**U. S. COAST AND GEODETIC SURVEY**

**DEPARTMENT OF COMMERCE**

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Photo-Topographic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No. Ph-59 (50)</td>
<td>Office No. T-9504 N &amp; S</td>
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</tbody>
</table>

**LOCALITY**

- **State**: New Jersey
- **General locality**: Oceanville & Atlantic County
- **Locality**: Absecon

**19452**

**CHIEF OF PARTY**

Harry F. Garber, Chief of Party

Robert A. Paton, Baltimora Photo, Office

**LIBRARY & ARCHIVES**

**DATE**: November 17, 1955
DATA RECORD

T - 9504

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


Photogrammetric Office (III): Baltimore, Maryland 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): 5-17-52 Date reported to Nautical Chart Branch (IV): 5-24-52

Applied to Chart No. 124 Date: 7-53 Date registered (IV): SEP 6, 1955

Publication Scale (IV): 1:24,000 Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III):
Mean sea level except as follows:
Elevations shown as (26) refer to mean high water
Elevations shown as (6) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): FLY, 1931

Lat.: 39° 27' 02.431" (75.0) Long.: 74° 27' 28.838" (689.5"

Adjusted

Plane Coordinates (IV):

Y= 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

M. A. Stewart
M. C. Moody
H. R. Moore
L. F. Beaugnet
E. L. Williams

Date: July-Nov. 1950

Field Inspection by (II): See Page 2

Date: July-Nov. 1950

Completion Surveys by (II): Joseph K. Wilson

Date: 5/23/52

Mean High Water Location (III) (State date and method of location): 1950 - Field inspection

Projection and Grids ruled by (IV): T. L. Janson

Date: 1/8/51

Projection and Grids checked by (IV): H. D. Wolfe

Date: 1/15/51

Control plotted by (III): Ruth M. Whitson

Date: 4/30/51

Control checked by (III): Ruth R. Hartley

Date: 5/9/51

Radial Plot or Stereoscopic Frank J. Tarcza

Date: 5/29/51

Control extension by (III):

Planimetry

Date: 

Stereoscopic Instrument compilation (III):

Contours

Date: 

Manuscript delineated by (III): Judson Y. Council
Ruth M. Whitson

Date: 11/6/51

4/25/52

Photogrammetric Office Review by (III): Leroy A. Senasack
Raymond Glaser

Date: 1/31/52

9/26/52

Elevations on Manuscript
checked by (II) (III):

Leroy A. Senasack
Raymond Glaser

Date: 1/31/52

9/26/52

Form T-Page 3
Camera (kind or source) (III): U.S.C. & G.S. Single lens, type "0" camera - 6" focal length

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<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
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<tr>
<td>860-862</td>
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<td>1150</td>
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</tr>
<tr>
<td>885</td>
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<td>1.6</td>
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<td></td>
<td>1225</td>
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Tide (III)

Reference Station: Sandy Hook, N. J.
Subordinate Station: Beach Thorofare (Shelter Island)
Subordinate Station: Absecon Cr. Entr. Absecon Bay

* Washington Office Review by (IV): K. N. Mak
Final Drafting by (IV): RONALD HOPKINS
Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 38 sq. mi.
Shoreline (More than 200 meters to opposite shore) (III): 71 mi.
Shoreline (Less than 200 meters to opposite shore) (III): 72 mi.
Control Leveling - Miles (II): 24.6
Number of Triangulation Stations searched for (II): 53 Recovered: 42 Identified: 22
Number of BMs searched for (II): 32 Recovered: 24 Identified:
Number of Recoverable Photo Stations established (III): 2 Stations searched for - 21 recovered - 8
Number of Temporary Photo Hydro Stations established (III): none

Remarks:

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<th>No.</th>
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<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<td>930-931</td>
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<td>1244</td>
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<tr>
<td>932</td>
<td></td>
<td></td>
<td></td>
<td>0.5 (0.0 ocean)</td>
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</table>

**Mullica River Hwy. Bridge**
Broad Creek Middle Thoro.
Beach Thorofare (R.R. Bridges)
Atlantic City (Steel Pier)
Absecon Inlet Gardner Basin
Grassy Bay
Main Marsh Thorofare
Brigantine Channel

Ratio of Mean Spring

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<th>Ranges</th>
<th>Range</th>
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<tr>
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<td>3.6</td>
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<tr>
<td>0.7</td>
<td>3.4</td>
<td>4.1</td>
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<td>4.9</td>
</tr>
<tr>
<td>0.8</td>
<td>3.5</td>
<td>4.2</td>
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Form T-Page 4
Summary to Accompany Descriptive Report T-9504

