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1911  
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65549

Department of Commerce <sup>and</sup> Labor,  
Coast <sup>and</sup> Geodetic Survey,  
O.H. Tittmann, Supt.

Topographic revision of part of C & G. Survey  
Chart No 3694.

Corrections (in red) up to Nov. 1911.

By Homer P. Ritter, Asst. C & G. S. assisted  
by T. L. Warner, Aid (during April 1911)  
and H. R. Gustafson, "Hand".

Top. 3226.

Oct 12 - 1911  
T. L. Warner

710

Post-Office Address:

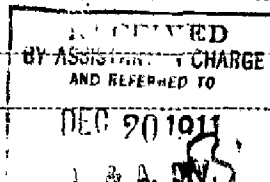
Bridgeport, Conn.

Telegraph Address:

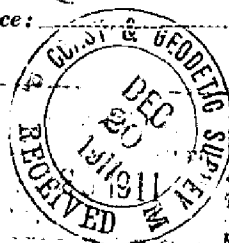
" "

Express Office:

" "



11-844



Department of Commerce and Labor

COAST AND GEODETIC SURVEY

Bridgeport, Conn.

December 19, 1911.

Assistant in Charge.

To the  
Superintendent, C&G. Survey,  
Washington, D.C.

Sir:

Pursuant to your letter of December 13, 1911,  
there are forwarded herewith Plates 12, 16 and  
17 of Topographic sheet no. 3226.

The other 14 Plates of this revision of the  
topography of part of Chart 369<sup>4</sup>, were  
forwarded by me on Nov. 9<sup>th</sup> 1911.

ANSWERED

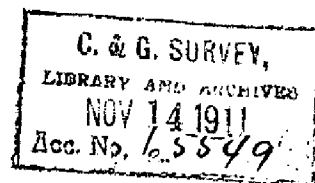
DEC 21 1911

LIBRARY AND ARCHIVES.

Very respectfully  
Homer P. Ritter

Asst. C&amp;G. Survey.

Top. 3226.



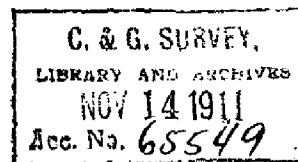
Department of Commerce <sup>and</sup> Labor,  
Coast <sup>and</sup> Geodetic Survey,  
O. H. Tittmann, Supt.

Topographic revision of part of C<sup>and</sup>G.  
Survey Chart no. 369<sup>±</sup>.

Corrections (in red) up to Nov. 1911.

By Homer P. Ritter, Asst. Comdr. U. S., assisted  
by T. L. Warner, Aid (during April 1911) <sup>and</sup>  
H. R. Gustafson, Hand.

Top. 3226.



- Plate 1. - Hudson R. - W 67<sup>th</sup> Str. N. York City to W. 34<sup>th</sup> Str.
- " 2. - " " " 34<sup>th</sup> " " " " Pier 45
- " 3. - " " " Pier 45 " " " " 22 (Jay Str.)
- " 4. - " " " 21 " " " " The Battery
- East " - The Battery " " " Brooklyn Bridge.
- " 5. - " " - Brooklyn Bridge " " " Williamsburg "
- " 6. - " " - Williamsburg Bridge " " " Bellevue Hospital.
- " 7. - " " - Bellevue Hospital " " " E. 59<sup>th</sup> Str.
- " 8. - " " - E. 59<sup>th</sup> Str. to E. 67<sup>th</sup> " " " - W. Half  
Blackwells Isd. and on Brooklyn side,  
Freeman Ave. to Nott Ave.
- " 9. - " " - Nott Ave. Brooklyn to Newtown Creek.
- " 10. - " " - Newtown Cr. " " " N. 4<sup>th</sup> Str.
- " 11. - " " - N. 4<sup>th</sup> Str. " " Wallabout Bay
- ✓ " 12. - " " - Wallabout Bay " " Brooklyn Bridge.
- " 13. - " " - Brooklyn Bridge " " Hamilton Ave.
- " 14. - " " - Hamilton Ave. " " Gowanus Canal.
- " 15. - Governors Island.
- ✓ " 16. - Hudson R. - (west side) Weehawken Cove. N. J.
- ✓ " 17. - Ellis Isd., Bedloes Isd. and vicinity.

1.

