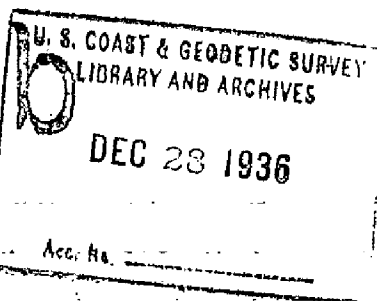


6502 a

Graphic Control



Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: New Jersey

DESCRIPTIVE REPORT

GRAPHIC CONTROL Sheet No. V

LOCALITY

Intracoastal Waterway

~~Atlantic Co.~~

Reed Bay to Absecon Inlet

1935
1936

CHIEF OF PARTY

Benjamin H. Rigg

John A. Bond

U. S. GOVERNMENT PRINTING OFFICE: 1922

W. H. Graham

Graphic Control

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DEC 29 1936

REG. NO.

TOPOGRAPHIC TITLE SHEET

Acc. No.

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. V

REGISTER NO. T 6502a

State New Jersey

General locality ~~Atlantic County~~ Intracoastal Waterway

Locality Reed Bay to Absecon Inlet

Scale 1/10,000 Date of survey July, 1935
July 1936

Vessel Party No. 19 * MIKAWA

Chief of party B.H. Rigg * John A. Bond

Surveyed by A.S. Hall * E. L. Jones

Inked by T.B. Nutting * E.L. Jones

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated _____ May 16, 1935

Remarks: No hydrography done 1935

Hydrography complete d. by Mikawa in 1936

DESCRIPTIVE REPORT TO ACCOMPANY
GRAPHIC CONTROL SHEET V

Outline

1. INSTRUCTIONS.
2. PURPOSE.
3. LIMITS OF SHEET.
4. DESCRIPTION OF TERRITORY.
5. CONTROL.
6. SURVEYING METHODS USED.
7. PERMANENT STATIONS ESTABLISHED.
8. AIDS TO NAVIGATION AND LANDMARKS.
9. TOPOGRAPHIC FEATURES LOCATED FOR USE IN AIR PHOTO COMPILATION.
10. GEOGRAPHIC NAMES.
11. SUPPLEMENTAL REPORT (1936 work)

DESCRIPTIVE REPORT TO ACCOMPANY

GRAPHIC CONTROL SHEET "V"

INSTRUCTIONS:

The survey was carried out under instructions dated May 16, 1935.

PURPOSE:

The purpose of the survey was to establish permanent stations, to locate aids to navigation and check landmarks, and to locate topographic features for use in the air photo compilation. No signals were built or located for hydrography. No hydrographic survey was made because of curtailment of the work due to a lack of funds.

LIMITS OF SHEET

The territory covered by sheet 'V' is bounded on the southeast by Lat. $39^{\circ} 23.5'$, Long. $74^{\circ} 27'$, on the northeast by Lat. $39^{\circ} 26.5'$, Long. $74^{\circ} 24'$, on the northwest by Lat. $39^{\circ} 28.5'$, Long. $74^{\circ} 27'$, and on the southwest by Lat. $39^{\circ} 25'$, Long. $74^{\circ} 30'$. The sheet includes the territory from the Inland Waterway westward to high ground and from the northern edge of Reed Bay southward to the southern part of Absecon Bay.

DESCRIPTION OF TERRITORY

Sheet 'V' includes the greater portion of Absecon Bay and Reed Bay and several connecting Thorofares. The marsh, or meadow land, surrounding is cut up by winding creeks or thorofares, as they are here designated. The meadowland is firm and covered by short marsh grass.

CONTROL

The following triangulation stations were used as control on sheet 'V'.