Topographic map T-9504 is one of 13 similar maps in project Ph-59(50). This project covers the New Jersey coast from Townsend Inlet north to the borough of Barnegat Light. This map was compiled by graphic methods. The field operations preceding compilation included complete field inspection and the determination of numerous elevations for planable contouring. The compilation was at a scale of 1:10,000. The manuscript consists of 2 sheets each 3 3/4' in latitude by 7 1/2' in longitude. 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-9504 will include 2 one-half quadrangle cloth-mounted prints at scale 1:10,000 identified as T-9504 N/2 and T-9504 S/2 and one cloth-mounted color print at scale 1:24,000 of the entire quadrangle. Hydrographic information furnished by this Bureau, depth curves and soundings, will be included on the color print.
FIELD INSPECTION REPORT
QUADRANGLE T-9504
Project Ph-59

Harry F. Garber, Chief of Party

The field work for this quadrangle, being the last of the season to be completed, was accomplished by various personnel under the direction of Messrs. George E. Varnadoe, Cartographic Engineer, and Joseph X. Wilson, Cartographer. In addition to Page 3, the work was accomplished by the following:

<table>
<thead>
<tr>
<th>Name and Title</th>
<th>Phase</th>
<th>Date</th>
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<tbody>
<tr>
<td>E. L. Williams</td>
<td>Horizontal and Vertical Control</td>
<td>July-Oct. 1950</td>
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<tr>
<td>Cartographer</td>
<td>Recovery and Identification - Shoreline Inspection</td>
<td></td>
</tr>
<tr>
<td>H. R. Moore</td>
<td>Horizontal and Vertical Control</td>
<td>Aug. 1950</td>
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<tr>
<td>Cart. Sur. Aid</td>
<td>Recovery and Identification</td>
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</tr>
<tr>
<td>R. G. Holland</td>
<td></td>
<td>June 1950</td>
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<tr>
<td>Cartographer</td>
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<td></td>
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<tr>
<td>M. S. Schultz</td>
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<td>Aug. 1950</td>
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<td>Cartographer</td>
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<tr>
<td>L. F. Beugnet</td>
<td></td>
<td>Oct. 1950</td>
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<tr>
<td>Cart. Sur. Aid</td>
<td></td>
<td></td>
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</tbody>
</table>

2. AREAL FIELD INSPECTION

Four large, shallow bays, numerous coves, reaches, tide water creeks, and the low marsh land bordering these, comprise approximately 65% of the quadrangle.

The mainland, which lies in the northwestern part, is high and well drained. Part of the town of Absecon and two villages, Oceanville and Leeds Point are within the quadrangle. The area is adequately served by hard-surfaced highways and secondary roads. For description of the beach areas (a small portion of Atlantic City and Brigantine) see reports for T-9505 and T-9508.
The photographs were of good quality and no difficulty was encountered in their interpretation.

The field inspection is believed to be complete.

3. HORIZONTAL CONTROL

All known horizontal control stations were searched for and reported on Form 525.

(a) The following intersection stations were established by observing four directions with a Wild T2 theodolite from three triangulation stations using triangulation stations for azimuth:

Radio Mast WMID, 1950
Radio Mast WFPO, 1950
Radio Mast, WRAAB, 1950

(c) Control established by the USGS and the NJGSCS was used along with that established by the USGS. No datum adjustment was made.

(e) Stations reported lost are:

Grassy, 1935
Red Beacon, 1935
"D" Absecon Inlet (USED)
Gut (USED)
Ham (USED)
Mon. 1844 (NJGCS)
" 1887 "
" 4652 "
" 10899 "

4. VERTICAL CONTROL

All known vertical control was searched for and reported on Form 685A. Listed are the Bench Marks of third-order or higher accuracy recovered:

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<th>Designation</th>
<th>Agency</th>
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<td>USG&amp;S</td>
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<td>H-8</td>
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<td>J-8</td>
<td></td>
</tr>
<tr>
<td>Atlantic</td>
<td>NJGCS</td>
</tr>
<tr>
<td>BM 54</td>
<td></td>
</tr>
<tr>
<td>Mon. 1846</td>
<td></td>
</tr>
<tr>
<td>&quot; 1847 &quot;</td>
<td></td>
</tr>
<tr>
<td>&quot; 1848 &quot;</td>
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</table>
Designation  
Mon. 1849  
  " 1886  
  " 4820  
  " 4821  
  " 4852  
  RV 1840  
  " 1841  
  " 1842  
  " 1888  

(b) 24.6 Miles of differential levels were run with a Wye level to establish supplemental elevations for contouring. The lines originated and closed on bench marks; the greatest error of closure was 0.44 foot. Adjustments were prorated according to the number of instrument set-ups.

(c) The first and last level points are 04-1 and 04-60.

5. CONTOURS AND DRAINAGE

The contouring was done by plane-table methods directly on single lens 1:10,000 scale photographs at an interval of ten (10) feet. The highest elevation is in the northwestern part and is 64.0 feet.

6. WOODLAND COVER

Classified in accordance with current instructions.

7. SHORELINE AND ALONG-SHORE FEATURES

(a) The mean high water line on the sandy point on the south end of Brigantine Island at Absecon Inlet is shown as of the date of photography. At this inlet, the strong current and storms make frequent changes in the shoreline. Except for the ocean side of Brigantine Island and for several short stretches of sand beach in the sheltered waters, the shoreline is all apparent.