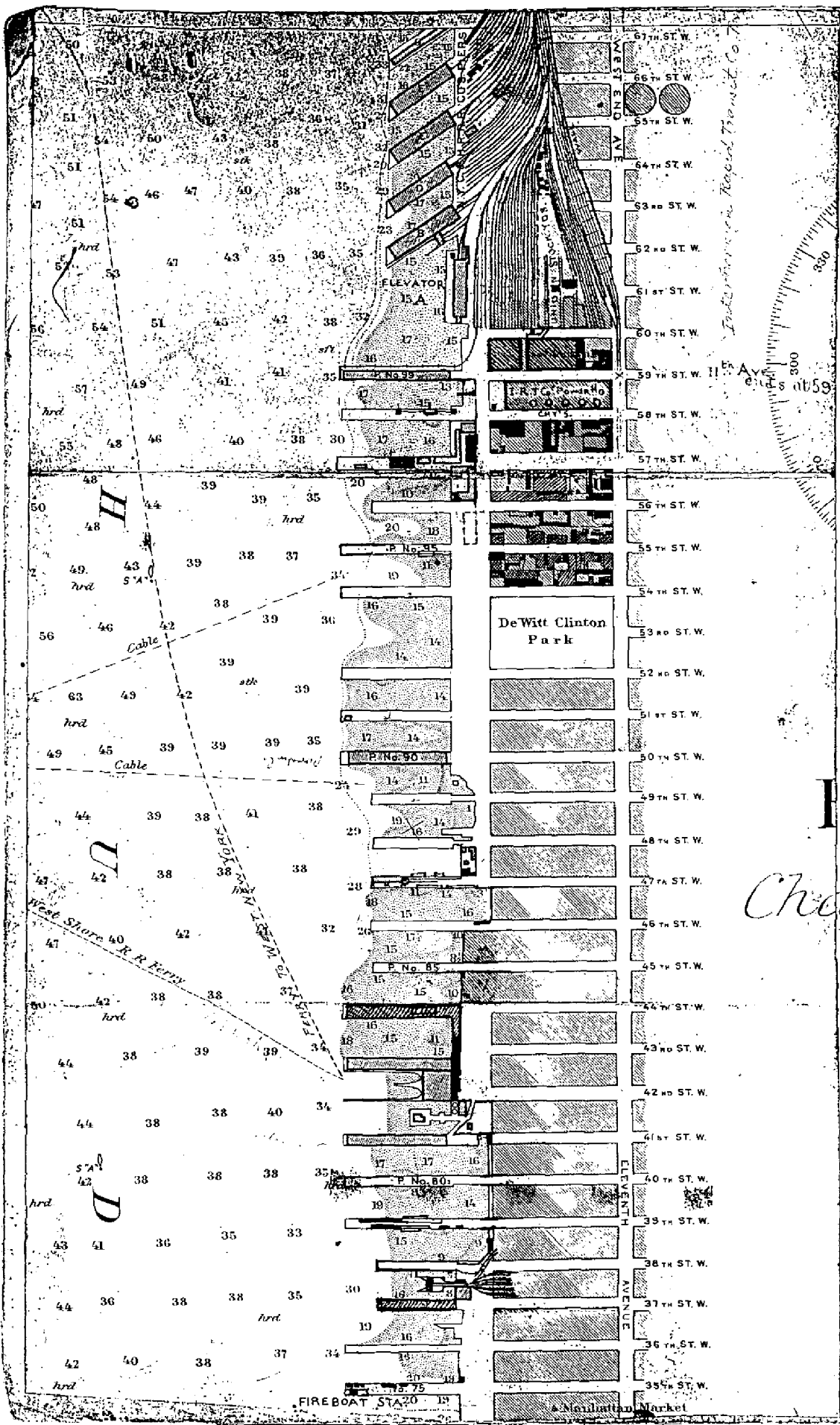
T-3226

date 3-16-10

C

Chart  
369<sup>4</sup>

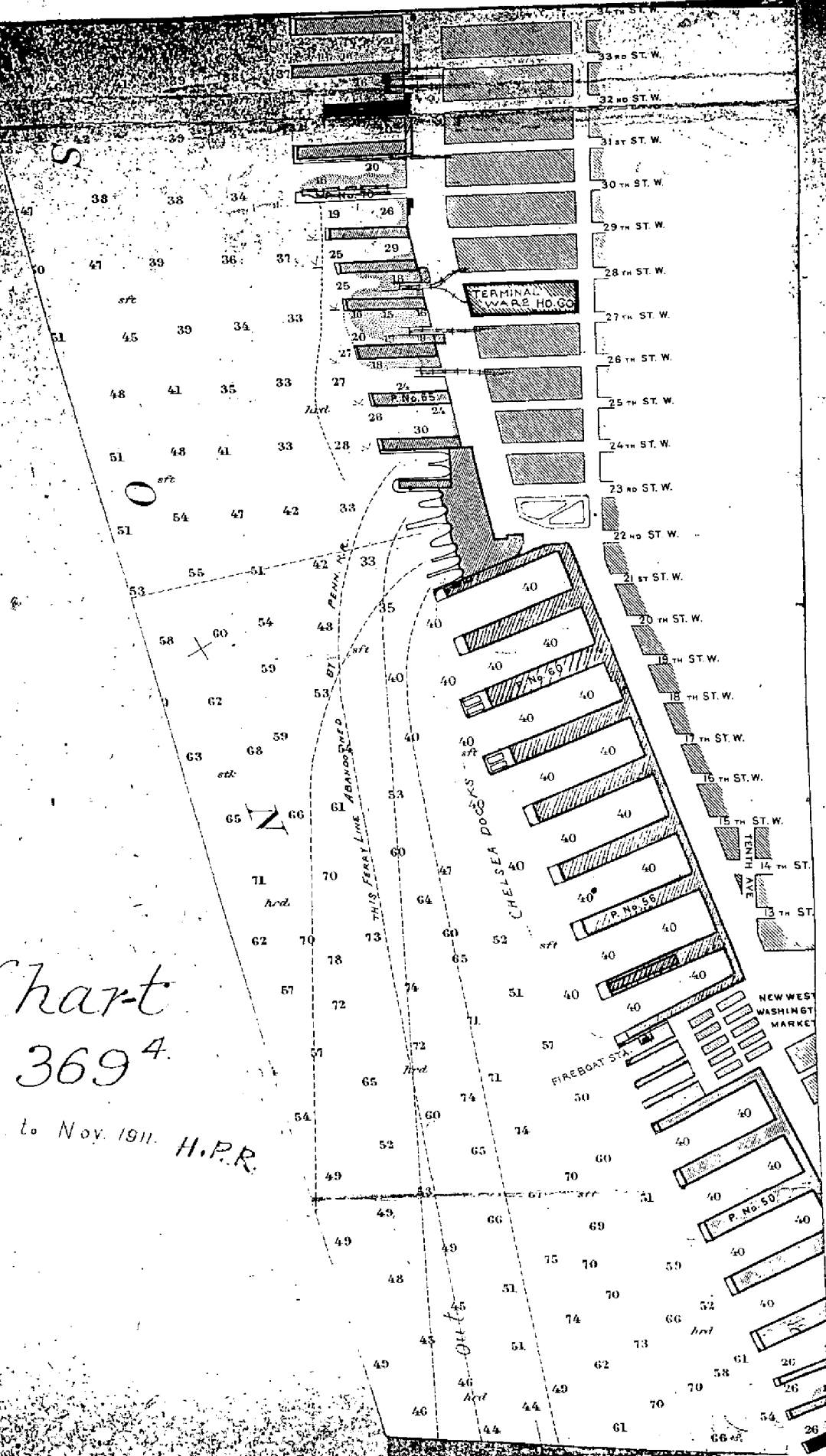
Corr to Nov. 1911



T-3226

Chart  
369<sup>4</sup>

Com<sup>d</sup> to Nov. 1911. H.P.R.



