>Direct</td>
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<tr>
<td>17.</td>
<td>LOVELADIES, 1932</td>
<td>None</td>
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<tr>
<td>18.</td>
<td>CONTROL POINT &quot;D&quot;</td>
<td>Direct</td>
</tr>
<tr>
<td>20.</td>
<td>HIGH POINT STANDPIPE, 1950</td>
<td>Direct</td>
</tr>
<tr>
<td>21.</td>
<td>CAMP WHELAN CUPOLA, 1935</td>
<td>Direct</td>
</tr>
<tr>
<td>22.</td>
<td>HARVEY CEDARS COAST GUARD CUPOLA, 1935</td>
<td>None</td>
</tr>
<tr>
<td>24.</td>
<td>RUSTIC, 1946</td>
<td>None</td>
</tr>
<tr>
<td>25.</td>
<td>CONTROL POINT &quot;B&quot;</td>
<td>Direct</td>
</tr>
<tr>
<td>26.</td>
<td>SURF, 1932</td>
<td>Sub. Pt. (standpipe)</td>
</tr>
<tr>
<td>27.</td>
<td>SURF CITY STANDPIPE, 1950</td>
<td>Direct (Sub. Pt. for SURF)</td>
</tr>
<tr>
<td>28.</td>
<td>MON. 5291, 1941 (NJGCS)</td>
<td>None</td>
</tr>
<tr>
<td>29.</td>
<td>MON. 5292, 1941 (NJGSS)</td>
<td>None</td>
</tr>
<tr>
<td>30.</td>
<td>MON. 5293, 1941 (NJGSS)</td>
<td>None</td>
</tr>
<tr>
<td>31.</td>
<td>CONTROL POINT A</td>
<td>None</td>
</tr>
<tr>
<td>34.</td>
<td>CEDAR RUN, 1935</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>35.</td>
<td>DINNERS (USE) 1946</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>36.</td>
<td>WEST, 1935</td>
<td>None</td>
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<tr>
<td>37.</td>
<td>MON. 5294, 1936 (NJGCS)</td>
<td>None</td>
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<tr>
<td>38.</td>
<td>MON. 5295, 1936 (NJGCS)</td>
<td>None</td>
</tr>
<tr>
<td>39.</td>
<td>BRANT, 1936</td>
<td>None</td>
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<td>40.</td>
<td>MON. 5296, 1936 (NJGCS)</td>
<td>None</td>
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<td>41.</td>
<td>MON. 5297, 1936 (NJGCS)</td>
<td>None</td>
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<tr>
<td>42.</td>
<td>MON. 5298, 1937 (NJGCS)</td>
<td>None</td>
</tr>
<tr>
<td>43.</td>
<td>PEA HALL, 1932</td>
<td>None</td>
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<tr>
<td>44.</td>
<td>STANDPIPE, 1932</td>
<td>Direct</td>
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<tr>
<td>45.</td>
<td>TERRACE, 1932</td>
<td>Sub. Pt.</td>
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<tr>
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<td>Station</td>
<td>Identification</td>
</tr>
<tr>
<td>-----</td>
<td>----------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>47.</td>
<td>MON. 8204, 1937 (NJGCC)</td>
<td>None</td>
</tr>
<tr>
<td>49.</td>
<td>BEACH HAVEN WATER TANK, 1932</td>
<td>Direct</td>
</tr>
<tr>
<td>53.</td>
<td>BONDS, 1932</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>54.</td>
<td>CONTROL POINT &quot;G&quot;</td>
<td>Direct</td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
</tr>
<tr>
<td>------------------------------</td>
<td>--------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>LOVELADIES, 1932</td>
<td>G-1447 P. 17</td>
<td>N.A. 1927</td>
</tr>
<tr>
<td>LOVELADIES COAST GUARD CUPOLA, 1935</td>
<td>G-3126 P. 340</td>
<td>&quot;&quot;</td>
</tr>
<tr>
<td>BARNEGAT LIGHT, 1872</td>
<td>G 1257 P. 22</td>
<td>&quot;&quot;</td>
</tr>
<tr>
<td>CONTROL POINT &quot;E&quot;</td>
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</tr>
<tr>
<td>Sub.Pt. CONTROL POINT &quot;E&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CONTROL POINT &quot;F&quot;</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 FT = 304.8006 METER
COMPUTED BY:  J.C. Richter
DATE:  14 Dec. 1950
CHECKED BY:  M.F. Kirk
DATE:  16 Jan. 1951
31. **DELINEATION**

The manuscript was delineated by graphic compilation methods.

