Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Topographic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No Ph-59 (50)</td>
<td>Office No T-9505</td>
</tr>
</tbody>
</table>

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>New Jersey</th>
</tr>
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<tbody>
<tr>
<td>General locality</td>
<td>Great Bay</td>
</tr>
<tr>
<td>Locality</td>
<td>Brigantine</td>
</tr>
</tbody>
</table>

**19452**

**CHIEF OF PARTY**

Harry F. Garber, Chief of Field Party
H. A. Paton, Baltimore Photo. Office

**LIBRARY & ARCHIVES**

**DATE** January 31, 1956
DATA RECORD

T - 9505

Project No. (II): Ph-59(49) Quadrangle Name (IV):

Field Office (II): Pleasantville, New Jersey Chief of Party: H. F. Garber
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 (II): 1.000

Date received in Washington Office (IV): JAN 21 1952 Date reported to Nautical Chart Branch (IV): FEB 3 1952

Applied to Chart No. I 2 1 6 Date: 7-5-3 Date registered (IV):

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

Reference Station (III): BRIGANTINE, 1932

Lat.: 39° 25' 43.140" 1330.4m Long.: 74° 20' 25.632" 613.1m Adjusted

Plane Coordinates (IV):

State: New Jersey Zone:

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.
All Contouring
by
E. L. Williams
Cartographer

Areas contoured by various personnel
(Show name within area)

(II) (III)
DATA RECORD

Field Inspection by (III): E. L. Williams, Cartographer, and R. G. Holland, Topographic Engineer

Date: 1 Aug. 1950 to 30 Oct. 1950, and 13 June 1950 to 1 July 1950

Planetary contouring by (III): E. L. Williams

Date:

Completion Surveys by (II): J. K. Wilson

Date: March, 1952

Mean High Water Location (III) (State date and method of location):
16 April 1950, photographs; 10 June to 30 September 1950 - reference distances recorded on the field photographs for the Atlantic Ocean shoreline

Date: 8 Jan. 1951

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

Date: 16 Jan. 1951

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

Date: 17 April 1951

Control plotted by (III): R. M. Whitson

Date: 20 April 1951

Control checked by (III): J. C. Richter

Date: 11 May 1951

Radial Plot by (III): P. J. Tarcza

Date:

Stereoscopic Instrument compilation (III):
Planimetry

Date:

Contours

Date:

Manuscript delineated by (III): R. M. Whitson (N/2) J. Y. Councill (S/2)

Date: 27 July 1951

Date: 13 July 1951

Photogrammetric Office Review by (III): L. A. Senasack

Date: 12 Dec. 1951

Elevations on Manuscript checked by (II) (III):
L. A. Senasack

Date: 12 Dec. 1951
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time 75th meridian</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<tbody>
<tr>
<td>50-0-338 to 352</td>
<td>4-8-50</td>
<td>0954</td>
<td>1:10,000</td>
<td>0.9 (1.7 ocean)</td>
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<tr>
<td>50-0-927 to 929</td>
<td>4-16-50</td>
<td>1243</td>
<td></td>
<td>0.6</td>
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<tr>
<td>-930 to 931</td>
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<td>1244</td>
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<td>0.5</td>
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<tr>
<td>-932</td>
<td></td>
<td>1244</td>
<td></td>
<td>0.5 (0.0 ocean)</td>
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<tr>
<td>-939 to 944</td>
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<td>1257</td>
<td></td>
<td>-0.1 (ocean)</td>
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<td>-944 to 945</td>
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<td>1257</td>
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<td>-976</td>
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<td>1314</td>
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<td>-0.2 (ocean)</td>
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TIDE (III)

From Predicted Tide Tables

Reference Station: Sandy Hook, N. J.
Subordinate Station: Tucker Island, Little Egg Inlet
Subordinate Station: Main Marsh Thorofare

Washington Office Review by (IV): K. N. Mak

Final Drafting by (IV): FRANCIS JOHNSON
Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 11.5
Shoreline (More than 200 meters to opposite shore) (III): 24.5 mi
Shoreline (Less than 200 meters to opposite shore) (III): 41.7 mi

Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 21 Recovered: 15 Identified: 8
Number of BMs searched for (II): 15 Recovered: 13 Identified: 13
Number of Recoverable Photo Stations established (III): 1*
Number of Temporary Photo Hydro Stations established (III): None