(b) At almost all places where the shoreline is apparent, the low water line and the apparent shoreline are synonymous.

(c) The foreshore is delineated on the photographs accurately where shoal areas are close to the shore. Where the shoals bare some distance offshore and cover a considerable area, the delineation is approximate and depends to a large extent on interpretation of the photographs.
(d) There are no bluffs or cliffs.

(f) The submarine cables as charted are in error. Information obtained from the U.S. Coast Guard telephone section supervisor at 35 S. Annapolis Avenue in Atlantic City, enabled the field inspector to find cable crossings which are not marked as such on the ground.

8. OFFSHORE FEATURES

A group of shell banks in Great Bay were visited during field inspection. Elevations were determined for those above M.H.W. by assuming the elevation of the M.H.W.L. to be 2 feet and from there hand-leveling to the top.

A group of large piles form a semi-circle about LT. "92". They are very close to the west side of the Inland Waterway channel.

Two very large piles just east of LT. "106" were located by theodolite cuts from triangulation stations.

A single pile off the end of the 44th Street pier in Brigantine extends about 4 feet above M.H.W. and is correct as charted.

Two wrecks in Broad Creek are identified on the photograph. Only two steel rods of the most southerly of these two wrecks are visible above water. The most northerly wreck is awash at M.H.W. These wrecks were very large steel barges and are a hazard to those fishing skiffs propelled by outboard motors which frequent these waters in large number during the summer.

A small wreck just south of LT. "92" is also of steel. It is identified on the photograph.

9. LANDMARKS AND AIDS

(a) A water tank at the south end of Brigantine and a standpipe at the Seaview Country Club are identified on the photographs as landmarks.

Two new landmarks are recommended for charting. They are:

1. Radio Mast WMID
2. Radio Mast WFFG

For method of location see paragraph 3 - Horizontal Control, this report.

- 10 -
(d) Twenty-nine fixed aids to navigation, which are lights supported by single wooden piles, were located by theodolite cuts from triangulation stations.

Three sets of ranges were located by sextant fixes. These were checked by theodolite cuts from one or more triangulation stations. The azimuth of the ranges were also located by sextant fixes. Each set of ranges consist of (1) a front range which is a wooden triangle with the apex of the triangle down, and (2) a rear range which is a wooden triangle with the apex of the triangle up. The rear ranges are approximately 10 feet high and the front range approximately 5 feet high.

At two places the front range has been destroyed and only the rear range remains. Since this does not constitute a range, no point on range could be located. $5^\circ 15' W 5' 6''$

### 10. BOUNDARIES, MONUMENTS, AND LINES

This will be the subject of a special report to be submitted by Mr. E. L. McGlinchey, Cartographic Survey Aid, Filed in Div. Photogrammetry general files.

### 11. OTHER CONTROL

Recoverable topographic stations are:

- Chy. Tile Roofed House, 1935
- Horn, 1935
- Incinerator Stack, 1935
- Nk, 1935
- Oke, 1935
- Oyster O&N, 1935

### 12. OTHER INTERIOR FEATURES

The data for two bridges with skiff clearance only, and which are not listed in "List of Bridges Over Navigable Waters of the U.S.", are to be found on the photographs.

Roads and buildings were classified in accordance with current instructions.

The Seaview Country Club and Golf Course is located in the quadrangle, and is identified on photograph 50-0-885.

That part of U.S. Highway 30 (N.J. 43) between Abbecon and Atlantic City was improved during July and August 1950. The original centerline was held, along which a three-foot wide center island 10 inches high was constructed, and the road was widened 6.3 feet on each side.

The Rear Range $S$ of Lt. 95 was reported destroyed by Field Ed. The range line is not shown on the map manuscript.
13. GEOGRAPHIC NAMES

This will be the subject of a special report to be submitted by Mr. Merle W. Smith, Cartographic Survey Aid. Filed in Geographic Names Section, Div. of Charts.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

In addition to the above-mentioned reports, the field data are listed in transmitting letter dated 24 Nov. 1950. Filed in Div. of Photogrammetry.

Submitted by:
24 Nov 1950
George C. Varnadore
George C. Varnadore
Cartographic Engineer

Approved by:

Harry J. Garber
Chief of Party
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<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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1 FT = 0.048006 METER

COMPUTED BY: J.C.Richter

DATE: 12/26/50

CHECKED BY: M.F.Kirk

DATE: 12/29/50
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<th>LONGITUDE OR $\lambda$ - COORDINATE</th>
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CHECKED BY: M.F. Kirk
DATE 12/29/50
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COMPILATION REPORT T-9504

The radial plot report for this manuscript is submitted as a part of the descriptive report for T-9508.

31. **DELINEATION**

Manuscript No. T-9504 was delineated by graphic methods.