T-3226

3

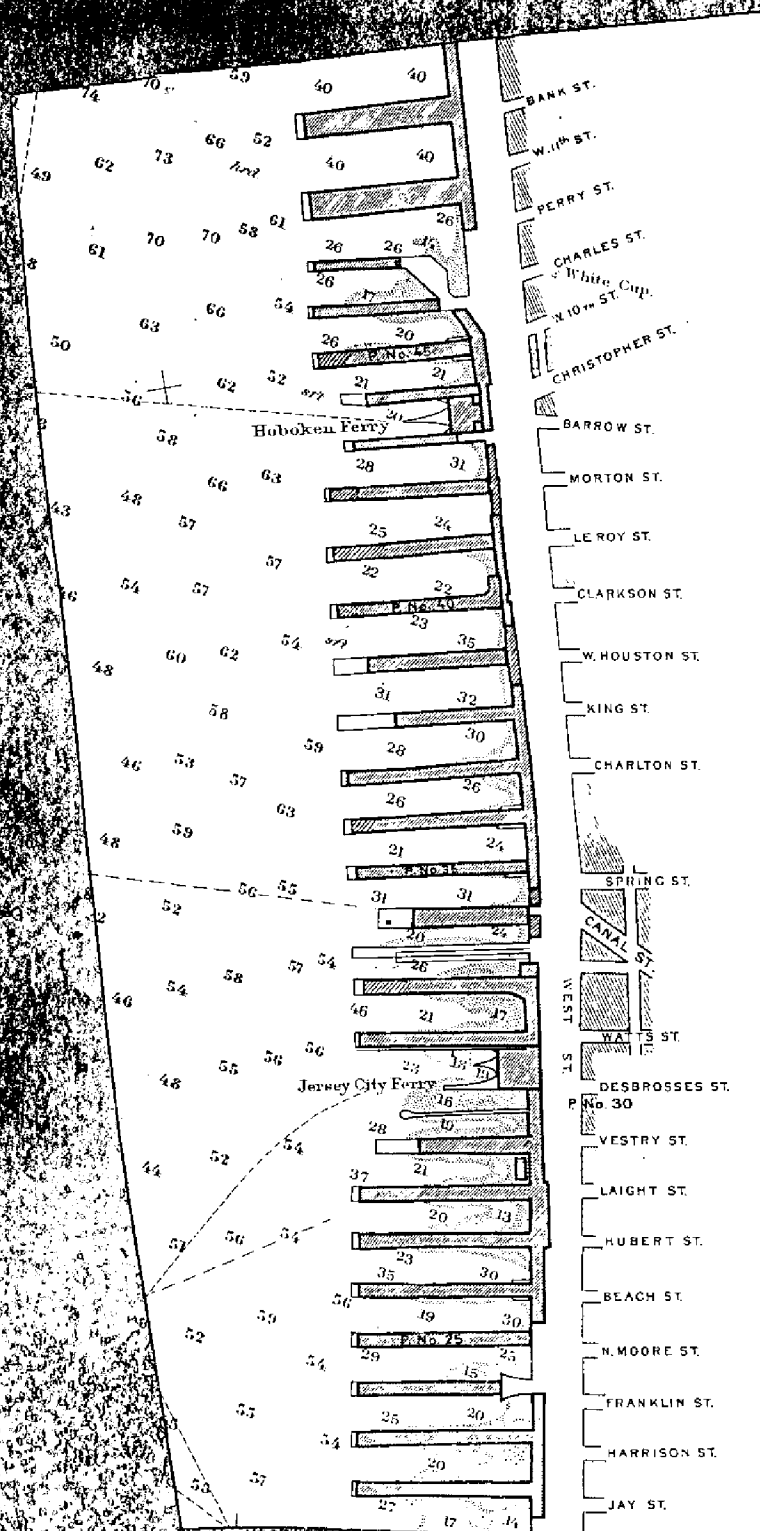


Chart  
369

Copied from

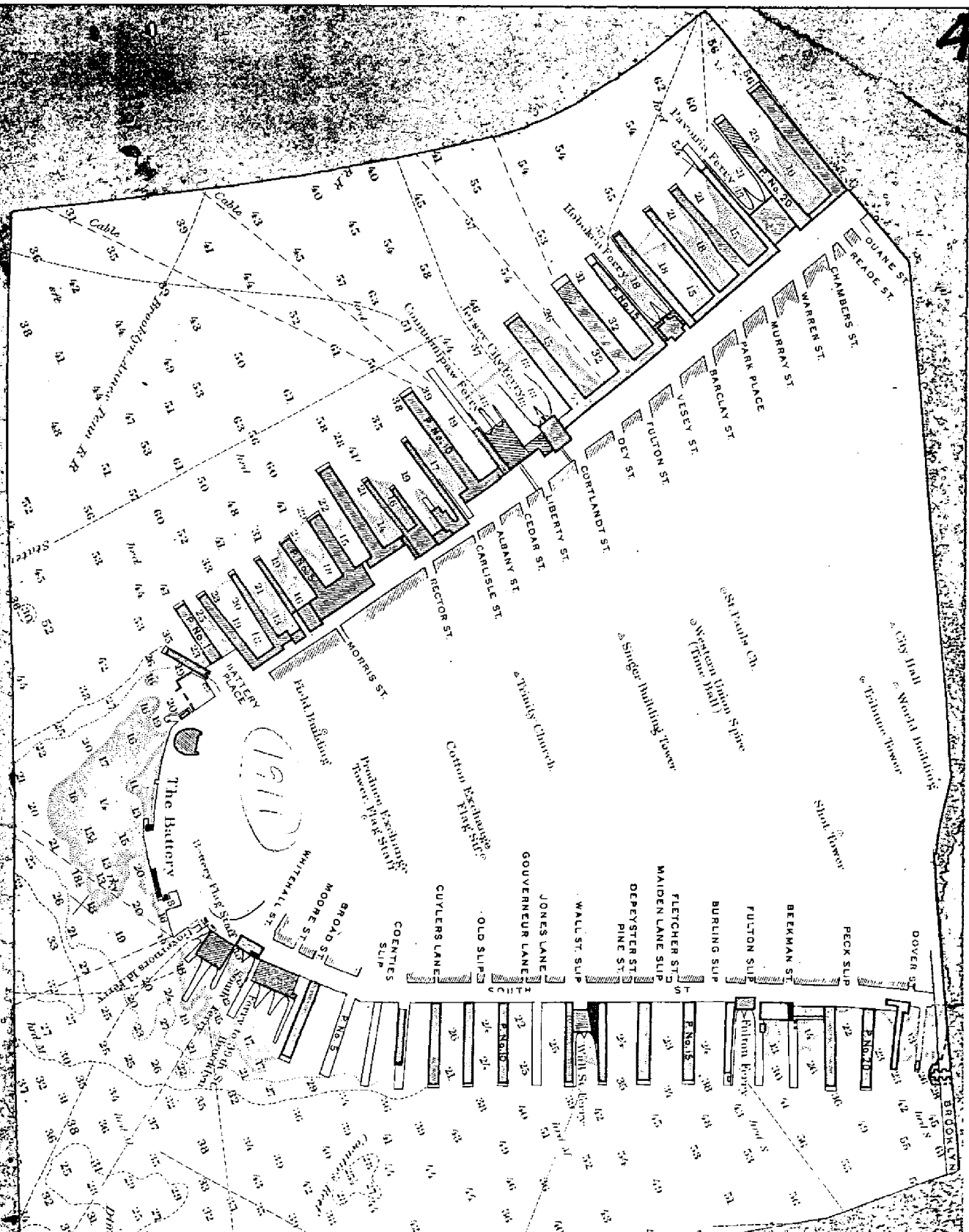
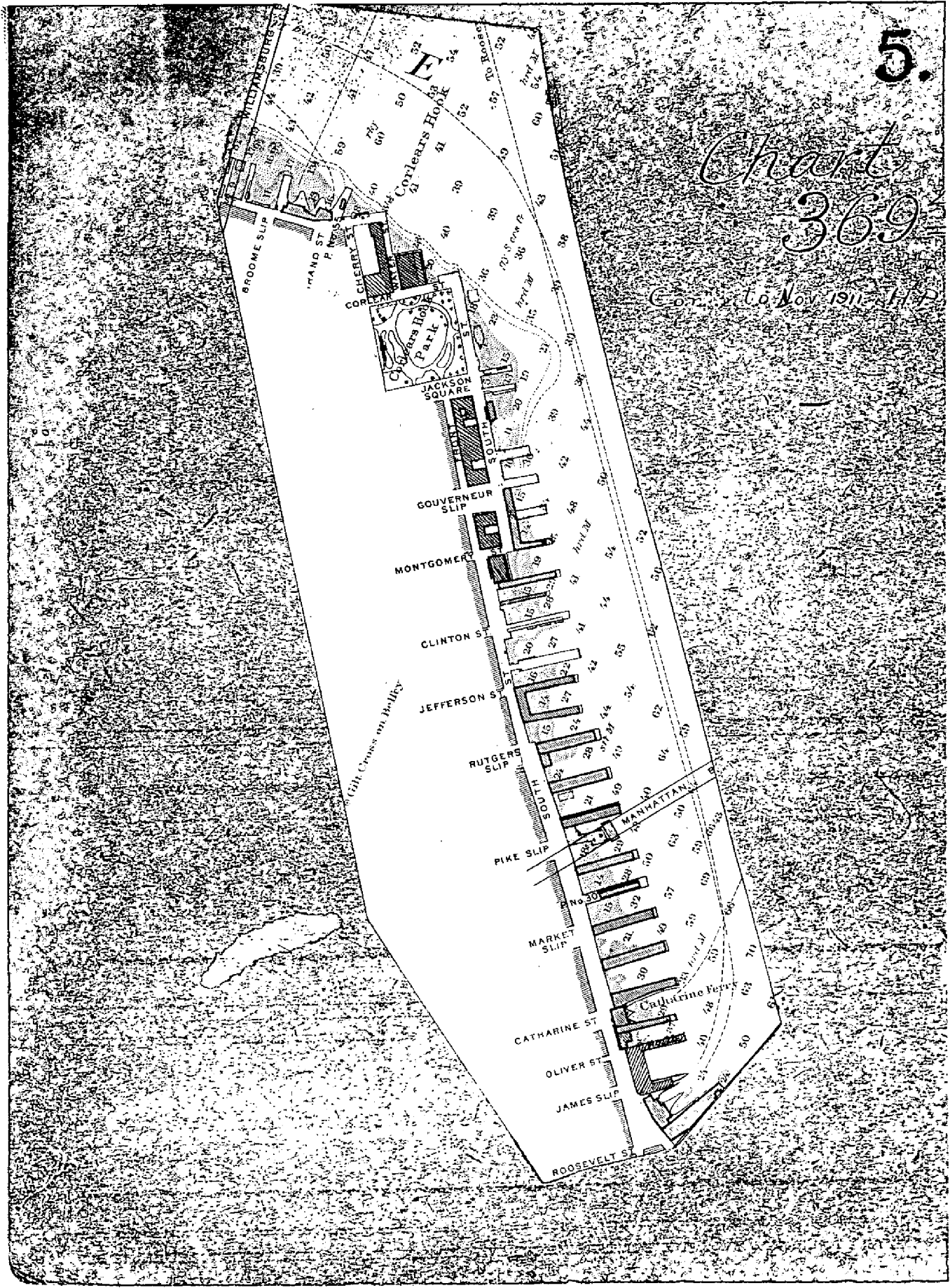


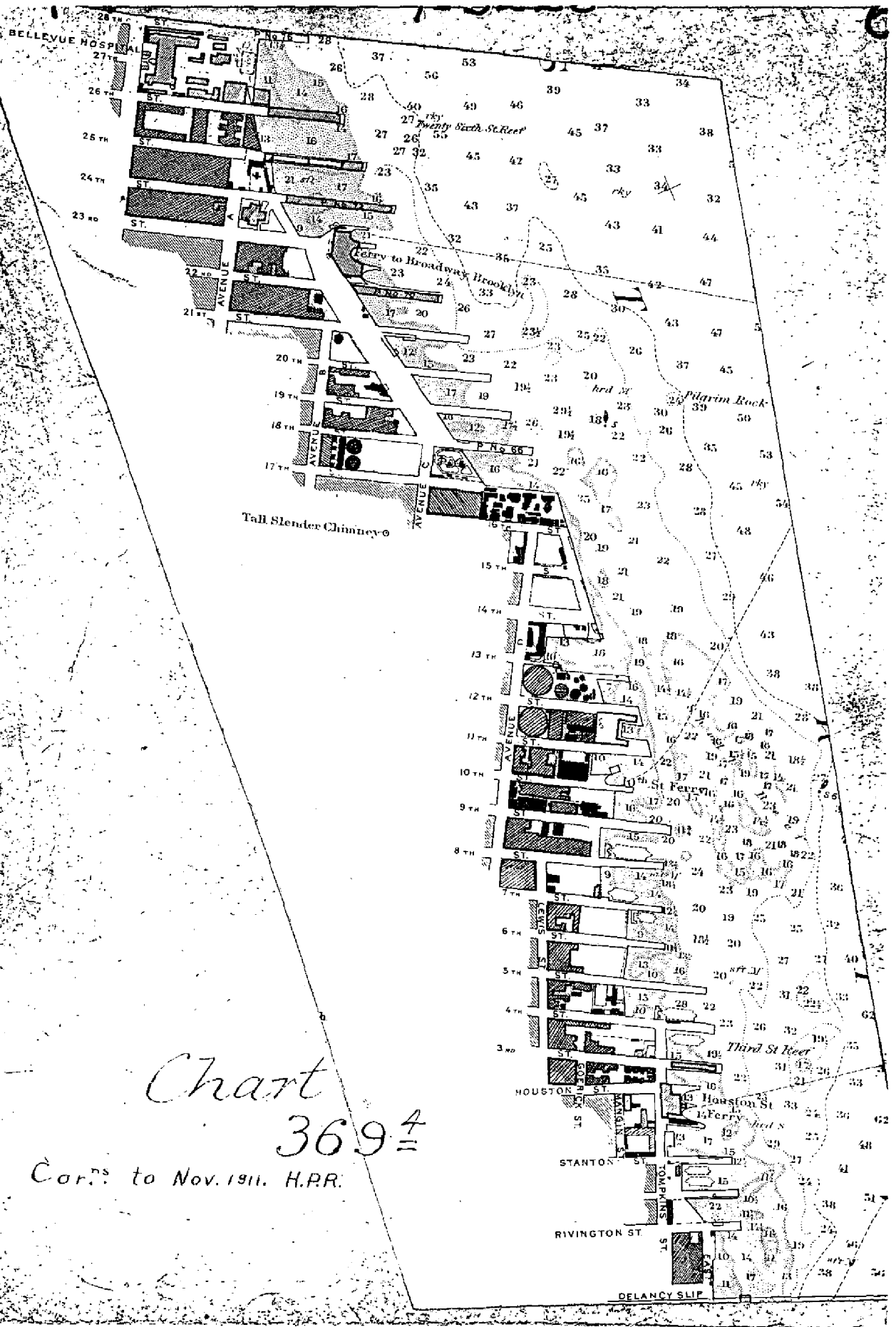
Chart  
369-4  
Corr. To Nov. 1911.

5.

# Chart 369

Corrected to Nov 1911

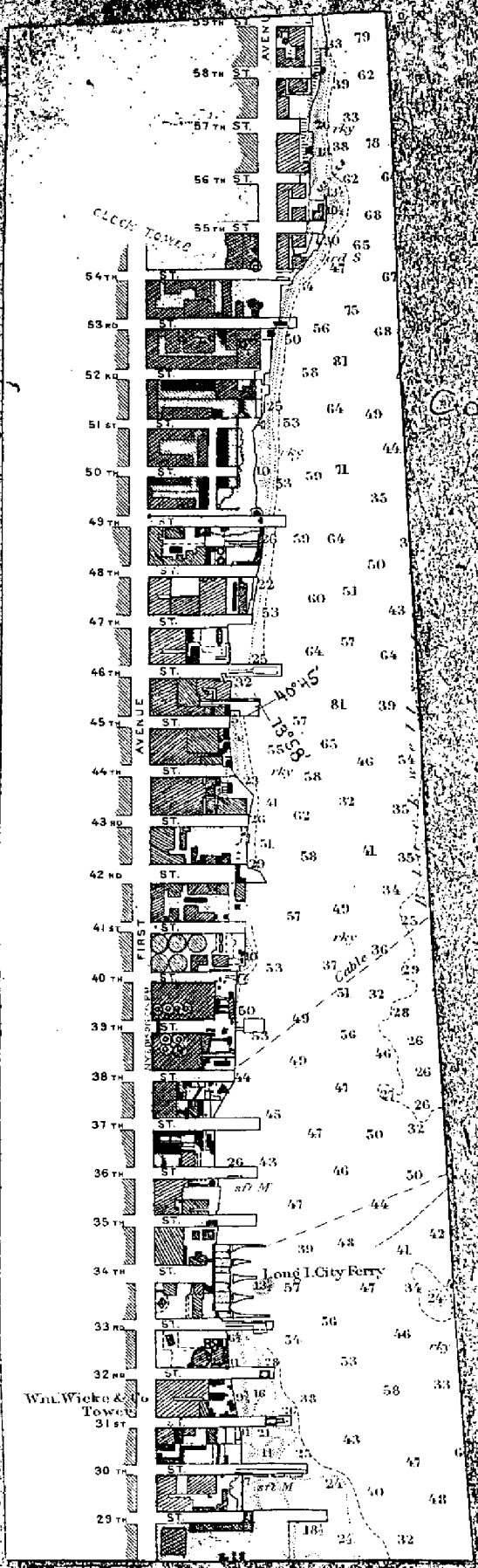




7.