Remarks: Subordinate stations

Brigantine Channel
Grassy Bay
Seven Islands

* Previous Recoverable Topographic Stations searched for: 9
recovered: 5
identified: 5
NEW JERSEY COAST, Townsend Inlet to Barnegat City

T-9497 N, T-9497 S to T-9509 N, T-9509 S are Topographic Maps
Mapped by the U.S.C. and G.S. from aerial photographs to be taken in 1950
Scale 1:10,000
Summary to Accompany Descriptive Report T-9505

Topographic map T-9505 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 planetable 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 1/4' 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-9505 will include 2 one-half quadrangle cloth-mounted prints at scale 1:10,000 identified as T-9505 N/2 and T-9505 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-9505
39-22.5/74-22.5
Project Ph-59(49)

Harry F. Garber, Chief of Party

The field work for this quadrangle was done in accordance with the Director's Instructions, Project Ph-59(49), Field, dated 26 May 1950, and other instructions as noted herein. The field work was accomplished by:

<table>
<thead>
<tr>
<th>Name and Title</th>
<th>Phase</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>W. G. Holland</td>
<td>Horizontal control</td>
<td>13 June 1950 to 1 July 1950</td>
</tr>
<tr>
<td>Topographic Engineer</td>
<td>recovery, Shoreline inspection</td>
<td></td>
</tr>
<tr>
<td>E. L. Williams</td>
<td>Horizontal control</td>
<td>1 August 1950 to 30 October 1950</td>
</tr>
<tr>
<td>Cartographer</td>
<td>recovery, shoreline and field inspection,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>contours</td>
<td></td>
</tr>
</tbody>
</table>

2. AREAL FIELD INSPECTION

Brigantine, a seashore resort, is the only town and populated area in the quadrangle. It is rapidly developing as a residential community with a year-round population of about 1500, increasing to 2300 during the summer season. A bridge across Absecon Channel from Atlantic City is the only means of access to the town. Brigantine has no industry and most of the people receive their income in the summer from tourists or by commuting to jobs in Atlantic City. A large resort hotel has reopened, and many new homes are being built. On the north end of the town lies a large, abandoned golf course. An intricate street pattern, complete with concrete sidewalks and fire plugs, was developed there, but has been neglected and is now overgrown with marsh elder bushes and poison ivy. However, some of these streets are still passable, although most are abandoned.

Most of the marsh islands in the quadrangle are now under the jurisdiction of the United States Brigantine National Wildlife Refuge.

A group of buildings around the former Little Beach Coast Guard Station is used at irregular intervals by sportsmen and vacationists.
The photographs were of good quality and no difficulty was encountered in their interpretation.

The field inspection is complete as of this date, but construction of blocks of homes in Brigantine is planned for this winter. Since this area is not classified as urban, the field editor should delineate those additional homes.

3. HORIZONTAL CONTROL

All known horizontal control stations were searched for and reported on Form 526.

(a) TANK, ELEVATED, NORTH BRIGANTINE, 1930, was established as an intersection station by theodolite cuts from four stations.

This station is also a topographic station named TANK (Elevated), 1936.

(c) Control established by the New Jersey Geodetic Control Survey was used. No datum adjustments were made.

(e) The following stations were reported "Lost" on Form 526:

BEACH (U.S.E.D.), 1946
BRIGANTINE BEACH, WATER TANK (NORTH), 1932
BRIGANTINE COAST GUARD, 1931
Mon. 4827 (N.J.G.C.S.), 1936
" 4828

4. VERTICAL CONTROL

All known vertical control was searched for and reported on Form 685A.

(a) A list of all bench marks of third-order or higher accuracy is as follows:

<table>
<thead>
<tr>
<th>Designation</th>
<th>Establishing Agency</th>
<th>Order</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRIGANTINE CHANNEL TBM 1</td>
<td>U.S.C. &amp; G.S.</td>
<td>Tidal Bench Marks</td>
</tr>
<tr>
<td>&quot; TBM 2</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>&quot; TBM 3</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>Mon. 4822</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>&quot; 4823</td>
<td>&quot;</td>
<td>&quot;</td>
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<tr>
<td>&quot; 4824</td>
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<td>&quot;</td>
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<td>&quot; 4825</td>
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<td>&quot; 4826</td>
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<td>&quot; 4827</td>
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<tr>
<td>&quot; 4828</td>
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<td>&quot; 4829</td>
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<tr>
<td>&quot; 4830</td>
<td>&quot;</td>
<td>&quot;</td>
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<tr>
<td>&quot; 4831</td>
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<td>&quot;</td>
</tr>
<tr>
<td>&quot; 4832</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>&quot; 4833</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

(b) No supplemental elevations were established because the existing bench marks provided sufficient control for contouring.
5. CONTOURS AND DRAINAGE

The contouring was done directly on single lens 1:10,000 scale photographs at a contour interval of ten (10) feet.