32. **CONTROL**

Identification of horizontal control was adequate. See Radial Plot Report for this manuscript, submitted with Descriptive Report for T-9508.

33. **SUPPLEMENTAL DATA**

Geographic Name Standard, dated January 27, 1951, on Corps of Engineers, Atlantic City, N. J. quadrangle, was furnished by the Washington office.

Road map of Atlantic County, New Jersey.

Photostat Map of Brigantine National Wild Life Refuge.

Special Report of Boundaries, New Jersey.


34. **CONTOURS AND DRAINAGE**

No comment.

35. **SHORELINE AND ALONG SHORE DETAILS**

Shoreline inspection is considered adequate.

The low-water line was delineated from information on the field photographs.

36. **OFFSHORE DETAILS**

See Field Report, paragraph No. 8.

37. **LANDMARKS AND AIDS**

Forms 567 for five (5) landmarks and thirty-one (31) non-floating aids to navigation, which appear on the manuscript are submitted with this report. Forms 567, for six (6) non-floating aids are submitted and recommended for deletion. (One new landmark "RADIO MAST WMID", is listed in the field report as being in this survey. It is shown on Survey T-9508).
38. CONTROL FOR FUTURE SURVEYS

Refer to item No. 24 Photogrammetric Plot Report, filed in the report for T9504.

Forms 52h are submitted for two (2) recoverable topographic stations established and eight (8) previous stations recovered. Forms 52h are also submitted for eleven (11) stations searched for but not recovered.

Three recoverable topo stations and two azimuth marks for which forms 52h have been prepared in this office, are not listed in paragraph eleven of the field inspection report.

A list of all recoverable topographic stations appear under item 49 of this report.

39. JUNCTIONS

Junction has been made and is in agreement as follows:
   to the N with T-9500
   to the S with T-9508
   to the E with T-9505
   and to the W with T-9503

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 thru 45.

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Survey No. T-9504 has been compared with:


47. COMPARISON WITH NAUTICAL CHARTS

Items to be applied to nautical charts immediately:
None

Items to carried forward
None

Respectfully submitted

Jacqueline B. Phillips
Photogrammetric Aid

Approved and forwarded

Hubert A. Paton
Officer in Charge
GEOGRAPHIC NAMES LIST

Absecon
Absecon Bay
Absecon Boulevard
Absecon Channel
Absecon Creek
Absecon Heights
Absecon Inlet
Atlantic City
Atlantic City, Sea Plane Base
Atlantic County
Atlantic Ocean

Albany Avenue

Bayview Church (in Conovertown)

Beach Thorofare
Big Fish Thorofare
Black Point
Bonita Tideway
Boot Island
Brigantine
Brigantine Beach
Brigantine Boulevard
Brigantine Channel
Brigantine National Wildlife Refuge
Broad Creek To S. (B.C.N. Decision)
*Broad Creek To N = Trib, Great Bay

Clam Creek
Clam Thorofare
Coast Guard Base
Collins Road
Conover Channel
Conovertown
Cordery Creek
Cordery Thorofare

Doles Point
Doughty Creek
Duck Thorofare

Eagle Bay
East Point Channel
Egg Harbor Township
Emma M. E. Church (Smithville) (historical site)

Flat Creek
Flat Thorofare
41st St. Pier

Galloway Township
Gardner Basin
Golden Hammock Thorofare
Grassy Bay
Great Bay
Great Creek Road
Great Thorofare
Gull Island Thorofare
Hammock Cove

Intracoastal Waterway

Intracoastal Waterway Alternate Route
Jim Leeds Road
Jonathan Thorofare

Lakes Bay
Landing Creek
Leeds Point (settlement)
Lily Lake
Little Bay (to N., near Newfound Thorofare)
Little Bay Ton.
Low Water Thorofare

Main Marsh Creek
Main Marsh Thorofare
Mankiller Bay
Mankiller Island
Mattix Run
Meadow Cut
Middle Thorofare
Moss Mill Road
Mud Creek

N. J. 4
N. J. 43
N. J. 48
Newfound Thorofare
New York Avenue

Obes Thorofare
Ocean County
Oceanville
Old Fort Road
Oyster Creek Road
Oyster Thorofare

Pennsylvania Reading Seashore Lines
Penrose Canal
Perch Cove
Peter Beach
Pitney Road
Pleasantville
Pleasantville Boulevard
Point Bar Thorofare
Port Republic

\{ Since Jan, 1953, former N. J. state numbers on Federally numbered roads have been dropped. \}
GEOGRAPHIC NAMES LIST (cont'd)

Reed Bay
Roundabout Thorofare
Rum Point

Sand Thorofare
Seaview Country Club
Seaview Park
Shad Island
Sheepshank Thorofare
Sloop Thorofare
Smithville
Snug Harbor
Somers Bay
Somers Cove
Stake Thorofare
Steelman Thorofare
Sunflower Island

Turtle Cove

U.S. 9
U.S. 30
U.S. 40
U.S. 322

Venice Park Canal
Venice Park School (sedge of S. half)

Verona Avenue

Wading Thorofare
Weakfish Island
West Atlantic City
Wills Thorofare

NOTE: There is a large BROAD CREEK in the center of S/2 and a small BROAD CREEK in the NE section of the N/2. There is a LITTLE BAY in the SE section of N/2 and a LITTLE BAY in the SW section of the S/2.
49. NOTES FOR THE HYDROGRAPHER

The following is a list of the ten (10) recoverable topographic stations shown on the manuscript.