# Chart 3694

Cor. to Nov. 1911 H.P.



T-3226

8

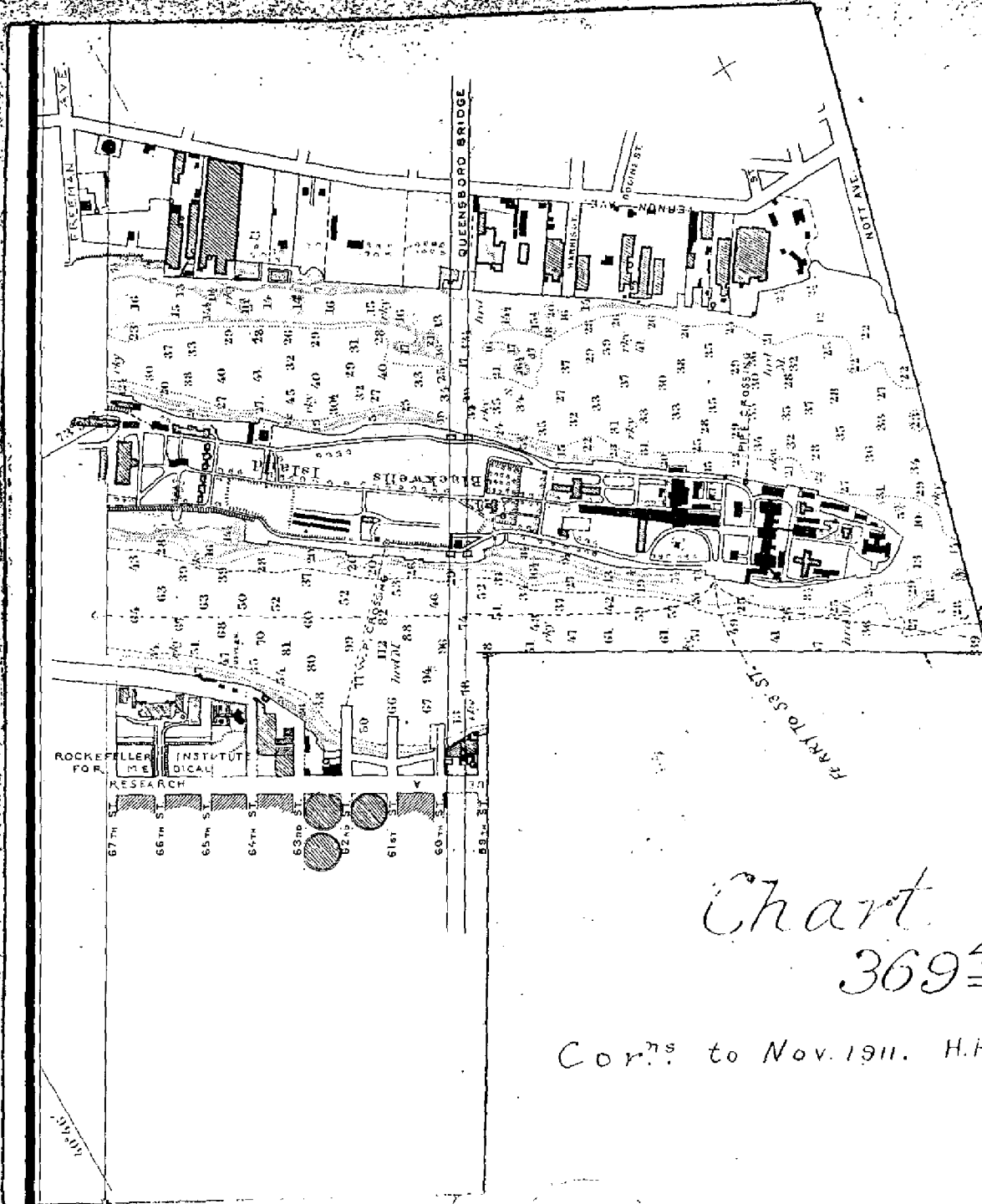
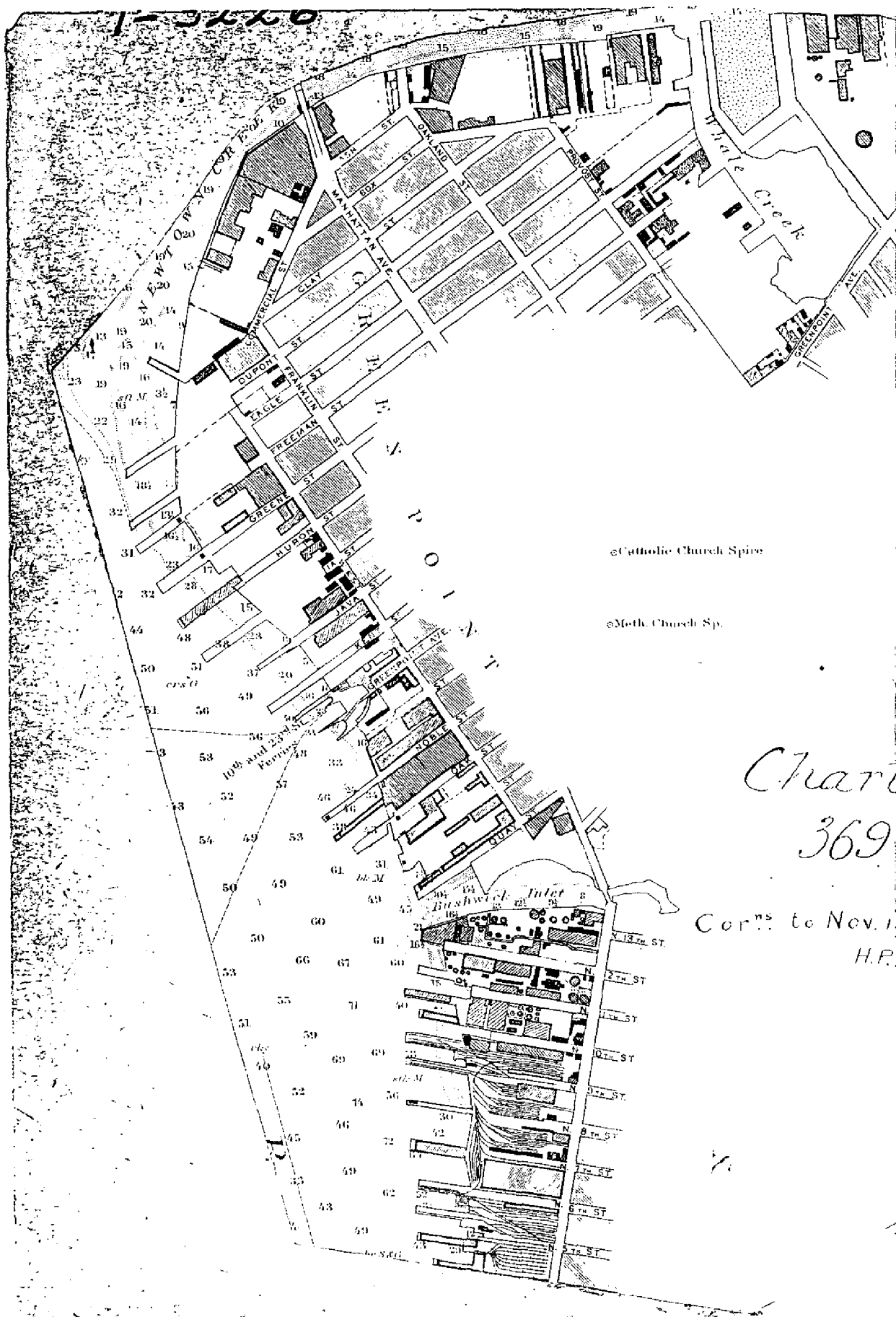
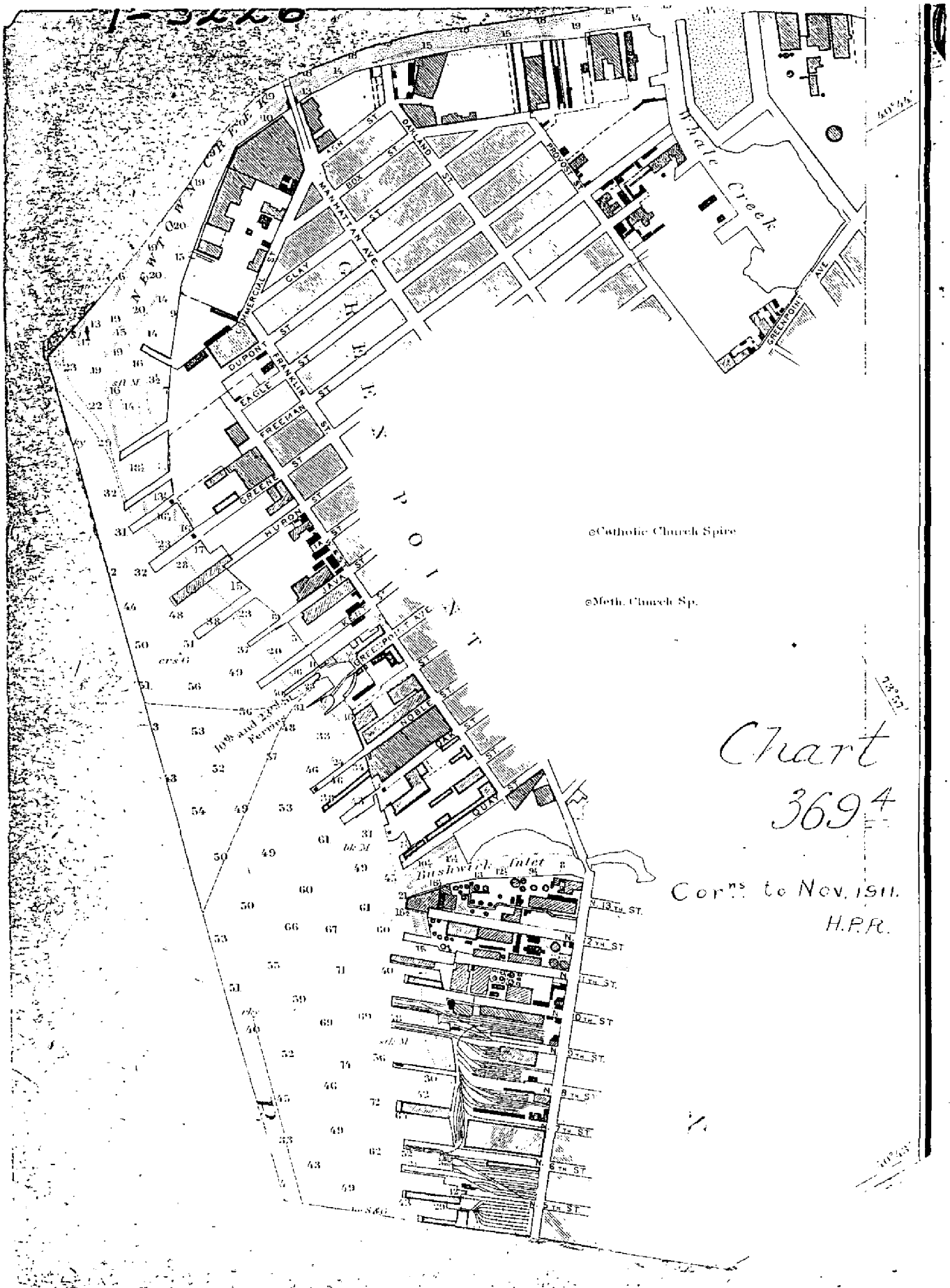