STACK, Seaview Country Club,	Rigg 1935
STANDPIPE, Seaview Country Club,	Rigg 1935
FLY,	Woodworth 1931
GRASSY,	Rigg 1935
PASS,	Rigg 1935
STEELMAN,	Hergersheiner 1886
STEELMAN 2,	Meaney 1932

SURVEYING METHODS USED

Since no hydrography was to be done, for the present at least, the object in making the survey was to establish permanent stations at strategic points on the sheet. Flags were set up on the sight of these stations. Cuts to the flags were taken from triangulation stations GRASSY and PASS. Triangulation Station TANK was used for orientation. A set-up was next made on station HORN located by cuts from GRASSY and PASS and cuts were taken to signals NIK, OKE, and GRIF. Shoreline was obtained around station HORN. Set-ups were next made on signals NIK, OKE, and GRIF for the purpose of checking their location and obtaining shoreline. Station WARD was located by a cut from NIK and a resection on Station HORN. This location was checked by re-sections on PASS and TANK.

PERMANENT STATIONS ESTABLISHED

A. Monumented Stations:--

The following stations were located, designated with the

letter "D" on the control sheet, and described on form 524:

OKE

NIK

GRIF

WARD

HORN

B. Natural objects located:-- None.

C. Bolstad Fourth Order Stations:-- All of Bolstad's "4th order" stations (located for Air-Photo Compilation Control) falling within the limits of the graphical control sheets were plotted. Wherever possible, they were checked with the planetable. In the few cases where discrepancies occurred, they were adjusted by re-checks of the computations or of the topography, or both. The final positions as shown on the sheet and the card, is to be considered correct.

Following is a list of stations falling on sheet "V".

<u>STATION</u>	<u>WHETHER OR NOT CHECKED</u>	<u>AMT. OF DISCREP.</u>	<u>REMARKS</u>
REED C. & N.	Not Checked		Carefully searched for but not found
N.W. GAB. NEWFOUND. THORO.	Checked		
STANDPIPE SEAVIEW	"		Identical with Rigg's station TANK
E. GABLE DOUGHTY CR.	"		One cut only.
N.E. GABLE (GULL THORO)	Not checked		

AIDS TO NAVIGATION AND LANDMARKS

For a discussion of aids to navigation see the corresponding paragraph in the report accompanying Sheet "M". The aids to navigation located on Sheet "V" consist of lighted beacons marking the channel leading to Absecon Creek. They have been submitted on form 567.

The Seaview Standpipe and Stack, cut in by triangulation by Rigg in 1935, should be shown as landmarks on the new charts. Charts affected are 3243 and 1216. These recommendations together with geographical position and descriptions of the landmarks on form 567 have been submitted to the Charting Division.

TOPOGRAPHIC FEATURES LOCATED FOR USE IN THE AIR PHOTO COMPILATIONS

Patches of shoreline around stations GRIF, OKE, NIK, WARD, and HORN were located for comparison with the compilation. They were found to agree without adjustment.

GEOGRAPHIC NAMES

See air photo compilation for details.

Respectfully,

Addition S. Hall,
Surveyor,

Forwarded by,

Lt. Benjamin H. Rigg,
Chief of Party.

SUPPLEMENTAL REPORT

To Accompany Graphic Control Sheet V.

Atlantic City, New Jersey

INSTRUCTIONS

The graphic control on sheet V is a part of Project HT-205, the instructions for which were dated May 16, 1935.

EXTENT OF GRAPHIC CONTROL

Nearly all of the graphic control on this sheet was located by this party, except the described recoverable topographic stations which were located by the party of Lieutenant B. H. Rigg in 1935.

SURVEY METHODS

All signals were located by three or more intersecting cuts, three point fixes or resections.

The shoreline shown in pencil was transferred from air-photographs compiled by Lieutenant (j.g.) E. H. Kirsch.

The lights, beacons and ranges were located to conform with field memorandum No. 2 (1936).

DISCREPANCIES

There were no discrepancies noted between the air-photo compiled shoreline and the present shoreline by either the hydrographic or topographic parties.

RECOVERABLE TOPOGRAPHIC STATIONS

One additional recoverable topographic station was located by this party.

LANDMARKS

"Landmarks for Charts" and "Non-Floating Aids to Navigation" will be made the subjects of separate reports.

GEOGRAPHIC NAMES

See air-photo compilation for geographic names.

Submitted by,

Edmund L. Jones
Edmund L. Jones
Insign U.S.C. & G.S.

Approved by,

J. A. Bond
John A. Bond
H. & G. Engineer
Chief of Party

REVIEW OF GRAPHIC CONTROL SURVEY T-6502a, SCALE 1: 10,000

Date of Review 5/26/37

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5636, T-5637, , 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-5636, 5637, , 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.