The abandoned golf course in Brigantine has many grass-covered hillocks which were once bunkers. A representative number of these which rise to ten feet were shown. It is believed the resulting contours are and will be almost negligible at the published map scale. However, those shown are for the most part prominent, because they are not overgrown. The few hillocks hidden by the dense undergrowth were not shown.

Contouring of Little Beach was done by getting an elevation of the water at BRIGANTINE CHANNEL TIDAL BENCHMARK NO. 1, 1935, and using that to begin plane-table contouring at the former Coast Guard Station at Little Beach.

6. WOODLAND COVER

There are a few scattered trees in the quadrangle. Other than those, all the area classified as woods (T) is very dense brush consisting for the most part of marsh elder bushes.

7. SHORELINE AND ALONGSHORE FEATURES 5ce: 4em 52.

(b) The low-water line was determined only when the field inspector was inspecting shoreline at time of low-water.

(c) The foreshore along the ocean is sand with many wooden and rock groins along Brigantine Beach.

(d) For a short distance along the south end of Little Beach, there is a sandy bluff resulting from erosion of the dunes on shore.

(f) The submarine cable shown on Chart 826, crossing Brigantine Inlet west of the Coast Guard Station, is incorrectly charted. The cable was identified on the photograph east of the Coast Guard Station. Confirmation of this location was obtained from the U. S. Coast Guard telegraph section supervisor at 35 S. Annapolis Avenue in Atlantic City, N. J.

8. OFFSHORE FEATURES

Ruins of a boardwalk shown off Brigantine Beach on Chart 826 should be deleted. There is no evidence of this above water. Mr. Earneet, City Clerk of Brigantine, states that this boardwalk was removed just before the 1944 hurricane. The contractor pulled out all piling except for several which were too rotted.
9. LANDMARKS AND AIDS
   
   (d) Fixed aids to navigation are discussed in the Field Inspection Report for Quadrangle T-9504. Attached to descriptive report for T-9504.

10. BOUNDARIES, MONUMENTS, AND LINES

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

11. OTHER CONTROL

   Recoverable topographic stations are:
   
   (1) E. DOME CATHOLIC CHURCH, 1935
   (2) INLET C & N, 1935
   (3) PINK, C & N, 1935
   (4) POINT C & N, 1935. Tank (Elevated) 1936
   (5) UVA, 1936

12. OTHER INTERIOR FEATURES

   A Coast Guard telephone pole line and an Atlantic City electric power pole line traverse the islands from the north end of the town of Brigantine to Little Egg Inlet. The telephone pole line, although strung with wire, is not used. Instead, a subterranean cable paralleling the pole line is used at present. The Atlantic City Electric power line which is west of, and parallels the Coast Guard line, is abandoned. Since field inspection of this area, the Atlantic City Electric Company reports that a contractor is removing all their poles in the area mentioned.

13. GEOGRAPHIC NAMES

   This will be the subject of a special report to be submitted by Mr. M. W. Smith, Cartographic Survey Aid.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

   A special report on Landmarks and Fixed Aids to Navigation will be submitted by the Chief of Party at a later date.