Chart  
369<sup>4</sup>

Cor.<sup>ns</sup> to Nov. 1911. H.P.R.

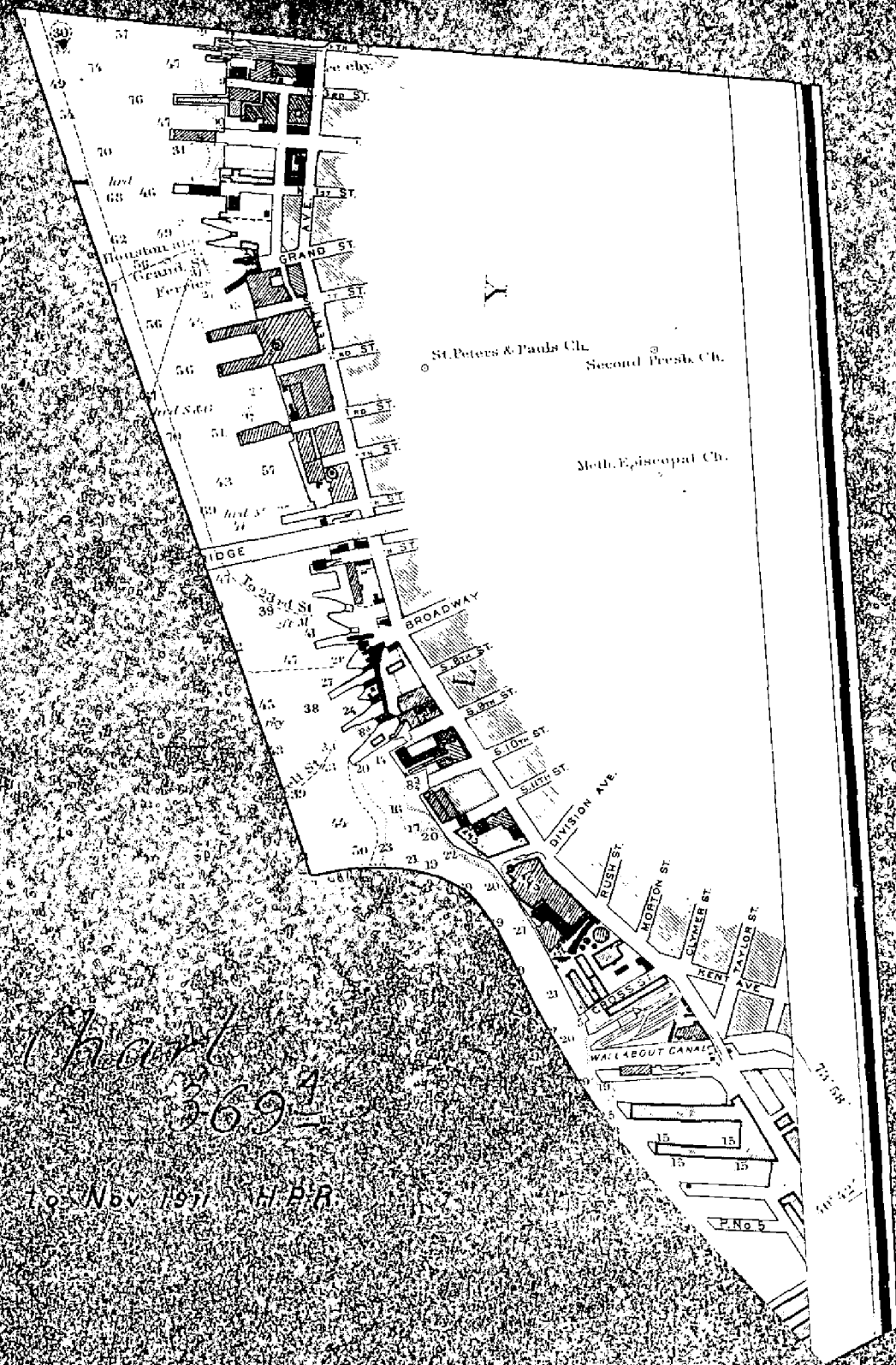






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11



Nov 1951 H.P.R.

1-3226

12.

For Sdgs in  
Haverabout Bay  
and Whitney Basin  
see later  
edition of Chart  
3694

Revised by H.C.G.  
1888-1891

Topo. Sheet  
3226.