L. C. Landy
Bggones

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

DEC 28 1936

Acc. No.

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: New Jersey

DESCRIPTIVE REPORT

GRAPHIC CONTROL } Sheet No. U

LOCALITY

Atlantic Co.

Brigantine

Intracoastal Waterway

Reed Bay to Absecon Inlet

1935
1936

CHIEF OF PARTY

Benjamin H. Rigg,

John A. Bond

U. S. GOVERNMENT PRINTING OFFICE: 1925

H. Graham

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

DEC 29 1936

REG. NO.

TOPOGRAPHIC TITLE SHEET

Acc. No.

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. U

REGISTER NO. T 6502 b

State New Jersey

General locality ~~Atlantic County~~ Intracoastal Waterway

Locality ~~Brigantine~~ Reed Bay to Absecon Inlet

Scale 1/10,000 Date of survey June, 1935
July, 1936

Vessel Party No. 19 * MIKAWA

Chief of party B. H. Rigg * John A. Bond

Surveyed by N. J. Lo Bue & A. S. Hall * E. L. Jones

Inked by _____

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated May 16, 1935

Remarks: No hydrography done in 1935

Hydrography completed by MIKAWA in 1936

DESCRIPTIVE REPORT TO ACCOMPANY
GRAPHIC CONTROL SHEET U

Outline

1. INSTRUCTIONS.
2. PURPOSE.
3. LIMITS OF SHEET.
4. DESCRIPTION OF TERRITORY.
5. CONTROL.
6. SURVEYING METHODS USED.
7. PERMANENT STATIONS ESTABLISHED.
8. AIDS TO NAVIGATION AND LANDMARKS.
9. TOPOGRAPHIC FEATURES LOCATED FOR USE IN AIR PHOTO COMPILATION.
10. GEOGRAPHIC NAMES.
11. SUPPLEMENTAL REPORT (1936 work)

SURVEYING METHODS USED

The topography along the ocean beach was carried out by putting up flags at the ends of the two Brigantine Fishing Piers and at two intermediate points along the boardwalk between the piers. These flags were cut in from set-ups on triangulation stations ATLANTIC, HOTEL, and CIRCLE (ecc.set-up) The piers, the boardwalk, the Brigantine Hotel, and the HWL along the ocean beach were located by set-ups on these flags. Cuts were also taken to natural objects which would serve as hydrographic signals in the event of a survey being made at a later date. The C. & N. stations and aids to navigation along the inland waterway were cut in from set-ups on triangulation stations GRASSY, PASS, SHACK C. & N. and SALT C. & N. Patches of shoreline were rodded in from these set-ups, cuts were taken to the natural objects on Brigantine Beach wherever possible, and check cuts were taken to Bolstad's "fourth order stations". The U.S.E.D. stations on either side of the Absecon Inlet were located by cuts from triangulation station ATLANTIC, and by set-ups located by strong three point fixes.

PERMANENT STATIONS ESTABLISHED

A. Monumented Stations.

1. C. & N. Stations -- The following monumented stations of the New Jersey Board of Commerce and Navigation were located, designated by the letter "D" on the control sheet, and described on form 524:

OYSTER	C. & N.	See also sec. C. of this paragraph.					
CRAB	"	"	"	"	"	"	"
FLY	"	"	"	"	"	"	"
MIDDLE	"	"	"	"	"	"	"

2. U.S.E.D. Stations -- The following stations of the United States Engineer Dept. were located, designated with the letter "D" on the sheet, and described on form 524. Duplicate cards were forwarded to the Philadelphia office of the U.S.E.D.