- ATLANTIC AZ MK (1932) 1950
- LEEDS FOUNT AZ MK (1867) 1950
- 4502 L SHARK (C&N - 1935) 1950
- 4501 L DOT (1935-1950)
- 4503 L STACK (INCUBATOR-STACK-1935) 1950
- 4502 L CHIMNEY (CHIMNEY-TILE-ROOFED-HOUSE-1935) 1950
- 4502 L OYSTER (C. & N.) (1935-1950)
- 4502 L OKE (1935-1950)
- 4502 L HORN (1935) 1950
- 4502 L NIK (1935) 1950

Note: 1950 geographic position determined by photogrammetric methods differs from previously determined position; therefore, the date 1950, is retained on the manuscript. The 1950 position supersedes the previous position.

K.H.W.
PHOTOGRAMMETRIC OFFICE REVIEW
T. 9504

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 Data)
12. Shoreline
13. Low-water line
14. Rocks, 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 land lines

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

40. [Reviewer's Name]
41. Remarks (see attached sheet)

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.

43. Remarks:
   See notes to reviewer

[Signatures]
Jacqueline B. Phillips
Compiler

Frank J. S. Llana
Supervisor

M-2523-12
FIELD EDIT REPORT
Quadrangle T-9504
Project Ph-59(50)

Paul Taylor, Chief of Party

The field edit of this quadrangle was accomplished during the months of April and May, 1952.

51. METHODS

The quadrangle was inspected by traversing all passable roads by truck, walking to areas which required special investigation and by skiff along water portions. In addition to visual inspection, standard surveying methods were used for corrections and additions.

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

Two 1:20,000 scale sheets are submitted with the field edit information.

52. ADEQUACY OF COMPILATION

The compilation of this map is considered to be adequate with the exception of the few corrections and additions of the field edit data that are to be applied.

Attention is invited to U. S. Highway 40, U. S. Highway 322 and N. J. Highway 48. N. J. Highway 48 ends at Jonathan Thoroughfare and U. S. Highways 40 and 322 end at the circle in Atlantic City on sheet T-9508. The portion of this highway from Jonathan Thoroughfare east is known as Albany Avenue. The portion west of Jonathan Thoroughfare to the western limits of the City of Pleasantville is known as Verona Avenue, and from the western city limits of Pleasantville west it is known as the Black Horse Pike. The road should be classed Rd. 3 from Atlantic City to the east urban limits of Pleasantville and from there to the project limits as Rd. 1. The information in this paragraph should supersede any other information shown on quadrangles T-9503 and T-9508.

Verified during review. 5/4/53
U. S. Highway 30 is a four-lane heavy-duty road from Absecon to Atlantic City and should be classed as Rd. 1. It has been erroneously shown as Rd. 3 on quadrangle T-9508.

Some changes have been made in the swamp delineation in a few areas. These changes have been shown on field photographs in purple ink and have been referenced on the field edit sheets.

The boundary lines as indicated by dashed red lines on the discrepancy print are considered correct with the two exceptions that have been crossed out with black ink on the discrepancy print.

The position of the boundary limits on the City of Absecon, which were questioned on the discrepancy print, have recently been changed. The new location is shown on Photograph 50-0-837.

52. MAP ACCURACY

The horizontal positions of the map detail appear to be good. No standard vertical accuracy test was required for this sheet. The contours however were visually checked throughout the quadrangle and were found to adequately depict the terrain.

A few contour corrections were made.

There are no large active borrow pits on this sheet.

54. RECOMMENDATIONS

It was noted on this sheet that contours cross all roads perpendicularly. For all roads, except class seven and trails, this adequately depicts the terrain. In this project, the majority of all class seven roads and trails are natural ground features and are not man-made.

55. EXAMINATION OF PROOF COPY

Mr. Walter Busby, New Jersey State Highway Engineer, who has been a resident of this area for a number of years, states that he would be willing to examine a proof copy of this quadrangle for possible errors. Mr. Busby's address is: New Jersey State Highway Department, Main Street, Pleasantville, New Jersey.
56. LANDMARKS AND AIDS

In regards to the range beacons at Lt. 95 as questioned on the discrepancy print - one has been removed; they are day beacons and have no name.

Lt. 100 has been moved into the water at Gill Island Thoroughfare. The old light 100 is now "Pile 100" and the new position for Lt. 100 is shown on the field edit sheet.

Lt. 2 at Absecon Inlet was also located by planetable and is shown on the field edit sheet. Form 567 is submitted in quadruplicate with the field edit information.