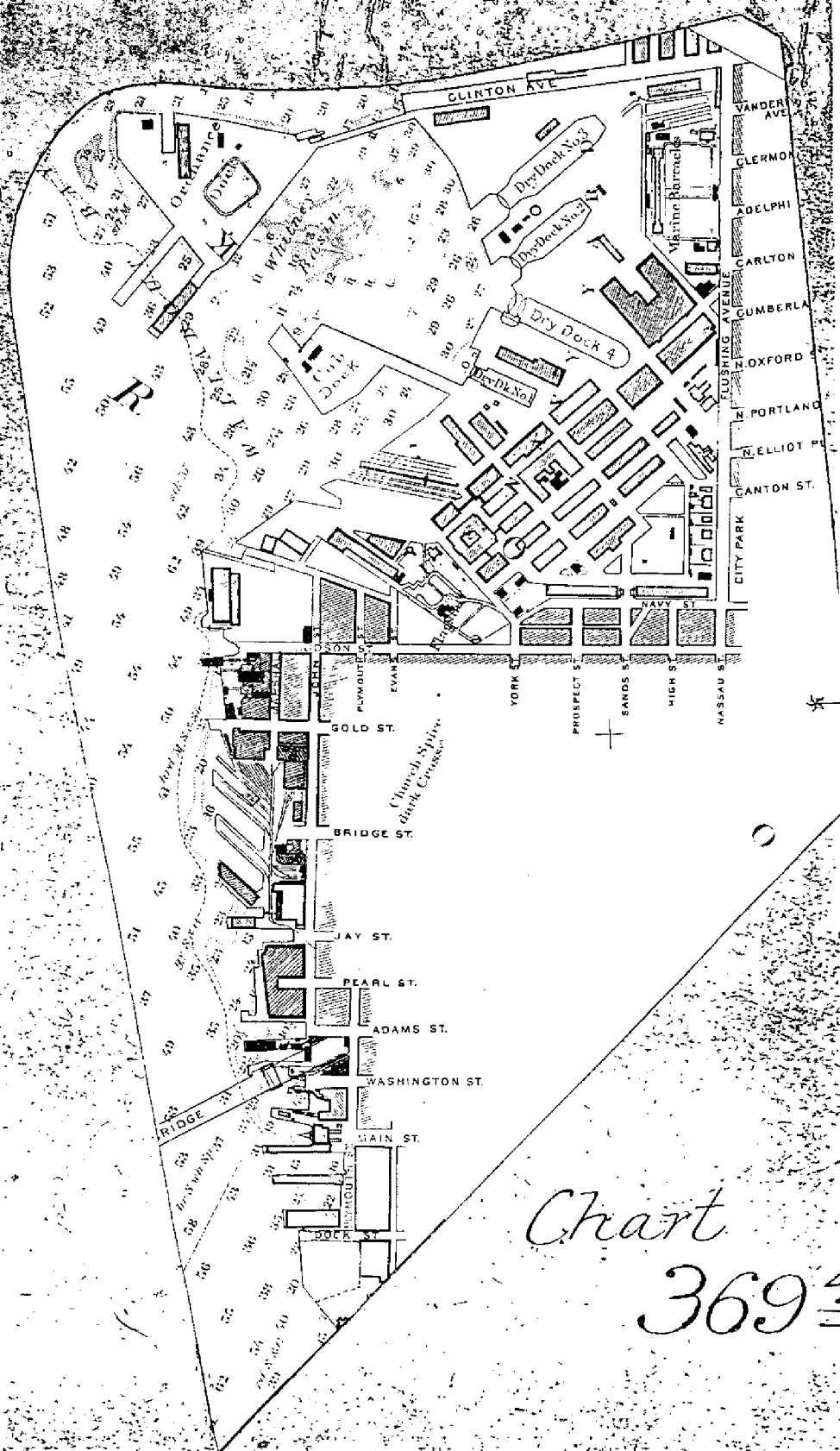
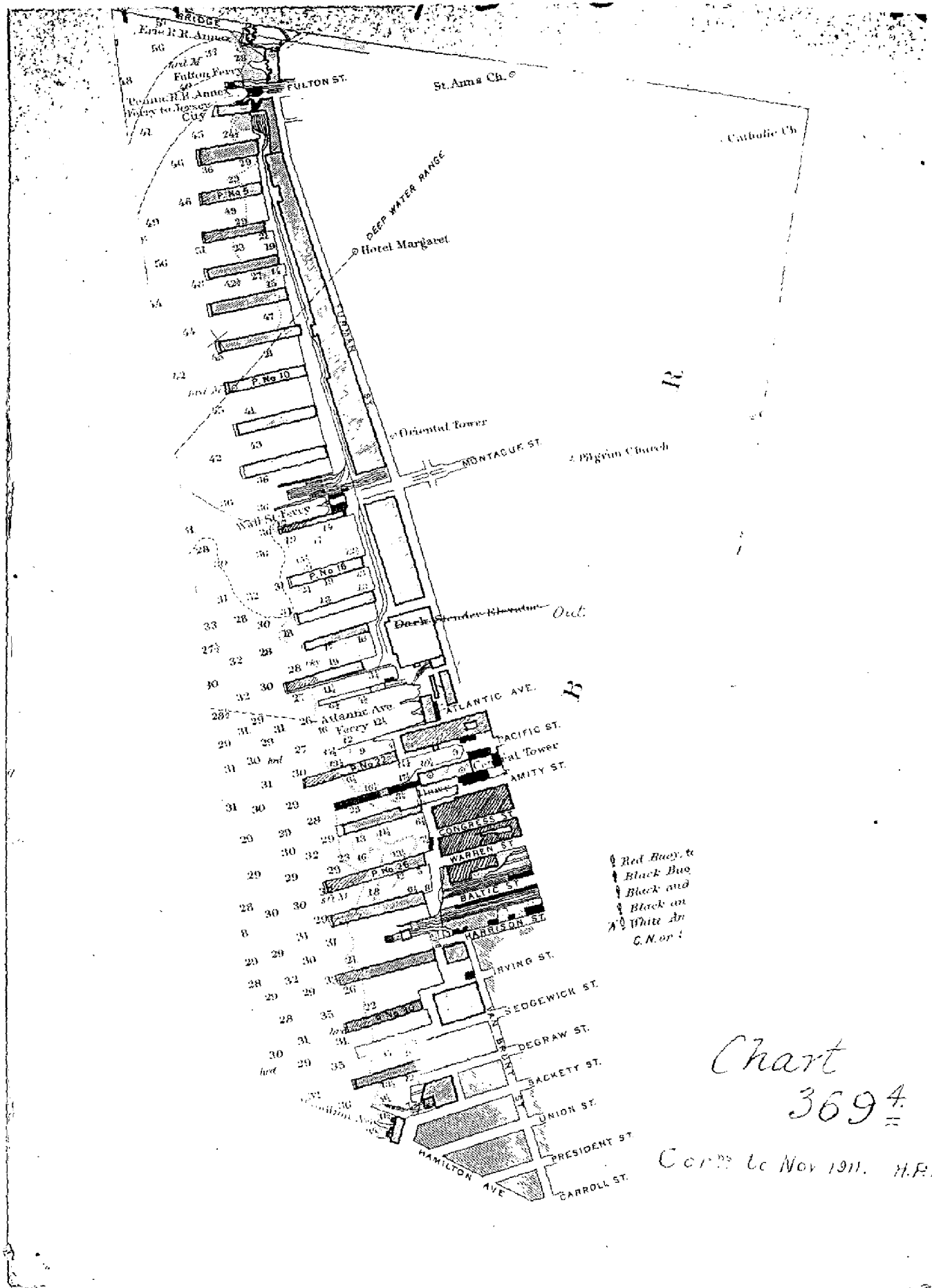
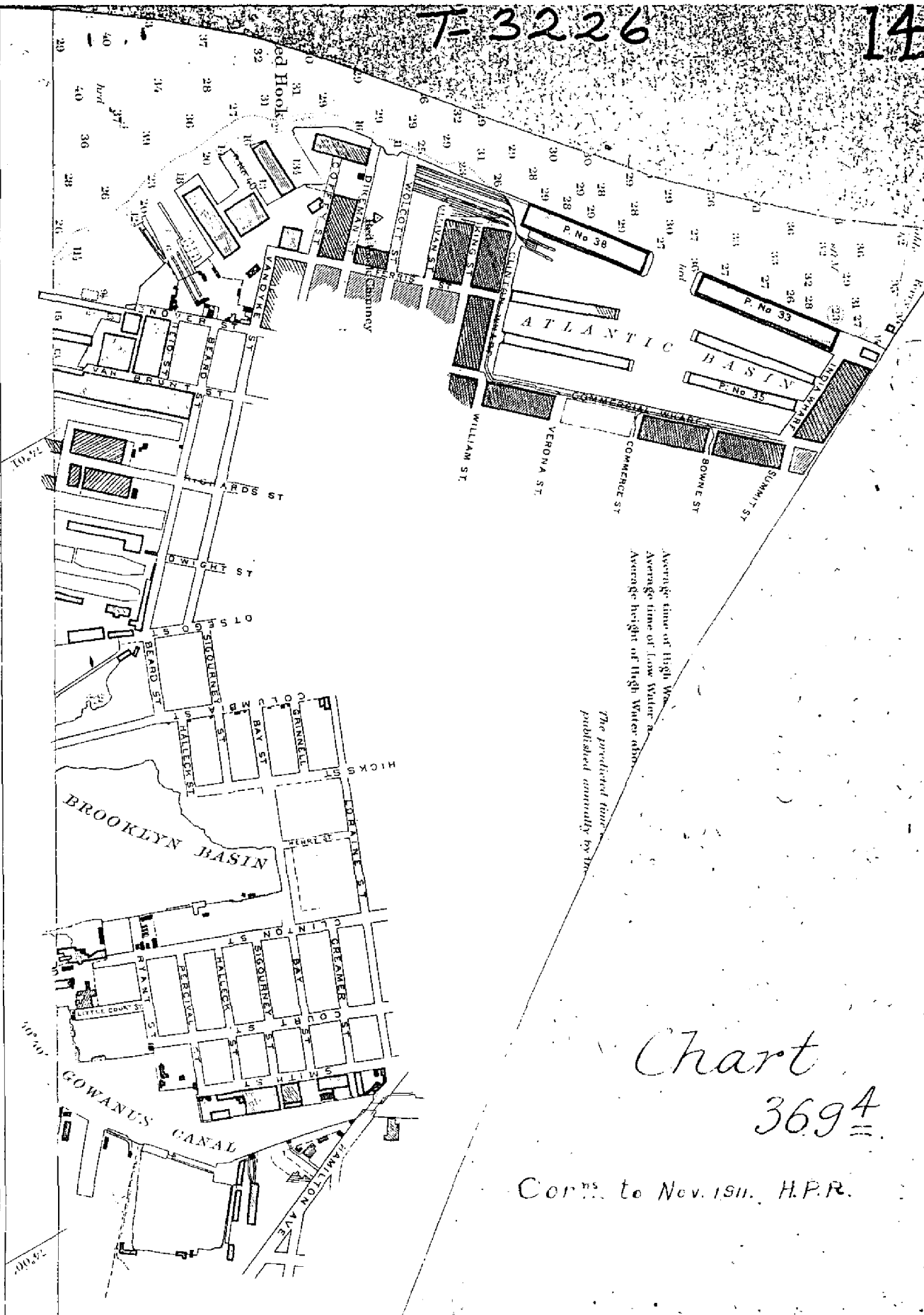


Chart  
3694



T-3226

14



Average time of High Water  
Average time of Low Water  
Average height of High Water above  
Average height of Low Water above