RUM POINT
BRIDGE TOWER
WALL
CURTISS
BRIGANTINE
G+OO BOARDWALK

B. Natural Objects Located and Described. -- The following natural objects were located, designated with the letter "D" on the sheet, and described on form 524:

C.G. FLAGPOLE	W. GAB. YELLOW HOUSE
E. DOME CATH. CHURCH	
CHY. TILE ROOFED HOUSE	
W. CHY WHITE HOUSE	
FLAGPOLE FISH. PIER	

C. Bolstad Fourth Order Stations. -- All of Bolstads fourth order stations falling within the limits of the graphical control sheet were plotted. Wherever possible they were checked with the planetable. No discrepancies were found on sheet U. Following is a list of stations falling on sheet U:

SHACK C. & N.	Checked	Triang. B. H. Rigg, 1935
S. GAB. WADING THORO.	Checked	
SHARK C. & N.	Checked	
*OCC. LIGHT	"	Triang. B. H. Rigg, 1935
N.W. GAB. NEWFOUND THORO	Checked	

AIDS TO NAVIGATION AND LANDMARKS

For a discussion of aids to navigation, see descriptive report accompanying sheet M. Aids to navigation falling on sheet U consisted of lights along the inland waterway and the rear range light for Absecon Channel. Positions of these aids to navigation have been forwarded on form 567.

The Brigantine Hotel should be added to the new charts as a landmark. Position and description of this landmark are forwarded on form 567. Charts affected are 1216 and 3243. All other landmarks on the present charts are correct for this area.

*Called RED BEACON
*called. RED. Beacon.

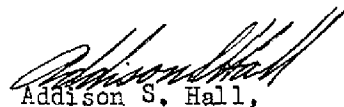
TOPOGRAPHIC FEATURES LOCATED FOR USE IN AIR PHOTO COMPILATION

The two Brigantine Fishing Piers, the Brigantine Hotel, and Brigantine Boardwalk, the Yachting Center Pier on the south side of Absecon Inlet, and Patches of Shoreline in the interior, were located for use in the Air Photo Compilation. The ocean beach H.W.L. was run in continuously around Brigantine Point. Patches were located along the ocean beach to the northeastward. These features were transferred to the compilation. No adjustments were necessary.

GEOGRAPHIC NAMES

See air photo compilation for details.

Respectfully submitted,


Addison S. Hall,
Surveyor

Forwarded by,

Lt. Benjamin H. Rigg,
Chief of Party.

SUPPLEMENTAL REPORT

To Accompany Graphic Control Sheet U.

Atlantic City, New Jersey

INSTRUCTIONS

The graphic control on sheet U is a part of Project HT-205, the instructions for which were dated May 16, 1935.

EXTENT OF GRAPHIC CONTROL

Nearly all of the graphic control on this sheet was located by this party, except the described recoverable topographic stations which were located by the party of Lieutenant B. H. Rigg in 1935.

SURVEY METHODS

All of the signals were located by three or more intersecting cuts, three point fixes or resection.

The shoreline shown in pencil was transferred from air-photographs compiled by Lieutenant (j.g.) E. H. Kirsch.

There was no detail rodded by this party except the two partly submerged barges located at Lat. $39^{\circ} 24.0'$, Long. $74^{\circ} 24.7'$. These were not shown by the conventional symbol due to their size.

DISCREPANCIES

Only one discrepancy between the air-photo compilation and the present shoreline was noted by either the topographic or hydrographic party. This discrepancy (Lat. $39^{\circ} 24.6'$, Long. $74^{\circ} 24.3'$) was probably due to an indefinite shoreline. A small section of it was rodded in
The compilation has been corrected and is now in agreement with this G.C.S.

RECOVERABLE TOPOGRAPHIC STATIONS

One additional recoverable topographic station was located by this party.

LANDMARKS

"Landmarks for Charts" will be made the subject of a separate report.

NON-FLOATING AIDS TO NAVIGATION

"Non-Floating Aids to Navigation" were located to conform with Field Memorandum 2 (1936). They will be made the subject of a separate report.

GEOGRAPHIC NAMES

See air-photo compilation for geographic names.

Submitted by,

Edmund L. Jones

Edmund L. Jones
Ensign U.S.C. & G.S.

Approved by,

J. A. Bond

John A. Bond
H. & G. Engineer
Chief of Party

*This sheet compared in detail
with compilation T 5637 6/1/37*

L. C. Landy

✓ B. J. Jones

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

~~No. H~~

No. T6502 a+b

{ received DEC 28 1936
registered JAN 9 1937
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
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RETURN TO

82	C.K. Green
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