According to Captain Huber of the New Jersey State Department of Navigation, the front and rear day beacons which are out will not be replaced any time soon.

Lt. 2 at Absecon Inlet will be moved about 50 feet southeast of its present position in the near future, according to Captain Huber.

57. HORIZONTAL CONTROL

Triangulation Station PASS and Topo Station FLAGPOLE were found destroyed. Forms 524 and 526 are submitted with the field edit information.

23 May 1952
Submitted by:

Joseph K. Wilson
Joseph K. Wilson, Cartographer

27 May 1952
Approved by:

Paul Taylor
Lt. Comdr., USC&GS
Chief of Party
62. Comparison with Registered Topographic Surveys.

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-119</td>
<td>1:20,000</td>
<td>1840-41</td>
</tr>
<tr>
<td>T-112</td>
<td>&quot;</td>
<td>1841</td>
</tr>
<tr>
<td>T-952</td>
<td>1:10,000</td>
<td>1863-64</td>
</tr>
<tr>
<td>T-1166</td>
<td>1:20,000</td>
<td>1869-70</td>
</tr>
<tr>
<td>T-2455</td>
<td>&quot;</td>
<td>1899</td>
</tr>
<tr>
<td>T-2694</td>
<td>1:10,000</td>
<td>1904</td>
</tr>
<tr>
<td>T-5634</td>
<td>&quot;</td>
<td>1932</td>
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<td>T-5635</td>
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<td>T-5636</td>
<td>&quot;</td>
<td>&quot;</td>
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<tr>
<td>T-5637</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-6501a</td>
<td>&quot;</td>
<td>1935-36 (Planetable)</td>
</tr>
<tr>
<td>T-6501b</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-6502a</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-6502b</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-6503a</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

The north shore of Absecon Inlet and the Brigantine Beach shoreline (T-9504 S) have receded in comparison with the previous surveys. The Brigantine Beach shoreline has receded approximately 50 meters and the sand and marsh point southwest of Brigantine which is the north side of Absecon Inlet has receded as much as 200 meters. The boardwalk fronting Brigantine Beach is no longer in existence. Other minor shoreline differences exist between the previous surveys and T-9504, but with the exception of the above noted changes and additional cultural development the previous surveys (1932, 1935-36) and T-9504 are in good agreement.

T-9504 supersedes all the above surveys in common areas for nautical charting purposes.

63. Comparison with Maps of Other Agencies.

Atlantic City, N.J., U.S.E. 15' quadrangle, 1:62,500, 1941. Also at scale 1:50,000 with revision of marginal data, 1946 and UTM grid added 1948, AMS.

The boundary line between Atlantic City and Galloway Township in Steelman Thoroughfare and Broad Creek differs on the quadrangle from that shown on T-9504. Natural and cultural changes have occurred subsequent to the publication of the quadrangle.

64. Comparison with Contemporary Hydrographic Surveys. None
65. Comparison with Nautical Charts.

Chart 826 shows Light 1 in Absecon Channel whereas T-9504(S) shows Pile 14A (no lantern) in the same location.

Three of the four ranges N and E of Light 100 shown on Chart 826 are destroyed and not shown on T-9504(S).

The rear range SW of light 95 shown on Chart 826 is destroyed and not shown on T-9504 (S).

Geographic positions of all aids to navigation are listed on the attached forms 37.

Some differences in shoreline occur between the charts and T-9504 particularly in the area of Absecon Inlet and Rum Pt. where several small marsh islands have been formed and the marsh areas have become more extensive.

66. Accuracy 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. This map complies with the National Map Accuracy Standards.

Reviewed by: K. W. Malen

Approved by:

Chief, Review Branch
Div. of Photogrammetry

Chief, Nautical Chart Branch
Div. of Charts CDF

Chief, Div. of Photogrammetry
Oct, 1951

Chief, Div. of Coastal Surveys

under construction.

T-9504 (S) was corrected as of February 4, 1951, and included this survey.
I recommend that the following objects which have (here-note) been inspected from seaward to determine their value as landmarks be charted on (check-box) the charts indicated.

The positions given have been checked after listing by R. Glaser

Hubert A. Paton

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>* LT. 100</td>
<td>Gull Island Thoroughfare</td>
<td></td>
<td>39 24</td>
<td>1193 74 26</td>
<td>168</td>
<td>N.A. Plane-table 1927</td>
<td>May 1952</td>
<td>826</td>
</tr>
<tr>
<td>** LT. 2</td>
<td>Absecon Inlet</td>
<td></td>
<td>39 22</td>
<td>1292 74 25</td>
<td>358</td>
<td>&quot; &quot;</td>
<td>&quot; &quot;</td>
<td>X 826</td>
</tr>
</tbody>
</table>

* New position for LT. 100 - former position is now FILE 100
** LT. 2, will be moved 50 ft SE in near future (See field edit report T-9504)

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 field survey sheets. Information under each column heading should be given.
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED  
STRIKE OUT ONE