25 October 1950
Submitted by:

E. L. Williams
E. L. Williams
Cartographer

26 October 1950
Approved:

Harry F. Garber
Chief of Party
<table>
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<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $\phi$-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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<tbody>
<tr>
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<td>HOTEL, 1931</td>
<td>G-1249</td>
<td>39 23</td>
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<td>39 28</td>
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<tr>
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<td>DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
<td>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
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<td>Descript of Mon</td>
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<td>212.492.84</td>
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<td>Plotted graphically</td>
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<tr>
<td>SUB PT. SIMKIN, 1935</td>
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<td>39° 27'</td>
<td>74° 21'</td>
<td>1461.4 (389.0)</td>
<td>429.7 (1004.6)</td>
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<td>SUB PT. LETTUCE (C&amp;N) 1935</td>
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<td>74° 20'</td>
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<td>725.9 (708.0)</td>
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<td>39° 25'</td>
<td>76° 20'</td>
<td>1343.5 (506.9)</td>
<td>655.6 (775.5)</td>
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</tr>
<tr>
<td>RM 1</td>
<td></td>
<td>39° 28</td>
<td>74° 19</td>
<td>422.9 (1417.5)</td>
<td>1017.9 (416.3)</td>
<td></td>
</tr>
<tr>
<td>LITTLE BEACH, 1932</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 FT. = 304.8005 METER

COMPUTED BY: J.C. Richter

DATE: 19 Dec. 1950

CHECKED BY: M.F. Kirk

DATE: Jan. 1951
PHOTOGRAHMETRIC PLOT REPORT

PROJECT PH-59(50)

SURVEYS T-9501 and T-9505

21. AREA COVERED

This radial plot covers the areas of topographic surveys Nos. T-9501 and T-9505, on the Atlantic Coast of New Jersey, located in the area between, and including, Brigantine City and Tuckerton, New Jersey.

22. METHOD - RADIAL PLOT

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

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

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

Photographs - All photographs used in this radial plot are single lens, Type O photographs, ratioed to a scale of 1:10,000. The contact scale is 1:24,000. Forty-seven (47) photographs were used. They are numbered as follows:

50-0-920 to 50-0-932, inclusive
50-0-939 to 50-0-952, inclusive
50-0-969 to 50-0-976, inclusive
50-0-980 to 50-0-985, inclusive
50-0-1005 to 50-0-1040, inclusive

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

Closure and adjustment to control - Base sheets were prepared using vinylite sheets with 5000 foot grids. Control points were transferred to these by matching the New Jersey grids on the map manuscripts. Survey T-9497 to the north has already been compiled in the Washington Office. A paper print was available and positions of identifiable common pass points were transferred to the base sheets. There is considerable distortion in the paper print making the transfer inaccurate but the points transferred served as a guide in this radial plot so that a satisfactory junction may be made. The radial plot for Survey T-9502 on the east side has been completed previously in this office. The position of photograph centers and pass points along the junction with these surveys were used in this radial plot. The templets for these were laid first and previous positions held. Then the next flight to the west was laid and the plot continued westward by flights. There was no difficulty in laying these flights except at SUB. PT. STORY, 1935 which was held later after an error was found. The flight along the western side of this plot was across
water areas and several centers fall in these areas. It was necessary
to do considerable adjusting. The north and south ends were laid first.
Photographs Nos. 925, 926 and 927 were in water areas and, due to lack of
control and flight lines, they were adjusted holding pass points from the
adjoining flight. GREAT, 1935, was not identified in the field. An
attempt was made to identify it in the office but there was insufficient
information in the description to prick the station.

23. ADEQUACY OF CONTROL

Except at station GREAT, 1935, control was adequate for a satisfactory
radial plot. Normally the plot could be laid easily without this station.
However, the location on a point of land and the position of photograph
centers in water makes this a desirable control point for the radial plot.

Two stations could not be held in the preliminary radial plot. SUB. PT.
STORY, 1935 was about 2 mm northeast of the radially plotted position. It
appeared to be an error in azimuth but a recheck of computations revealed no
error. An error of 4° was found in the field notes on the back of the pricking
card. The wrong angle was recorded on the front of the card. When the
correct angle was used in the computation and station replotted, it could be
held in the radial plot.

SUB. PT. SHACK (C&N) 1935 falls about 1 mm north of the geographic position.
No reason was found for this discrepancy. This station falls in the survey to
the west and a radially-plotted position will be established and reported in
a future radial plot for that survey.

24. SUPPLEMENTARY DATA

Several positions of topographic stations were established in 1935 and
1936 but their positions were not plotted because it is believed that they are
not reliably accurate. They were established in this radial plot. One of
these, M.E. CHURCH (WEST CREEK), 1935, was used to control this radial plot
on the north side. It falls in Survey T-9497 which has been completed.
This station was used because its position was verified or reestablished in
compiling that survey.

25. PHOTOGRAPHY

The photographic coverage is adequate and definition of photographs is
good. There are some slightly tilted photographs but the effect of tilt is
negligible in these areas of very little relief.