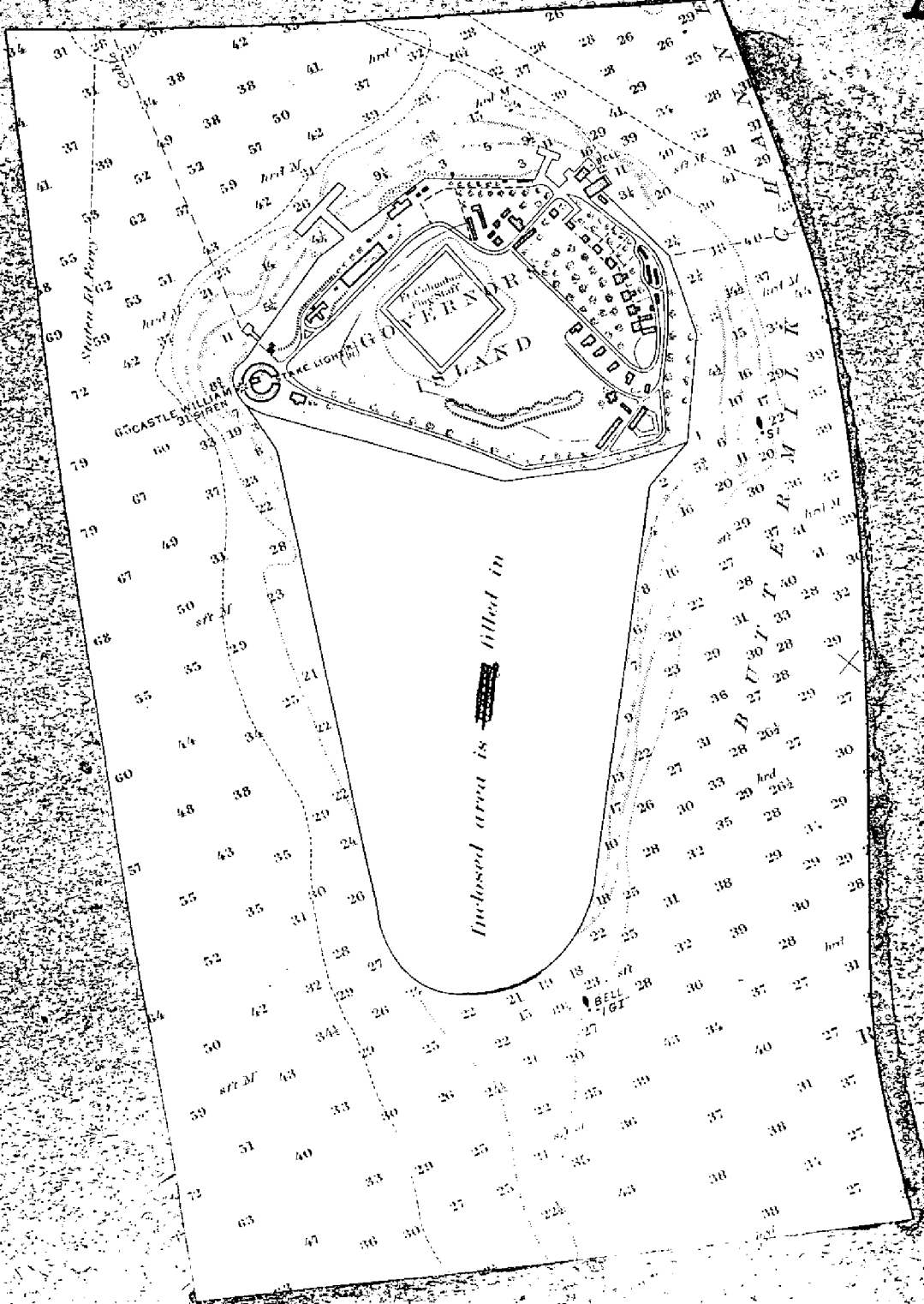
The predicted times  
published annually by the

Chart  
3694

Corr. to Nov. 1911. H.P.R.

7-3226

15



See Bp. #13913

Chart

3694

Comps. to Nov. 1912 HPR

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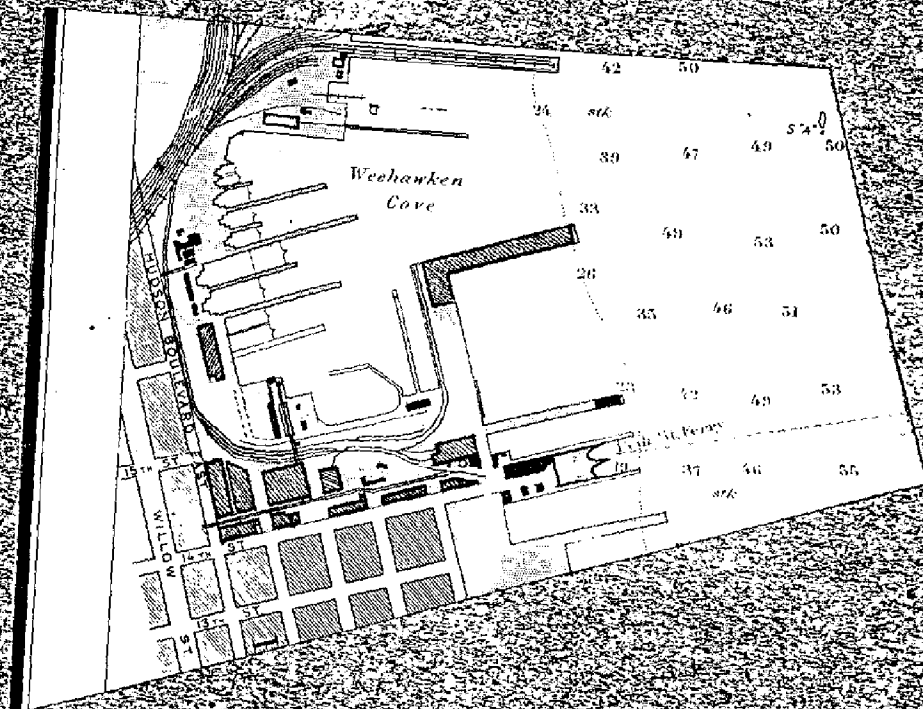
Topographic

Sheet No.

3226

Chart

3694



Revision by H. R. Gustafson  
Party of Horner & Ritter,  
Assistant, Coast & Geodetic Survey  
November, 1911

17.

17-2440

R.R. STA.

Community

C.R.R. of N.J.  
L.V.R.R.

THE CENTRAL UNION STOCK YARDS CO

Mount

It looks bare at  
Low Water.

Black Tom  
Island

LEHIGH VALLEY A.R.

NATIONAL STORAGE CO

STANDARD OIL CO

Chart  
3694

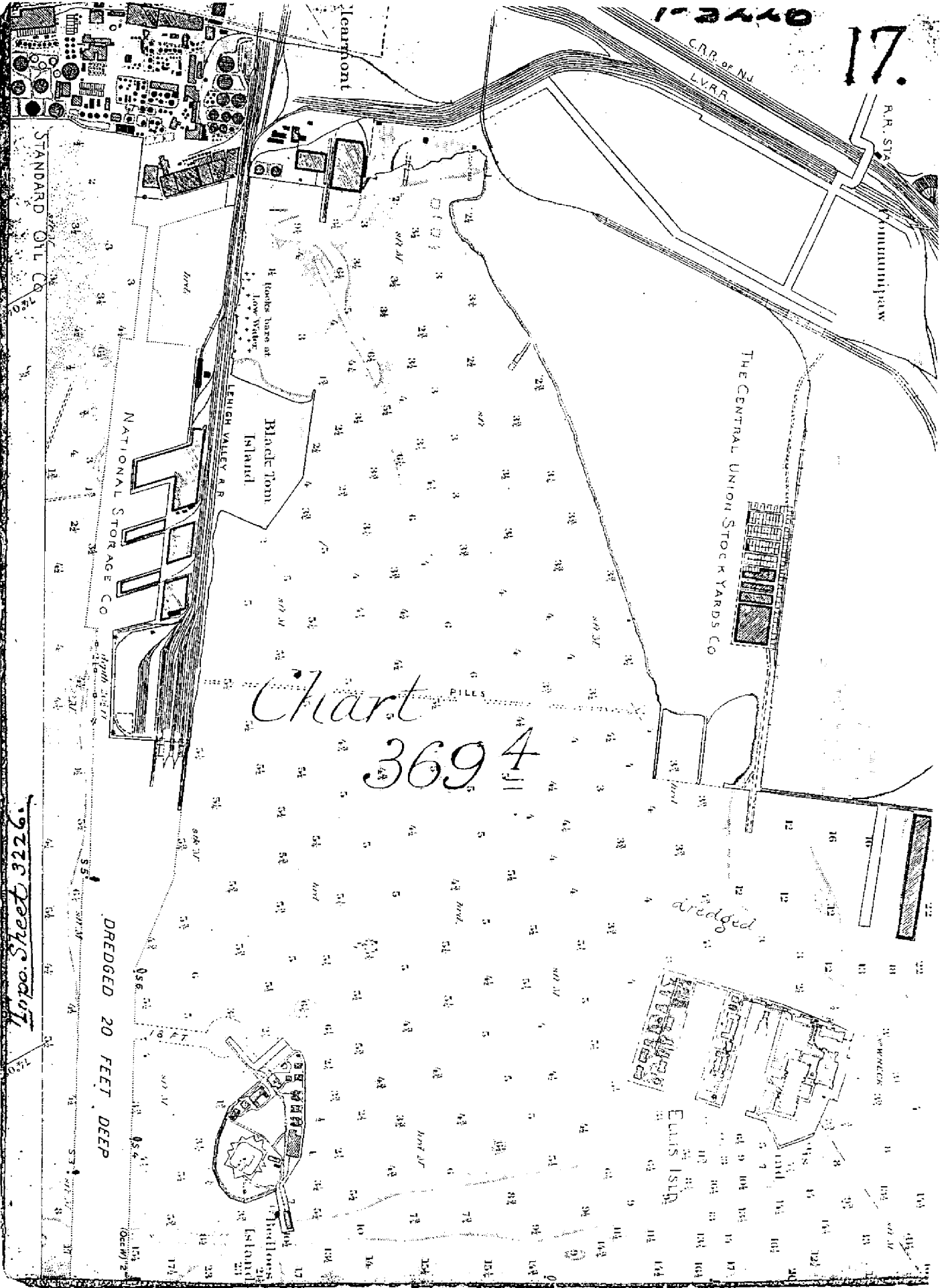
PILES

dredged

Ellis Island

DREDGED 20 FEET DEEP

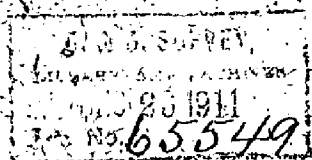
Topo. Sheet 3226.