32. **CONTROL**

The identification, density and placement of horizontal control was adequate for the satisfactory completion of the manuscript.

33. **SUPPLEMENTAL DATA**

1. A.M.S. Toms River, New Jersey quadrangle —
   Geographic names

2. A.M.S. Long Beach, New Jersey quadrangle —
   Geographic names

3. Borough Engineer's plat map of Barnegat City (now known as Barnegat Light)
   U.S. Gov't sand dyke

4. County Engineer's road map of Ocean County, N.J.
   Boundary data

34. **CONTOURS AND DRAINAGE**

No comment.

35. **SHORELINE AND ALONGSHORE DETAILS**

Shoreline inspection was adequate; however, after delineation from the 1950 photographs was completed, a photograph of the area exposed in March 1951 became available to this office which indicates the possibility of a considerable change in the MHWL on the ocean side of Long Beach at Barnegat Light (town).

The low water line to the east of the island was delineated from field inspection. The shallow lines to the west of the island were delineated from office interpretation of the photographs.

36. **OFFSHORE DETAILS**

No comment.
37. LANDMARKS AND AIDS

Reference in item 9, field report, to lights and lighthouse are for the area just north of project limits.

38. CONTROL FOR FUTURE SURVEYS

Four forms 524 are being submitted with this report. One of these stations is north of the project limits, and one recommends the deletion of a station which is no longer prominent. The names of the two stations which apply to this manuscript are listed in item No. 49.

39. JUNCTIONS

Junction has been made and is in agreement with T-9498-N to the west.

There are no contemporary surveys to the north, south or east.

The junction to the north with the A.M.S. Toms River quadrangle will be covered in the near future by revisions to be shown by chart letters on T-5097.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 through 45

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison was made with the following maps:

2. USCSGS Topographic map T-5097, Barnegat Inlet, N.J., scale 1:10,000.

3. USCSGS topographic map T-5099, Upper Long Beach, N.J., scale 1:10,000.
47. **COMPARISON WITH NAUTICAL CHARTS**


*Items to be applied to nautical charts immediately: None*

*Items to be carried forward: None.*

Respectfully submitted
12 June 1951

[Signature]
Cartographer (Photo.)

Approved and forwarded

[Signature]
Hubert A. Paton
Comdr., C&GS
Officer in Charge
Atlantic Ocean

Barnegat Bay

* Barnegat Light (town)
  Barnegat Light Borough

Central Avenue

Long Beach
Long Beach Boulevard
Long Beach Park
Long Beach Township

Ocean County

Vol Sedge

Names underlined in red are approved.
11-21-52
L. Heck

* Former name of Barnegat City
  legally changed to Barnegat Light
  Names Dept, Dir of Charts for official correspondence.
  < Mr. H. 12/12/52
NOTES FOR THE HYDROGRAPHER

The following recoverable topographic stations are delineated on the manuscript:

GABLE 1950

* CHIMNEY (CHY USE = W CHY on Ho 1935) 1950

geographic

* 1950 position determined by photogrammetric methods supersedes the 1935 position. The date, 1950, is retained on the manuscript.

K.H. M.
PHOTOGRAMMETRIC OFFICE REVIEW

T. 9459

1. Projection and grids
2. Title
3. Manuscript numbers
4. Manuscript size

CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)
7. Photo-hydro stations
8. Bench marks
9. Plotting of sextant fixes
10. Photogrammetric plot report
11. Detail points

ALONGSHORE AREAS
(Nautical Chart Date)

12. Shoreline
13. Low-water line
14. Reefs, shoals, etc.
15. Bridges
16. Aids to navigation
17. Landmarks
18. Other alongshore physical features
19. Other alongshore cultural features

PHYSICAL FEATURES

20. Water features
21. Natural ground cover
22. Planetary contours
23. Stereoscopic instrument contours
24. Contours in general
25. Spot elevations
26. Other physical features

CULTURAL FEATURES

27. Roads
28. Buildings
29. Railroads
30. Other cultural features

BOUNDARIES

31. Boundary lines
32. Public lands

MISCELLANEOUS

33. Geographic names
34. Junctions
35. Legibility of the manuscript
36. Discrepancy
37. Descriptive Report
38. Field inspection photographs
39. Forms

Reviewer

Supervisor, Review Section of Unit

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler

Supervisor

M-2623-12
NOTES TO REVIEWER

T-9499

The note "Tele line" on field photo 50-0-1052 probably should be interpreted to be the abbreviation for telegraph line; however, this line is believed to be the Coast Guard telephone line and has been indicated on the manuscript by the legend "Tp".
FIELD EDIT REPORT
Quadrangle T-9499
Project Ph-59(50)

Harry F. Garber, Chief of Party

The field edit of this quadrangle was accomplished during the month of October, 1951.