Respectfully submitted

[Signature]
Frank J. Tarcza
Photogrammetric Engineer
<table>
<thead>
<tr>
<th>No.</th>
<th>Control Station</th>
<th>Identification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>MON. 4821 (NJC) 1936</td>
<td>Direct</td>
</tr>
<tr>
<td>2.</td>
<td>HOTEL, 1931</td>
<td>None</td>
</tr>
<tr>
<td>3.</td>
<td>MON. 4822 (NJC) 1936</td>
<td>Direct</td>
</tr>
<tr>
<td>4.</td>
<td>MON. 4823 (NJC) 1936</td>
<td>None</td>
</tr>
<tr>
<td>5.</td>
<td>MON. 4824 (NJC) 1936</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>6.</td>
<td>MON. 4825 (NJC) 1936</td>
<td>None</td>
</tr>
<tr>
<td>7.</td>
<td>TANK, ELEVATED, NORTH BRIGANTINE, 1950</td>
<td>Direct</td>
</tr>
<tr>
<td>8.</td>
<td>MON. 4829 (NJC) 1936</td>
<td>None</td>
</tr>
<tr>
<td>9.</td>
<td>MON. 4826 (NJC) 1936</td>
<td>None</td>
</tr>
<tr>
<td>10.</td>
<td>MON. 4833 (NJC) 1936</td>
<td>None</td>
</tr>
<tr>
<td>11.</td>
<td>MON. 4832 (NJC) 1936</td>
<td>None</td>
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<td>14.</td>
<td>MON. 4830 (NJC) 1936</td>
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<td>15.</td>
<td>DIRTY (C&amp;N) 1935</td>
<td>None</td>
</tr>
<tr>
<td>18.</td>
<td>LITTLE BEACH, 1932</td>
<td>R.M. 1</td>
</tr>
<tr>
<td>19.</td>
<td>LETTUCE (USED) 1946</td>
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<td>22.</td>
<td>CONTROL PT. &quot;H&quot;, 1950</td>
<td>None</td>
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<tr>
<td>23.</td>
<td>FISH FACTORY WATER TANK, 1950</td>
<td>Direct</td>
</tr>
<tr>
<td>26.</td>
<td>CONTROL PT. &quot;G&quot;, 1950</td>
<td>Direct</td>
</tr>
<tr>
<td>27.</td>
<td>BONDS, 1932</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>29.</td>
<td>ST. JAMES, 1932</td>
<td>None</td>
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<tr>
<td>30.</td>
<td>ST. JAMES R.M. 2, 1937</td>
<td>None</td>
</tr>
<tr>
<td>32.</td>
<td>BEACH HAVEN WATER TANK, 1932</td>
<td>Direct</td>
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<tr>
<td>33.</td>
<td>POLE, 1935</td>
<td>None</td>
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<tr>
<td>34.</td>
<td>STORY ISLAND STACK, 1935</td>
<td>Direct</td>
</tr>
<tr>
<td>36.</td>
<td>WIN, 1946</td>
<td>None</td>
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<tr>
<td>38.</td>
<td>GREAT, 1935</td>
<td>None</td>
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<tr>
<td>39.</td>
<td>TUCKERTON RADIO, 1932</td>
<td>Direct</td>
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<tr>
<td>40.</td>
<td>TUCKERTON RADIO TOWER-780'-MAIN TOWER OF RCA, 1931</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>42.</td>
<td>BARREL, 1935</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>43.</td>
<td>JESSIE, 1935</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>44.</td>
<td>MON. 7873 (NJC) 1940</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>45.</td>
<td>MON. 2261 (NJC) 1935</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>46.</td>
<td>MON. 2259 (NJC) 1935</td>
<td>None</td>
</tr>
<tr>
<td>No.</td>
<td>Control Station</td>
<td>Identification</td>
</tr>
<tr>
<td>-----</td>
<td>---------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>46.</td>
<td>MON. 5249 (NJGCS) 1932</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>47.</td>
<td>ROSE, 1946</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>52.</td>
<td>DINNER (USE), 1946</td>
<td>Sub. Pt.</td>
</tr>
<tr>
<td>54.</td>
<td>M.E. CHURCH (WEST CREEK), 1935</td>
<td>Direct</td>
</tr>
</tbody>
</table>
LAYOUT SKETCH
PROJECT PH-59(50)
Surveys T-9501 and T-9505

- Single Lens Office Photographs
- Control Stations (Not Identified)
- Control Station (Not Held in Radial Plot)
COMPILATION REPORT

Ph-59(50)

T-9505

31. Delineation

Manuscript No. T-9505 was delineated by graphic methods.