Revision by H. R. Gustafson,  
Party of Homer P. Ritter,  
Assistant, C. & G. S. A.

November, 1911

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Topo-3226



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U.S. DEPT. OF COMMERCE  
COAST AND GEODETIC SURVEY  
NO. 3226

Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

Superintendent.

State: *NY*

DESCRIPTIVE REPORT.

*Top* Sheet No. *3226*

LOCALITY:

*New York City & Brooklyn*  
*Water Front - N. 67th St. to*  
*Red Hook*

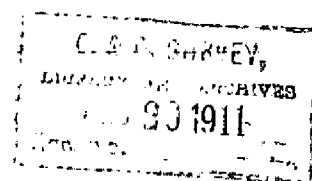
1901

CHIEF OF PARTY:

*H. P. Ritter*

3226

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Descriptive report to accompany  
Topographic sheet no. 3226.

Being a Topographic revision of part of  
Coast and Geodetic Chart no. 369<sup>4</sup>.

By Homer P. Ritter, Asst. Chf. Eng.

1911.

Scale  $\frac{1}{10000}$

Topographic Sheet no. 3226. (in 17 plates).

Department of Commerce and Labor.

Coast and Geodetic Survey,

O. H. Tittmann, Superintendent.

Topographic revision of part of Coast and  
Geodetic Chart no 369<sup>4</sup>.

Hudson and East Rivers from  
West 67<sup>th</sup> street to Blackwells Island.

— 1910 — 1911. —

Scale  $\frac{1}{10000}$

Corrections (in red) to Nov. 1911.

By Homer O. Ritter, Asst. Chf. S., assisted

by T. L. Warner, Aid (during April 1911) and

H. R. Gustafson, Hand.

Topographic Sheet no. 3226.

Revision of Chart 369<sup>4</sup>.

|       |    |                                                                            |
|-------|----|----------------------------------------------------------------------------|
| Plate | 1  | Hudson R. W 67 <sup>th</sup> Str. New York City to W 34 <sup>th</sup> Str. |
| "     | 2. | " " " 34 <sup>th</sup> " " " " Pier 45.                                    |
| "     | 3  | " " Pier 45 " " " " 22 (Jay Str.)                                          |
| "     | 4  | " " " 21 " " " " The Battery                                               |
|       |    | East " The Battery " " " " Brooklyn Bridge                                 |
| "     | 5  | " " Brooklyn Bridge " " " " Williamsburg "                                 |
| "     | 6  | " " Williamsburg Bridge " " " " Bellevue Hospital                          |
| "     | 7  | " " Bellevue Hospital " " " " E 59 <sup>th</sup> Str.                      |
| "     | 8  | " " E. 59 <sup>th</sup> Str. to E. 67 <sup>th</sup> N.Y.C. ~ W. half       |
|       |    | Blackwells Isld. " on Brooklyn side,                                       |
|       |    | Freeman Ave. to Rott Ave.                                                  |
| "     | 9  | East R. Rott Ave. Brooklyn to Newtown Creek.                               |
| "     | 10 | " " Newtown Cr. " " " " North 4 <sup>th</sup> Str.                         |
|       | 11 | " " N. 4 <sup>th</sup> Str. " " " " Wallabout Bay                          |
|       | 12 | " " Wallabout Bay " " " " Brooklyn Bridge                                  |
|       | 13 | " " Brooklyn Bridge " " " " Hamilton Ave.                                  |
|       | 14 | " " Hamilton Ave. " " " " Gowanus Canal                                    |
|       | 15 | Governors Island.                                                          |
|       | 16 | Hudson R. (west side) Weehawken Cove N.J.                                  |
|       | 17 | Ellis Isld., Bedloes Isld. and vicinity                                    |

This topographic revision of (part of) Chart 369<sup>4</sup> was made pursuant to Superintendent's

Instructions of Sept. 23, 1910, which directed that the revision work upon which I was then engaged be suspended and the revision of Charts 369<sup>4</sup>, 369<sup>5</sup> and 369<sup>8</sup> be taken up.

New docks and structures on old docks not shown on the present charts were to be shown together with any uncharted objects along the shores which might be useful to the mariner. Two copies of each of the charts named were furnished by the Office for the field work.

The field work of the revision was begun on Sept. 26<sup>th</sup>, 1910 and carried on in conjunction with other work at various times. The work was not continuous on account of being broken into by numerous other details and assignments varying in length from a few days to 3 months each.

Work was begun on the western side of Chart 369<sup>4</sup>, but not long thereafter it was discovered that Asst. R. H. Heck in accordance with his instructions was also contemplating to revise the western side of 369<sup>4</sup>. So I

suspended work on the western side of the Hudson <sup>and</sup> for the time being, confined my work to the other two charts mentioned in the instructions received by me.

On March 28, 1911. Asst. Heck informed me by letter that he had not completed the work on the western side of Chart 369<sup>th</sup>. <sup>and</sup> requested that I complete the same.

This was done. This work is shown on Plates 16 <sup>and</sup> 17.

Fourteen of the 17 plates comprising the work were forwarded to the Office on Nov. 9, 1911.

The remaining 3 (12-16 <sup>and</sup> 17) were forwarded on Dec. 19, 1911.

The work consisted in taking the published chart (No. 369<sup>th</sup>) of the Survey, going over the ground with it and eliminating from or adding thereon the important topographic (<sup>and</sup> in a few cases hydrographic) changes that have taken place subsequent to the surveys used in compiling the chart.

For the convenience of manipulation, that part of chart 369<sup>th</sup> to be revised was cut up into 17 pieces <sup>and</sup> pasted on card board 8" x 10½" <sup>and</sup> the changes noted thereon with pencil in

the field. Subsequently to the changes made in the field, the new topography was inked in in red <sup>and</sup> that which had become obsolete, erased. These 17 plates constitute

the final field record.

When obtainable, surveys made by the U.S. Engineers, railroads or others, were reduced to the scale of the chart <sup>and</sup> placed thereon <sup>and</sup> adjusted to the chart by identifying in the field points common to both.

Among the numerous donors who courteously furnished blue prints, data <sup>and</sup> other information to me as the representative of the Coast <sup>and</sup> Geodetic Survey, were.

- U.S. Engineers, New York City.
- Eng. Dep't. - Department Docks <sup>and</sup> Ferries New York City.
- " " - U.S. Navy Yard, Brooklyn.
- " " - Lehigh Valley R.R.
- " " - Central R.R. Co. of N.J.
- " " - U.S. Immigrant Sta. Ellis Isd.
- " " - Brooklyn Topographical Bureau.
- " " - American Sugar Refining Co.
- " " - Standard Oil Co.

In revising the shoreline, location of isolated new wharves and other principal features, angles taken with sextant on located points of the chart were made use of; care being taken to use only points near by in order to guard against possible distortion of the points due to unequal shrinking or expansion of the chart used. Measurements with steel tape and (for less important details) pacing was also made use of.

In inking the buildings on the plates, no endeavor was made to distinguish brick and stone from wooden structures by solid or open shading. For the purpose of clearness only one fine line is generally shown in representing railroad tracks.

As no plane table was used, no list of P.T. position is given.

The corrections to the Brooklyn Navy Yard, were taken from a survey by them of June 30, 1911, with additional corrections to Dec. 18, 1911 furnished at the Office of Civil Engineer J. P. Harris U.S.N.

After completing the revision (on Plate 12) of the Navy Yard it was shown to them and after a careful inspection by them it was pronounced good by them.

Post-Office Address:

U.S. Coast Survey, Washington, D.C.

Telegraph Address:

Express Office:

11-844

*Extract*

## Department of Commerce and Labor

## COAST AND GEODETIC SURVEY

Mr. H.P. Ritter,  
Assistant, C. & G. Survey

Washington, D.C.

March 28, 1911.

Sir:

In accordance with instructions from the Superintendent I discontinued work on chart 369-4 on March 15 leaving the work in the following condition.

The western shore of the Hudson has been completed with the following exceptions.

From 14<sup>th</sup> St. Hoboken Ferry north to the Erie R.R. piers including Weehawken Cove. I left this till last in order to complete the examination of various Blueprints furnished me by the various railroad companies and did not get it completed to my satisfaction.

I have therefore thrown out all of the work I did in this section as has been stated in my descriptive report that I have made the above statements to you.

I have finished to Clearmont or rather to the sharp turn north of it where the fall of the Central R.R. of N.J. begins.

I did not locate the building on the two southern parts of Ellis Id. as was my intention.

x x x x x x x x x

Respectfully yours,  
(signed) N.H. Hecch.  
Assistant, C. & G. Survey.