Baltimore, Maryland  
September 1952

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 R. Glaser

H. A. Paton  
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>LT 102</td>
<td>Lantern on Pile (Middle THORN)</td>
</tr>
<tr>
<td>LT 1</td>
<td>Lantern on Pile (Broad Creek)</td>
</tr>
<tr>
<td>LT 2</td>
<td>Lantern on Pile (Absecon Channel)</td>
</tr>
<tr>
<td>LT 104</td>
<td>Lantern on Pile (Middle THORN)</td>
</tr>
<tr>
<td>LT 105</td>
<td>Lantern on Pile (Absecon Channel)</td>
</tr>
<tr>
<td>LT 106</td>
<td>Lantern on Pile (Absecon Channel)</td>
</tr>
<tr>
<td>LT 2</td>
<td>Lantern on Pile (Beach THorne)</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.
# NONFLOATING AIDS OR LANDMARKS FOR CHARTS

## TO BE CHARTED

**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 R. Glaser

---

### New Jersey

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM N.A.</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEACON</td>
<td>Front Range (SW of LT 95)</td>
<td></td>
<td>39 29 52</td>
<td>74 24 480</td>
<td>1927 THEOD 1950</td>
<td>X</td>
<td>826</td>
<td></td>
</tr>
<tr>
<td>LT 96A</td>
<td>Lantern on Pile</td>
<td></td>
<td>39 26 1194</td>
<td>74 25 208</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>X</td>
</tr>
<tr>
<td>LT 98</td>
<td>Lantern on Pile</td>
<td></td>
<td>39 25 431</td>
<td>74 25 988</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>X</td>
</tr>
<tr>
<td>LT 5</td>
<td>Lantern on Pile (Absecon Channel FL white Light is not red as shown on chart)</td>
<td></td>
<td>39 25 441</td>
<td>74 28 1353</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>X</td>
</tr>
<tr>
<td>LT 99</td>
<td>Lantern on Pile</td>
<td></td>
<td>39 24 1764</td>
<td>74 25 987</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>X</td>
</tr>
<tr>
<td>BEACON</td>
<td>Rear Range (E of LT 99)</td>
<td></td>
<td>39 24 1769</td>
<td>74 25 959</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>X</td>
</tr>
<tr>
<td>BEACON</td>
<td>Front Range (S of LT 99)</td>
<td></td>
<td>39 24 1743</td>
<td>74 25 982</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>X</td>
</tr>
<tr>
<td>LT 4</td>
<td>Lantern on Pile (Obes thorofare)</td>
<td></td>
<td>39 24 1798</td>
<td>74 23 217</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>X</td>
</tr>
<tr>
<td>BEACON</td>
<td>Rear Range (N of LT 100)</td>
<td></td>
<td>39 24 1444</td>
<td>74 26 32</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>X</td>
</tr>
<tr>
<td>LT 4</td>
<td>Lantern on Pile (Absecon Channel)</td>
<td></td>
<td>39 24 978</td>
<td>74 25 102</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>X</td>
</tr>
</tbody>
</table>

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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 R. Glaser

Hubert A. Paton

Chief of Party

<table>
<thead>
<tr>
<th>STATE</th>
<th>New Jersey</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
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<tr>
<td>LT 82</td>
<td>Lantern on Pile</td>
</tr>
<tr>
<td>LT 84</td>
<td>Lantern on Pile</td>
</tr>
<tr>
<td>DAY (Daymark Rear range)</td>
<td>Main Marsh Thorofare</td>
</tr>
<tr>
<td>LT 88</td>
<td>Lantern on Pile</td>
</tr>
<tr>
<td>LT 90</td>
<td>Lantern on Pile</td>
</tr>
<tr>
<td>LT 92</td>
<td>Lantern on Pile</td>
</tr>
<tr>
<td>LT 93</td>
<td>Lantern on Pile</td>
</tr>
<tr>
<td>LT 8</td>
<td>Lantern on Pile</td>
</tr>
<tr>
<td>BEACON</td>
<td>Rear Range (N of LT 96)</td>
</tr>
<tr>
<td>BEACON</td>
<td>Front Range (N of LT 96)</td>
</tr>
<tr>
<td>LT 96</td>
<td>Lantern on Pile</td>
</tr>
<tr>
<td>LT 95</td>
<td>Lantern on Pile</td>
</tr>
</tbody>
</table>

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I recommend that the following objects which have not 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 R. Glaser.