32. Control

The identification, density, and placement of horizontal control was adequate.

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.

The following were furnished by the field party:

Map of Atlantic County, N.J. prepared for the Board of Chosen Freeholders of Atlantic County, N.J., revised 1949.

Road Map of Atlantic County, New Jersey.

Photostat Map of Brigantine National Wild Life Refuge.

Special Report on Boundaries, New Jersey.

USCGS Chart No. 826 (Landmarks and Aids Report, Exhibit 4)

Map of City of Brigantine, N.J.

34. Contours and Drainage

No comment.

35. Shoreline and Alongshore Details

Shoreline inspection is considered adequate. The MHW line along the ocean was furnished by reference distances to identifiable detail. A small amount of apparent shoreline and low water line was indicated by the field party. The remainder was identified by analogy and office interpretation of the photographs.

36. Offshore Details

The method of establishing the elevations on the shell banks in the NW corner of this survey is described in item 8 of the field report for Survey T-9504.
37. LANDMARKS AND AIDS

Forms 567 for three (3) landmarks and three (3) non-floating aids to navigation, which appear on the manuscript are submitted with this report.

38. CONTROL FOR FUTURE SURVEYS

Forms 524 were completed for one recoverable topographic station established and five previous stations recovered, and are being submitted herewith. These stations are listed under item 49. POINT C&N, 1935 is erroneously listed in item 11 of the field report instead of TANK BRIGANTINE (Elevated), 1936.

39. JUNCTIONS

Junctions with surveys T-9504 to the west and T-9501 to the north have been made and are in agreement. There is no contemporary survey to the east and south.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41-45.

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Survey T-9505 has been compared with:


2. USGS Topographic Maps T-5635 (1935) and T-5637(1936) scale 1:10,000.
47. COMPARISON WITH NAUTICAL CHARTS

Survey T-9505 has been compared with USC&GS Chart No. 326, scale 1:40,000, published in June 1949, corrected to 4 September 1950.

Items to be applied to nautical charts:
None.

Items to be carried forward
None.

Respectfully submitted
14 December 1951

Joseph W. Vonasek
Cartographer (Photo)

Approved and forwarded

Hubert A. Paton
Comdr., C&GS
Officer in Charge
GEOGRAPHIC NAMES

Anchoring Island
Atlantic County
Atlantic Ocean

* Baremore Quarters
  Batsey Channel
  Brigantine
  Brigantine Avenue
  Brigantine Beach
  Brigantine Channel
  Brigantine Inlet
  Brigantine National Wild Life Refuge

Cabbage Thorofare

Dog Island

Egg Island
Elder Island

14th Street Pier

Calloway Township
Great Bay
Great Thorofare

Hoffman Thorofare

Intracoastal Waterway

Little Bay
Little Beach
Little Crooked Thorofare
Little Egg Inlet
Little Mud Thorofare
Little Weakfish Thorofare

Miles Thorofare
Mud Thorofare

Obes Thorofare

Ocean County

Pullen Island

Salt Island
Simkins Thorofare
Somers Bay
Steelman Bay

Weakfish Thorofare

Widgeon Bay

*Name taken from Map of City of Brigantine, N.J. and Survey T-5635 (1935).
49. NOTES FOR THE HYDROGRAPHER

Six recoverable topographic stations are shown on the manuscript:
E. DOME, CATHOLIC CHURCH, (1935) 1950
PINK, C & N, (1935), 1950
TANK, Elevation 1936, This is triangulation 1950
INLET, C & N (1935) 1950
UVA, (1936), 1950
✓ HOTEL AZ MK (1931) 1932, 1950

Information from the field man indicates difficulty in navigation through Brigantine Inlet. It may be advisable to check for Breakers or tide rips. — No comment by field editor in this.

When the 1950 photogrammetrically determined position does not differ from the previously determined position, the 1950 date reverts to a recovery date and is not shown on the manuscript. The original date of station establishment is retained on the map.

