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U. S. COAST & GEODETIC SURVEY
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Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic ~~Hydrographic~~ Sheet No. B & BB

State New Jersey

LOCALITY

South of Sandy Hook
~~Navesink (Shrewsbury) River~~
a. Navesink River and Vicinity
~~and a portion of the Shrewsbury~~
b. Redbank and Vicinity
~~(Shrewsbury) River.~~

~~Open coast from Highlands to~~
Galilee.

1934

CHIEF OF PARTY

E. R. McCarthy

U. S. GOVERNMENT PRINTING OFFICE: 1934

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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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REG. NO. 6214b

6214a

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 'B' & 'BB'

6214

B 6214a

REGISTER NO. BB 6214b

State New Jersey

General locality SOUTH OF SANDY HOOK
~~Navesink (Shrewsbury) River and north~~
~~a. Navesink River and vicinity~~
~~b. Redbank and vicinity~~

~~Locality section Shrewsbury (South Shrewsbury) River~~

Open coast Highlands to Calilee

Scale 1:10,000 Date of survey August, 1934

Vessel Party No. 14

Chief of party E. R. McCarthy

Surveyed by E. R. McCarthy

Inked by E. R. McCarthy and S. M. Green Jr.

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated May 10, 1934

Remarks: _____

DESCRIPTIVE REPORT
to accompany
TOPOGRAPHIC SHEETS 'B' AND 'BB'

AUTHORITY:

Instructions of the Director dated May 10, 1934.

LIMITS:

SHEET 'B'

The Navesink (Shrewsbury) River except the section on Sheet 'BB' and the Shrewsbury Channel from Highlands Bridge to the upper section of the Shrewsbury (South Shrewsbury) River. Includes the open coast from Highlands to Galilee.

SHEET 'BB'

From the west end of the Navesink (Shrewsbury) River to a line about one mile west of McCleese Creek.

CONTROL:

There was ample control for both sheets. Stations KIPP, PAYNE, LOWER, TRASK and NEW BRIDGE were located after the topography had been completed.

METHODS AND CLOSURES:

Very little traverse was run on the sheet. Except for the line west of Station MOFFAT which was ended at signal ZOO at the mouth of the Swimming River, by a resection on Waterworks Stack, all signals and objects were located by planetable cuts from triangulation stations or by planetable triangulation.

Shoreline was located only where it was apparent that the air photos were in error. The greater part of the air photographic survey was received long after the topography had been finished. The shoreline as taken from the blueprint furnished by the party of R. C. Bolstad is shown in pencil on the sheet.

GENERAL DESCRIPTION OF COAST:

GENERAL:

The open coast is a narrow sand beach bulkheaded

or jettied at frequent intervals for beach protection purposes. The beach itself shifts with every storm and at a number of places - particularly at Low Moor - has washed out the bulkheads, undermined the houses, and during the winter storms, wash^{es} completely across the narrow strip of land separating the ocean from the Shrewsbury (South Shrewsbury) River.

NAVESINK (SHREWSBURY) RIVER:

The river at the south entrance, is low and marshy with the marsh in the process of building up. The north side of the entrance is steep and high with a narrow sand and pebble beach.

Up river, both banks are high, the north bank being steeper than the south.

On both sides of the river west of Upper Rocky Point, there are large summer houses and estates as far as Red Bank.

The river is quite picturesque and is frequented by small boats and yachts of not over four foot draft. There are several yacht clubs, the largest of which are at Red Bank.

SHREWSBURY (SOUTH SHREWSBURY) RIVER:

The sheet covers only a small section in the northern part of the river. The shoreline is low and marshy and has a number of houses and estates well back from the edge of the marsh. In the vicinity of Polly's Pond it has been bulkheaded and a number of houses built around the pond. Sedge and Gunning Island have been built up partially by spoil banks.

SHREWSBURY CHANNEL:

The channel extends from Highlands to Branchport. The shoreline from Highlands to Lower Rocky Point is high, steep and rocky on the west bank and low and sandy on the east. South of the point both banks are low. The east bank is bulkheaded to Seabright except for a short distance near the bridge. It is popular in summer.

TOWNS AND BOROS:

Red Bank is the largest boro within the limits of the sheet. It is an important shopping and commercial center for the whole of the Shrewsbury River district.

Fairhaven --- Rumson and Little Silver are small and - due to the large exclusive summer estates inside their limits - prosperous.

