

6215a
6215b

U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Sheet No. C & CC
Hydrographic }

State New Jersey

LOCALITY

South of Sandy Hook

~~Shrewsbury (So Shrewsbury) River~~

d. Shrewsbury and Vicinity

~~Open coast from Callee to Squan Beach~~

b. Long Branch to Squan Beach

1934

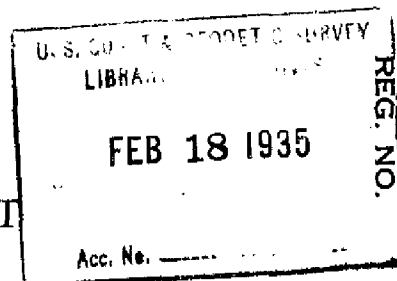
CHIEF OF PARTY

E. P. McCarthy

U. S. GOVERNMENT PRINTING OFFICE: 1934

6215a
6215b

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY



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. C. & CC ⁶²¹⁵

REGISTER NO. ^{6215a}
^{6215b}

State New Jersey

General locality South of Sandy Hook
Shrewsbury (South Shrewsbury) River and
d. Shrewsbury River and Vicinity

Locality open coast from Galilee to Squan Beach
b. Long Branch to Squan Beach

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

Vessel Field Party No. 14

Chief of party E. R. McCarthy

Surveyed by E. R. McCarthy and A. E. Durie

Inked by E. R. McCarthy- S. L. 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 No. 'C' & 'CC'

AUTHORITY:

Instructions of the Director dated May 10, 1934
and supplemental Instructions dated August 22, 1934.

LIMITS:

Sheet 'C' - Shrewsbury (South Shrewsbury) River
south of Sea Bright and open coast to Monmouth Beach.

Sheet 'CC' - Open coast from Monmouth Beach to
Squan Beach Coast Guard Station - excluding Shark River - ex-
cept for entrance.

CONTROL:

There was ample triangulation on both sheets.

METHODS:

No traverse was run on sheet 'C' except on the
open coast as all other points were located by cuts from trian-
gulation stations or three point fixes.

The whole of sheet 'CC' was traversed, the azimuth
being taken by the alidade and distance by a hundred meter wire
(distance of less than 100 meters were measured by a 30 meter
tape). The rods were used only for location of signals near
set ups. Frequent resections to check the traverse were taken
whenever possible.

CLOSURES:

	From	To	Dist. M.	Closures Meters
1.	Sta. 11 (US E)	Ch. of Sea	2.8	4.0
2.	Ch. of Sea	West End	1.2	3.0
3.	West End	Long Branch	0.5	0.0
4.	Long Branch	Deal	3.2	3.0
5.	Deal	Shark River	2.6	1.0
6.	Shark River	Belmar F.P.	1.1	0.0
7.	Belmar F.P.	Spring Lake	1.4	0.0
8.	Spring Lake	Sea Girt L. H.	1.7	2.0
9.	Sea Girt L.H.	Squan	1.5	1.0

DESCRIPTION OF COAST:

SHEET 'C'

GENERAL:

The shoreline of the river is largely marsh behind which the ground gently rises. There are a number of summer houses of all degrees of pretentiousness scattered along the banks with occasional concentrated year round settlements at Monmouth Beach, Shorelands, Branchport, Oceanport and Little Silver. The open coast is lined with elaborate summer houses which are in charge of caretakers during the winter.

The river and Pleasure Bay are used considerably by small pleasure craft of not over three or four foot draft. The creeks are used only by small skiffs with outboards.

The open coast is wearing back from Sandy Hook to about 1/2 mile south of Monmouth Beach and is protected by seawalls and bulkheads and groins. The section at Low Moor is especially subject to wash and a number of the large summer houses in this section have been abandoned and the bulkheads allowed to deteriorate much to the detriment of the property. The winter storms do considerable damage.

The beach itself is sand which shifts with every blow, so that the high water line is hard to define. As a rule it is close to the seawalls or bulkheads.

SHEET 'CC'

GENERAL:

The whole of the coast from Long Branch to Manasquan is a popular *summer* resort. There are public amusements, concessions, and beaches at Long Branch, Asbury Park, and Belmar. The coast is lined with summer hotels and private houses and cottages for the whole length of the sheet. The property owners also enjoy riparian rights and the beaches are largely private.

CITIES AND BORO'S:

Long Branch is the oldest city in the section. It was at one time a rather exclusive resort but has deteriorated considerably. It has not a great deal of commercial importance.

Cities and Boro's (con't)

Asbury Park is the largest city in the section. It has a number of comparatively new large hotels and business houses and is a commercial as well as an amusement center.

Ocean Grove is owned and controlled by the Methodist Church and is a religious colony. There are a few amusements here.

Belmar is a boro chiefly important because of the Shark River which has an outlet to the ocean and is principally used by pleasure fishing parties during the summer.