Forms 524 cross referenced and filed in Div. Photogrammetry general files. KHN 8/25/53
FIELD EDIT REPORT
Quadrangle T-9505
Project Ph-59(50)

Paul Taylor, Chief of Party

The field edit of this quadrangle was accomplished during the month of March, 1952.

51. METHODS

The quadrangle was inspected by traversing all passable roads by trucks; by skiff in water areas, and on foot in other areas which required special investigation. 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 1:20,000 scale sheet is submitted with the field edit information.

52. ADEQUACY OF COMPILATION

The map compilation is adequate, with the exception of a few corrections and additions.

Attention is invited to the large number of buildings which have been added by the field editor. This is practically all new construction that has taken place since field inspection. The building boom is still continuing at a rapid rate.

The 14TH STREET PIER has been partially destroyed by a storm. The portion that remains of the pier and several wooden piling are indicated on photograph 50-0-940.

A segment of the boundary of the Brigantine National Wild Life Refuge was questioned on the discrepancy print. Upon questioning Mr. Whitley, the supervisor in charge of this refuge, and checking his map of the area, the boundary as shown on the discrepancy print was found to be correct.
The piles, which were shown in Great Bay and questioned on the discrepancy print, do not exist. A very thorough investigation was made of the area and none could be found. It is believed that the field inspector sighted objects on shore and not in the water. Attention is also called to File "E", "G" and "P" which are shown on the southern portion of Quadrangle T-9501. These piles no longer exist and should be deleted. - Done.

The areas of shoreline labeled "A" and "B" on the discrepancy print were investigated by plane table and an approximate mean high-water line has been shown in purple on the photographs. The shoreline at these points is constantly changing as can be seen in comparing the 1950 and 1952 work. It is therefore recommended that all shoreline at these points be shown as indefinite.

52. MAP ACCURACY

The horizontal positions of the map detail appear to be good.

No vertical accuracy test was required for this quadrangle.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

Captain Raymond Haber, of the New Jersey Department of Commerce and Navigation, who has been a resident of this area for forty years and is highly familiar with both the land and water areas, states that he would be willing to examine a proof copy of this quadrangle for possible errors. Captain Haber's address is: State Boat Transit 3, Forked River, New Jersey.

56. GEOGRAPHIC NAMES

The placement of the name ANCHORING ISLAND was found to be approximately correct. This island can no longer be seen at mean low water. The name is not recommended. Not shown.

25 March 1952
Submitted by:

28 March 1952
Approved by:

Joseph K. Wilson,
Cartographer

Paul Taylor
Lt. Comdr., USCGGS
Chief of Party
PHOTOGRAMMETRIC OFFICE REVIEW

T-9505


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 __________


ALONGSHORE AREAS

(Nautical Chart Data) __________


PHYSICAL FEATURES


CULTURAL FEATURES


BOUNDARIES

31. Boundary lines __________ 32. Public land lines __________

MISCELLANEOUS


40. Reviewer __________

Supervisor, Review Section or Unit __________

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.

Compiler __________

Supervisor __________

43. Remarks: __________
62. Comparison with Registered Topographic Surveys.

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-109</td>
<td>1:10,000</td>
<td>1840</td>
</tr>
<tr>
<td>T-119</td>
<td>1:20,000</td>
<td>1840-41</td>
</tr>
<tr>
<td>T-142</td>
<td>1:20,000</td>
<td>1841</td>
</tr>
<tr>
<td>T-1166</td>
<td>&quot;</td>
<td>1869-70</td>
</tr>
<tr>
<td>T-1333</td>
<td>&quot;</td>
<td>1871</td>
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<td>T-2455</td>
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<td>1899</td>
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<td>H-2693</td>
<td>1:10,000</td>
<td>1904</td>
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<td>N-2694</td>
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<tr>
<td>T-5635</td>
<td>&quot;</td>
<td>1932</td>
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<td>T-5637</td>
<td>&quot; supp.</td>
<td>1932</td>
</tr>
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<td>T-6401a</td>
<td>&quot;</td>
<td>1935</td>
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<tr>
<td>T-6401a Ad Wk.&quot;</td>
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<td>T-6501a</td>
<td>&quot;</td>
<td>1935-36</td>
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<tr>
<td>T-6501b</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-6502b</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

The shoreline along the ocean front on T-9505 in comparison with the previous surveys shows an alternating pattern of accretion and recession. On the south half of T-9505 this change in position of shoreline amounts to about 85 meters. On the north half the differences are large and conspicuous amounting to shoreline movements along the ocean front in a westerly and northerly direction of approximately a half mile or more. A sandspit of considerable size has formed between latitude 39°28' and 39°29' at longitude 74°19'. This sand formation is very unstable and is shown by a dashed line on T-9505N. The shoreline of the inside channels on T-9505 has remained stable and shows no large or significant differences in comparison with the previous surveys. The boardwalk at Brigantine is no longer in existence.