51. METHODS

The quadrangle was inspected by traversing all passable roads by truck and by walking to other areas, which required a special inspection. Augmenting visual inspection, standard surveying methods were used for corrections and additions.

All additions, corrections and deletions have been either indicated on the field edit sheet or referenced to the field photographs. A legend describing the symbols and colored inks used is shown on the field edit sheet.

One 20,000 scale field edit sheet and two photographs, Numbers 50-0-1052 and 51-0-1810, are submitted with field edit information.

52. ADEQUACY OF COMPILATION

The map compilation was adequate, with the exception of a few corrections and additions. The major portion of the corrections is due to changes made since the field inspection.

Attention is called to the shoreline on the ocean side of Long Beach at Barnegat Light (town). A severe storm in November, 1950, shifted the Mean High Water Line further inshore. Measurements were made with a steel tape to several identifiable points on the photographs.

The railroad, paralleling the Long Beach Boulevard, has been dismantled. A few segments of the old railroad can be seen on the ground, but it is generally covered by brush and has no value as a topographic feature.
53. MAP ACCURACY

The horizontal positions of the map details in general appear to be good.

The storm of 1950 affected some of the contours near the ocean beach. These contours have been corrected on the photographs. Also, several 20-foot contours, which were omitted during the original work, have been shown on the photographs.

No accuracy tests were required for the quadrangle.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

Mr. T. T. Taylor, civil engineer and surveyor who has been a resident in the area for forty years, states that he will be willing to examine a proof copy of this quadrangle for possible errors. Mr. Taylor's address is: Brant Beach, New Jersey.

56. REMARKS

Attention is called to photographs 50-0-1052 and 51-0-1810 where the shoreline and the contours were changed in quadrangle T-9830 (Project Ph-72(51)).

19 October 1951
Submitted by:

Joseph K. Wilson
Cartographer

23 October 1951
Approved by:

Harry F. Gerber
Commander, USCG&GS
Chief of Party
62. Comparison with Registered Topographic Surveys:

<table>
<thead>
<tr>
<th>T</th>
<th>Scale</th>
<th>Year</th>
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<tr>
<td>T-121</td>
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<td>1839</td>
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<td>T-1015</td>
<td>1:10,000</td>
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<td>1:20,000</td>
<td>1873</td>
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<td>T-1371</td>
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<td>1935, 36 (Graphic Control)</td>
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<tr>
<td>T-6499b</td>
<td>&quot;</td>
<td>1935, 36</td>
</tr>
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</table>

T-9499 supersedes all the above surveys in common areas.

63. Comparison with Maps of Other Agencies:


Considerable cultural development has occurred in the map area subsequent to the publication of the USE quadrangle. The shoreline on the Atlantic Ocean side as shown on T-9499 has receded approximately 50-60 meters in comparison with the same shoreline on the USE quadrangle.

The Long Beach township boundary line on T-9499 is not in agreement with the boundary as shown on the USE quadrangle.

64. Comparison with Contemporary Hydrographic Surveys: None

65. Comparison with Nautical Charts:

825, 1:40,000, Intracoastal Waterway, ed. 1946, corr. to 5/14/51
1216, 1:80,000, ed. 1940, corr. to 4/23/51

There are no significant differences between the charts and the map.

66. Adequacy of Results and Future Surveys: This map complies with all instructions and is adequate as a base for hydrographic surveys and the construction of nautical charts. The map complies with the National Standards of Accuracy.

Reviewed by:

[Signature]

K. N. Maki
Chief, Review Section
Div. of Photogrammetry

Chief, Div. of Photogrammetry

19 Aug 1955

Chief, Nautical Chart Branch
Division of Charts

Chief, Div. of Coastal Surveys