Highlands, Seabright and Monmouth Beach are popular summer resorts and have large summer colonies.

U. S. ENGINEERS SURVEYS:

A scheme of triangulation was executed by the U. S. Engineers (2nd New York District) from Highlands to Branchport with spurs to Parker and Oceanport Creeks. There was no information obtainable as to the accuracy obtained but the scheme itself was very weak and the stations marked with nails in stakes or in floors. It was not computed but the greater number of the stations were located by topography.

The co-ordinate system was plotted on the sheet by assuming that the co-ordinates of station NEW BRIDGE (USE) (which was also located by the party and is near the start of the scheme) were correct. A projection was then made by drawing lines at the five thousand foot intervals perpendicular and parallel to the latitudes.

The projection was then checked by plotting (by co-ordinates) stations of the engineers located by the Coast Survey triangulation and the following errors (probably due to swing of the scheme) were found.

Scudder - plots 3.5 meters to westward of true sta.

The engineers scheme started from station 'C' Tower 1932 and used the direction to Waackaack Light, Canover Beacon and Navesink Light for initial azimuth. Bases were measured at the Highlands Highway Bridge, Pleasure Bay Bridge and Gooseneck Bridge.

A blueprint of the scheme is filed with sheet 'C'.

NAMES:

Names were obtained by the air photographic party. Names shown in pencil on the sheet are local names. It is recommended that the following changes be approved (reason local usage)

Navesink River	-	Shrewsbury River
Shrewsbury River	-	South Shrewsbury River.

LANDMARKS:

List of landmarks are attached.

MISCELLANEOUS:

Considerable more stations were located than needed for hydrography. The greater number of these are recoverable and may be used in future work without recourse to further topography.

Respectfully submitted

E. R. McCarthy,
Lieut. (j.g.) C. & G. S.
Chief of Party.

REVIEW OF GRAPHIC CONTROL SURVEY T-^{a+h}6214, SCALE 1/10,000.

Date of Review Aug. 2. 1935.

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5279, , with particular attention to the following details:

- (a) Projection has been checked in the Field. ✓
- (b) Accuracy of location of plane table control points. ✓
- (c) Discrepancies between detail on this survey and the air photo compilations listed above. ✓
- (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above. ✓

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-5279, , for a more complete discussion of any errors or discrepancies found. ✓

Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section. ✓

Notes and corrections resulting from the review are shown on this survey in green. ✓

✓ B. G. Jones
Leonard C. McKame
Aug 3. 1935.

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Miami, FloridaFebruary 12, 1, 1935

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

D. H. McCarthy*Chief of Party.*

DESCRIPTION	POSITION					H. A. DATUM 1927	METHOD OF DETER- MINATION	CHARTS AFFECTED
	LATITUDE		LONGITUDE					
	°	D.M. METERS	°	D.P. METERS				
HIGHEST TOWER Hwy Bridge (Topo. High)	40 23	1421.	73 58	1203	"	Topo	543	
WINDMILL (Tri. Windmill-WT Coleman)	40 22	794.3	73 58	1413.6	"	Trian	543	
SPIRE -- Church (Tri. Holy Cross (USE))	40 22	6.3	73 58	1193.1	"	Trian	543	
STACK, blk steel (Tri. Stack-Seaboard Ice Co.)	40 21	1177.2	73 58	839	"	Trian	543-1215	
WINDMILL (Topo. Yam)	40 21	1611	74 03	50.0	"	Topo	543	
STACK -Incinerator (Tri. Stack Rumson Incin- erator)	40 22	1111.6	74 00	92.0	"	Trian	543	
SEABRIGHT, C.G. (Cupola Seabright CG St.)	40 22	1134.4	73 58	711.4	"	Trian	543-1215	
WHITE CUPOLA -school (Highlands School)	40 24	346.0	73 59	1163.6	"	Trian	543-1215	
GN. CUPOLA - Hotel (Tri. Cupola Lolly Pitcher Hotel)	40 21	315.9	74 04	588.9	"	Trian	543	
TANK (ELEV) (Tri. Tank-S. Eisner Co.)	40 20	1809.2	74 04	782.2	"	Trian	543	

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaffs and like objects are not sufficiently permanent to chart.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

AIDS TO NAVIGATION

Sheet "B"

Miami, Florida

February 12, 1935

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

E. R. McCarthy

Chief of Party.

[illegible]

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

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