T-9505 supersedes all the above surveys in common areas for nautical charting purposes.

63. Comparison with Maps of Other Agencies.—Atlantic City, N.J., USE 15’ quadrangle, 1:62,500, 1941. Also at scale 1:50,000 with revision of marginal data, 1946, and UTM grid added 1948, AMS.

A comparison of the quadrangle with T-9505 shows that the shoreline of the ocean side area from Brigantine Inlet northward to Island Beach has changed considerable subsequent to the publication of the quadrangle.
64. **Comparison with Contemporary Hydrographic Surveys.** - None

65. **Comparison with Nautical Charts.** -

826, 1:40,000, Intracoastal Waterway, ed. 1951
corr. to 6/9/52
1217, 1:80,000, ed. 1948, corr. to 2/13/50.

Shoreline differences between the charts and T-9505 are
very prominent along the oceanside from Bregantine Inlet north-
ward to Little Beach. Erosion has moved the shoreline
considerably west of the shoreline position as shown on the
charts. The sand spit south and east of Little Beach has
also become more extended in a north and westerly direction.
The shoreline of interior waters is in good agreement with
the shoreline as shown on the charts.

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. N. Maki

K. N. Maki

APPROVED:

[Signatures and dates]

Chief, Div. of Photogrammetry

Chief, Div. of Coastal Surveys

30 January 1951
History of Hydrographic Information for T-9505

Hydrography applied to the map manuscript for T-9505 is in accordance with the general specifications of May 18, 1949.

Soundings in feet and depth curves at 6, 12, 18, 30 and 60 feet (Mean Low Water Datum) originate with the following chart and surveys:

<table>
<thead>
<tr>
<th>Nautical Chart No.</th>
<th>Scale</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>1217</td>
<td>1:80,000</td>
<td>1950</td>
</tr>
<tr>
<td>Hydrographic Survey H-5893</td>
<td>1:10,000</td>
<td>1935</td>
</tr>
<tr>
<td>&quot; &quot; H-6144</td>
<td>1:10,000</td>
<td>1936</td>
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<tr>
<td>&quot; &quot; H-6145</td>
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<td>1936</td>
</tr>
<tr>
<td>&quot; &quot; H-6195</td>
<td>1:10,000</td>
<td>1937</td>
</tr>
<tr>
<td>&quot; &quot; H-6271</td>
<td>1:40,000</td>
<td>1937</td>
</tr>
</tbody>
</table>

Photographs taken April 16, 1950 were used in conjunction with the above listed hydrographic sources for the interpretation of the mean low water line and the determination of channels subject to constant and rapid change.

Hydrography was compiled by L. Martin Gazik and checked by O. Svendsen.

L. Martin Gazik
10-21-53
The form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating...
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

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>D.M. Meters</th>
<th>D.P. Meters</th>
<th>DATE OF LOCATION</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>FL &quot;37&quot;</td>
<td>Lantern on pile</td>
<td></td>
<td>39.29</td>
<td>49</td>
<td>74</td>
<td>22</td>
<td>674</td>
<td>N.A. T.9505</td>
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<tr>
<td>FL &quot;7&quot;</td>
<td>Lantern on pile</td>
<td></td>
<td>39.26</td>
<td>81</td>
<td>74</td>
<td>21</td>
<td>1329</td>
<td>&quot;</td>
</tr>
<tr>
<td>FL &quot;5&quot;</td>
<td>Lantern on pile</td>
<td></td>
<td>39.25</td>
<td>892</td>
<td>74</td>
<td>21</td>
<td>1375</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating...
### NAUTICAL CHARTS BRANCH

**SURVEY NO. T-9505**

**Record of Application to Charts**

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<td>1216</td>
<td>Henderson</td>
<td>Before</td>
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<td></td>
<td></td>
<td></td>
<td>After</td>
</tr>
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Before After Verification and Review

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Before After Verification and Review

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.