

6217a
6217b

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

FEB 21 1935

Acc. No. _____

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

DESCRIPTIVE REPORT

Topographic } Sheet No. D & DD
~~Hydrographic~~

State New Jersey

LOCALITY
d. Sandy Hook Bay
b. Raritan Bay
~~South Shore of Raritan~~

~~and Sandy Hook Bay~~

a. Point Comfort to Conover Beacon
~~Conover Beacon to Blisswood Beach~~
b. Whole Creek to Lorillard

1934

CHIEF OF PARTY

E. R. McCarthy

U. S. GOVERNMENT PRINTING OFFICE: 1934

6217a
6217b

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

REG. NO.

FEB 28 1935

Acc. No.

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. D - D^u

REGISTER NO.

6217a

6217b

State New Jersey

General locality a. Sandy Hook Bay
b. Raritan Bay

Locality a. Point Comfort to Conover Beacon
b. Whale Creek to Lorillard Beach

Scale 1:10,000 Date of survey June - July, 19 34

Vessel Field Party No. 14

Chief of party E. R. McCarthy

Surveyed by J. R. Brosnan

Inked by J. R. Brosnan

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated May 10, 19 34

Remarks:

DESCRIPTIVE REPORT
to accompany
TOPOGRAPHIC SHEETS NO. D & DD

AUTHORITY:

Instructions of the Director dated May 10, 1934.

LIMITS:

The south shore of Raritan Bay from Cliffwood Beach
to Conover Beacon, including Matawan and Compton Creeks.

CONTROL:

There was ample control of both sheets from the 1932
triangulation of Greater New York.

METHODS:

Usual plane table methods of traverse; an aluminum
sheets was used. Stadia rods checked before and after survey and
no appreciable error was found. In Keyport Harbor, the signals
were located by cuts from triangulation stations.

CLOSURES:

These closures were given a proportional adjustment.

| From | To | Dist. Mi. | Clos. (meters) |
|----------------------|---|-----------|----------------|
| Walnut | Con | 1.5 | 1 |
| Con | Vigne | 0.4 | 0 |
| Vigne | Tallest chy. | 1.4 | 5 |
| Tallest chy | Lattice Mast | 1.2 | 4 |
| Lattice Mast | Pt. Comfort Bn (old) | 1.7 | 3 |
| Pt. Comfort Bn (Old) | SHB 3 (USE) | 2.1 | 5 |
| SHB 3 (USE) | Conover Bn. (Front) | 2.6 | 5 |
| RNB 9 (USE) | (HE HELEN) Cliffwood Beach | 0.9 | 2 |

DESCRIPTION OF COAST:

GENERAL:

The shore line along the south shore of Raritan Bay
is regular. It consists of alternate stretches of sand beach
and marsh of varying lengths. There are public amusements
and concessions at Cliffwood Beach, Union Beach, Ideal Beach
and Keansburg. The buildings and houses are of light con-
struction and poorly built and all the resorts are of a
poor class.

DESCRIPTION OF COAST:TOWNS AND BOROS:

Port Monmouth is located at the mouth of Compton Creek, it is of no importance except for the fertilizer factory and it is inhabited only by fishermen.

Keansburg is a summer resort for the poorer class of people and along the board-walk there are amusements and concessions. The beach has been protected by wooden bulkheads and small jetties.

Keyport is the most important town in this area and at one time had direct communication with New York by freight boats. At the present time this is only seasonal.

The Aero-Marine plant and Hensler-Kofoed yacht works are located at Keyport, otherwise the town today is of little commercial importance. Gas, oil and water can be obtained here.

Cliffwood Beach is one of the better class resorts in this section. The beach has been developed by wooden jetties and bulkheads. Amusements and concessions may be found along the boardwalk.

U. S. ENGINEERS SURVEYS:

A system of traverse was executed by the U. S. Engineers (U. S. Harbor Line Board) along the south shore of Raritan and Sandy Hook Bays, from South Amboy to Highlands during the years of 1912, 1915 and 1920. Marked stations were established at frequent intervals. Spur lines based on the original traverse have been run in recent years in the vicinity of Keyport and Port Monmouth (Compton Creek).