Spring Lake and Bradley Beach and Sea Girt are summer resorts of the better class.

LANDMARKS:

The coast abounds in landmarks as does the Shrewsbury (South Shrewsbury) River to some extent. The more important of these are described in the attached list.

U. S. ENGINEERS SURVEYS:

A scheme of triangulation was executed by the U S Engineers (2nd N. Y. 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 coordinate system was plotted on the sheet by assuming that the coordinates 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 five thousand foot intervals perpendicular and parallel to the latitudes.

The projection was then checked by plotting (by coordinate) 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	station
Raccoon	-	"	5.7	"	"	"	"	"	"
Bluff	-	"	8.5	"	"	"	"	"	"
Park	2	"	4.0	"	"	"	"	"	"

U. S. ENGINEERS SURVEYS (CON'T)

The engineers scheme started from station 'C' Tower 1932 and used the direction to Waacknaack 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 the sheet.

MISCELLANEOUS:

There are a number of fish traps off the coast in depths up to thirty feet. These are pound nets and are fished daily by boats which put out from the beach at points near the traps and land them thru the surf. The boats being quite heavy are hauled thru the surf high and dry by means of tackles and horses.

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

Shoreline in pencil was furnished by the air photo topographic party.

Respectfully submitted

E. R. McCarthy

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

REVIEW OF GRAPHIC CONTROL SURVEY T-^{a+b}6215, SCALE 1/10,000.

Date of Review Aug. 3, 1935 (T-5279)
 July 22, 1936 (T-5281)

1. This survey has been reviewed in connection with Air Photo July 28, 1936
 Compilation Nos. T-5279, 5281, 5283, 5284, with particular attention to (T-5282)
 the following details: 5282

- (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. See review T-5282 for discussion of stations found in error on T-6215b.

2. Refer to the reviews and descriptive reports of air photo compilations Nos. ~~T-5279, 5281, 5283, 5284~~ 5282, 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. none.

Notes and corrections resulting from the review are shown on this survey in green. Noted on T-6215b for discrepancies described under (d) above. found.

Leland A. Hubbard
 Aug. 3, 1935.

B. G. Jones

Ralph M. Berry

B. G. Jones

Topographic Sheets 'C' - 'CC'
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DIVISION OF CHARTS, FILE NO. _____

LANDMARKS FOR CHARTS

Miami, Florida

February 11, 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.	
DESCRIPTION	POSITION						METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE			LONGITUDE		H.A. DATUM		
	°	'	D.M. METERS	°	'			
						1927		
* STEEL TOWER (Sta. 11 (USE))	40	20	935.6	73	58	677.8	"	Trian. 543, 1215
* GAS TANK (Gas Tank J.C.P&L Co.)	40	18	854.4	73	59	79.1	"	Trian 543, 1215
STACK (Stack J.C.P&L Co.)	40	18	894.1	73	59	104.4	"	Trian 543
FLAGPOLE (Flagpole Ft. Monmouth)	40	19	93.0	74	02	166.0	"	Trian 543
* STACK (Stack - Dean)	40	19	780.8	74	02	624.6	"	Trian 543
WINDMILL (Windmill. Ponton)	40	20	458.7	74	01	98.6	"	Trian 543
* TANK (ELEV) (Tank Rumson Country Clb)	40	20	1427.5	74	01	115.4	"	Trian 543
CHIMNEY W. Gab. Cty Club) (Topo Lip)	40	20	1158.8	74	00	891.8	"	Topo✓ 543
RED CUPOLA (Tower Hill 2)	40	20	1644.6	74	03	407.2	"	Trian 543
SPIRE (St. Michaels Church)	40	16	1206.2	73	59	255.1	"	Trian 543 1215
TOWER (Paramount Theater)	40	13	785.0	73	59	1347.6	"	Trian 1215
TWIN (Small Cupola on (Ocean Grove Aud.)	40	12	1568.9	74	00	653.3	"	Trian 1215
CUPOLAS (Large Cupola (on Ocean Grove Aud)	40	12	1539.5	74	00	599.4	"	Trian 1215
SPIRE -Wooden Church (Topo. Jar)	40	19	1565	73	58	1543.0	"	Topo 543
MONMOUTH BEACH CGS (Cupola Monmouth Beach Coast Guard Station)	40	20	982.9	73	58	681.6	"	Trian 543 - 1215

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, flagstaves and like objects are not sufficiently permanent to chart.

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Miami, Florida

February 11 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:

[illegible]

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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Red Bank, N. J.

193

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:

[illegible]

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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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REVIEW OF GRAPHIC CONTROL SURVEY T-6215a-b, SCALE 1:10000,**Date of Review**

April, 1936

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T- ,5283 ,5284 , 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- ,5283 ,5284 , 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.

Ralph Moore Berry
VBG Jones