---

**New Jersey**

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>TANK 1932</td>
<td>Elev. Brigantine Beach W.T. (S of) Ht = 125 (132)</td>
<td>39 23 1293.7</td>
<td>74 23 683.4</td>
<td>1927</td>
<td>TRI 1932</td>
<td>x</td>
<td>1217</td>
<td></td>
</tr>
<tr>
<td>TANK 1932</td>
<td>Elev. Brigantine Beach W.T. (S of) Ht = 125 (132)</td>
<td>39 23 1293.7</td>
<td>74 23 683.4</td>
<td>1927</td>
<td>TRI 1932</td>
<td>x</td>
<td>1217</td>
<td></td>
</tr>
<tr>
<td>STACK 1935</td>
<td>Incinerator stack, 125' high</td>
<td>39 22 998</td>
<td>74 26 343</td>
<td>1927</td>
<td>Photo. 1935</td>
<td>x</td>
<td>1217</td>
<td></td>
</tr>
<tr>
<td>TOWER 1950</td>
<td>Radio Mast WBBF 1950</td>
<td>39 22 1161.7</td>
<td>74 27 508.9</td>
<td>1927</td>
<td>TRI 1950</td>
<td>x</td>
<td>1217</td>
<td></td>
</tr>
<tr>
<td>STANDPIPE 1935</td>
<td>Seaview Country Club, 1935</td>
<td>39 26 1788.6</td>
<td>74 28 723.7</td>
<td>1927</td>
<td>TRI 1935</td>
<td>x</td>
<td>1217</td>
<td></td>
</tr>
<tr>
<td>RADIO 1950</td>
<td>Radio Mast WBBF 1950</td>
<td>39 22 1063.9</td>
<td>74 27 181.5</td>
<td>1927</td>
<td>TRI 1950</td>
<td>x</td>
<td>1217</td>
<td></td>
</tr>
<tr>
<td>MAST 1928</td>
<td>Steel h=120 (128)</td>
<td>39 22 1063.9</td>
<td>74 27 181.5</td>
<td>1927</td>
<td>TRI 1950</td>
<td>x</td>
<td>1217</td>
<td></td>
</tr>
</tbody>
</table>

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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 should be obtained from various sources.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be (deleted from) the charts indicated.

The positions given have been checked after listing by R. Glaser

H. A. Paton

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>SIGNAL NAME</th>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEACON</td>
<td>✓</td>
<td>Front Range N of LT 100 (destroyed)</td>
<td>39 24</td>
<td>74 26</td>
<td>x</td>
<td>826</td>
<td></td>
</tr>
<tr>
<td>BEACON</td>
<td>✓</td>
<td>Front Range E of LT 100 (destroyed)</td>
<td>39 24</td>
<td>74 25</td>
<td>x</td>
<td>826</td>
<td></td>
</tr>
<tr>
<td>BEACON</td>
<td>✓</td>
<td>Rear Range E of LT 100 (destroyed)</td>
<td>39 24</td>
<td>74 25</td>
<td>x</td>
<td>826</td>
<td></td>
</tr>
<tr>
<td>LT 1</td>
<td>✓</td>
<td>Absecon Channel File (no lantern. No. 14A is at this position)</td>
<td>39 23</td>
<td>74 27</td>
<td>x</td>
<td>826</td>
<td></td>
</tr>
<tr>
<td>BEACON</td>
<td>✓</td>
<td>Rear Range (SW of LT 95)</td>
<td>39 26</td>
<td>74 24</td>
<td>x</td>
<td>826</td>
<td></td>
</tr>
<tr>
<td>* LT 100</td>
<td></td>
<td>Lantern on file</td>
<td>39 24</td>
<td>74 26</td>
<td>x</td>
<td>826</td>
<td></td>
</tr>
</tbody>
</table>

* LT has been repositioned - former position is now FILE 100

This document shall be considered for inclusion in the Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids on this form. The data should be considered for the charts of the area and not for river chart.
History of Hydrographic Information
Quadrangle T-9504

Hydrography was applied to the manuscript of this quadrangle in accordance with Division of Photogrammetry general specifications dated 18 May 1949.

Depth curves and soundings at mean low water datum originate with the following surveys:

<table>
<thead>
<tr>
<th>Survey</th>
<th>Date</th>
<th>Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-5893 (1935)</td>
<td></td>
<td>1:10,000</td>
</tr>
<tr>
<td>H-6144 (1936)</td>
<td></td>
<td>1:10,000</td>
</tr>
<tr>
<td>H-6213 (1936)</td>
<td></td>
<td>1:10,000</td>
</tr>
<tr>
<td>H-6214 (1935,6,7)</td>
<td></td>
<td>1:5,000</td>
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<tr>
<td>H-6230 (1936,7)</td>
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<td>1:10,000</td>
</tr>
</tbody>
</table>

USC&GS Nautical Chart 826, 1:40,000, latest print date 9/7/53
USC&GS Nautical Chart 1217, Inset at 1:20,000 on Absecon Inlet, latest print date 2/16/53

Single-lens 1:10,000 scale photographs taken with the "0" camera in April 1950, numbers 855-862, 885-889, 897-902, and 927-931 were used in conjunction with the above listed hydrographic surveys and charts for the interpretation of the mean low water line and the determination of channels subject to constant changes.

Hydrography was compiled by K. N. Maki and verified by O. Svendsen.

K. N. Maki
Div. of Photogrammetry
2 November 1953
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.