In 1932 the Coast and Geodetic Survey recovered a few of these stations and located them, by triangulation; of these points RNB 9 (USE) and SHB 3 (USE) fall within the area of the sheet. The topographic survey located on the entire sheet all stations of the engineers traverse that could be recovered.

The co-ordinate system was plotted on both sheets by assuming that the co-ordinates of system RNB 9 (USE) (which was located by triangulation in 1932) were correct. A projection was then made drawing the five thousand foot intervals perpendicular and parallel to the latitudes and constructing the projection with the same origin RNB 9 (USE) on both sheets.

The engineers stations were plotted on the co-ordinate grid using the values given on the blueprint furnished by the Harbor Line Board and checking them against the position as determined by triangulation and topography. The differences are shown on the following table.

U. S. ENGINEERS SURVEYS (CON'T):

| Station | Dist. from RNB 9 (USE) Miles | Method of Determi- nation | Discrepancy. |
|-----------------------|------------------------------------|---------------------------------|--|
| Wall (USE) | 0.75✓ | Topo | 2 0✓ |
| Flower Dock (USE) | 1.75✓ | Topo | 3 meters E. of true station |
| RNB 18 (USE) | 3.75✓ | Topo | 4.3 meters E. of true station |
| Pt. Comfort Lt. (USE) | 5.5✓ | Trian. | 5.5 meters S. of true station |
| SHB 3 (USE) | 7.0✓ | Trian. | 3.2 meters S. of true station |
| SHB 4 (USE) | 8.0✓ | Topo. | 1 meter S. of true station 4.2 meters W. of true station |
| Conover Bn. (USE) | 10.0✓ | Trian. | 2 meters S of true station 4.0 meters W. of true station. |

The errors in the U. S. Engineers traverse can not be accounted for as no information can be obtained of how the original survey was run. Some of the error may be to marsh, some to offsets.

LANDMARKS:

~~These sheets have sufficient landmarks. The more im-~~
~~portant~~ new landmarks are described in the attached list.

MISCELLANEOUS:

The shoreline drawn in pencil on the sheet was obtained from blueprints furnished by air photo topographic party.

Respectfully submitted

J. R. Brosnan

J. R. Brosnan,
Topographer, C. & G. Survey

Approved and Forwarded:

E. R. McCarthy

E. R. McCarthy, Chief of Party,
Lieutenant (j.g.) C. & G. Survey.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS NON-FLOATING AIDS TO NAVIGATION

Miami, Florida

February 14 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 which are of sufficient prominence for use on the charts, together with a description of the same, 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 of primary importance.

The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstuffs and like objects are not sufficiently permanent to chart.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Miami, Florida

February 14

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.

~~E. B. McCarthy~~

Chief of Party.

[illegible]

A list of objects which are of sufficient prominence for use on the charts, together with a description of the same, 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 of primary importance.

The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstaves and like objects are not sufficiently permanent to chart.

REVIEW OF GRAPHIC CONTROL SURVEY T-6217a, SCALE 1:10,000Date of Review *Oct. 1935*

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5101, , , 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-5101, , , 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.

No corrections have been noted.

T. R. Sobieralski

✓ B. G. Jones

REVIEW OF GRAPHIC CONTROL SURVEY T-6217⁶, SCALE 1/10,000

Date of Review

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5702, , 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-5702, , 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.

* The following topographic stations have been accepted or relocated on the compilation T-5102 and notated in green on the graphic control survey T-6217⁶

Cat (No. Gat. Yellow No.)
 For (W. Gat. Red Prof No.)
 Eat (No. Gat. Shues. No.) (d)
 Ned (No. Gat. White Bar.)

Refer to Review T-5102

Bin (Stack, Black Power Shack) reported lost by Air Photo Inspection Party (destroyed)

B.G. Jones *[Signature]*