Department of Commerce & Labor,
Coast & Geodetic Survey,
O.H. Tittmann, Supt.

Topographic revision of part of C&GS Survey
chart No 3694.

Corrections (in red) up to Nov. 1911.

By Homer P. Ritter, Asst. C&GS, I. assisted
by T.L. Warner, A.D. (during April '11)
and H. C. Gustafson, Hand.

No. 3226.
Bridgeport, Conn.

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Bridgeport, Conn.

December 19, 1911.

To the
Superintendent, Coast & Geodetic 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 3694 are forwarded by me on Nov. 9th, 1911.

Very respectfully,

[Signature]  
Asst., C.S.S. Survey.

ANSWERED
DEC. 21, 1911

LIBRARY AND ARCHIVES.
Dept. 3226.

Department of Commerce & Labor,
Coast & Geodetic Survey,
O.H. Tittmann, Supt.

Topographic revision of part of Calif. Survey Chart No. 369.

Corrections (in red) up to Nov. 1911.

By Homer O. Ritter, Asst. Calif. S., assisted
by F. Warner, Aid (during April 1911) and
H. R. Gustafson, Hand.
Plate 1. - Hudson R. - W 67th St., N. Y. City to W. 34th St.
  2. - " " " 34th " " " " " Pier 45
  3. - " " " Pier 45 " " " " 22 (Jay St.)
  4. - " " " 21 " " " " The Battery

East
  5. - " " " Brooklyn Bridge " " " Williamsburg
  6. - " " " Williamsburg Bridge " " " Bellevue Hospital
  7. - " " " Bellevue Hospital " " " E. 39th St.
  8. - " " " E. 59th St. to E. 67th St. " " " N. Hall
Blackwells Isl. (now Brooklyn Side),
  " " " Freeman Ave. to Nott Ave.
  9. - " " " Nott Ave. Brooklyn to New Town Creek
  10. - " " " New Town Cr. " " " N. 4th St.
  11. - " " " N. 4th St. " " " Wallabout Bay
  12. - " " " Wallabout Bay " " " Brooklyn Bridge
  13. - " " " Brooklyn Bridge " " " Hamilton Ave.
  14. - " " " Hamilton Ave. " " " Governor's Canal
  15. - " " " Governors Island.
  16. - " " Hudson R. (west side) Weehawken Cmn. N. J.
  17. - " " Ellis Isld., Bedloe's Isld. & vicinity.
Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: NY

DESCRIPTIVE REPORT.

Locality:
New York City & Brooklyn
Water Front - W. 67th St. To
Red 140 S.E.

1901

Chief of Party:
W. P. Reiter
Descriptive report to accompany
Topographic sheet no. 3226.
Being a Topographic revision of part of
Coast and Geodetic Chart no. 3694.
By Homer P. Ritter, Asst. C.E.

1911.

Scale 1/10,000.
Topographic Sheet No. 3226. (in 7 plates).

Department of Commerce & Labor.

Coast & Geodetic Survey

O. H. Tittmann, Superintendent.

Topographic revision of part of Coast & Geodetic Chart No. 369a.

Hudson & East Rivers from West 67th Street to Blackwells Island.

1910 - 1911.

Scale 1 \(\frac{1}{10000}\).

Corrections (in red) to Nov. 1911.

By Homer O. Ritter, Asst. Col. U.S., assisted

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

H. A. Gustafson, Hand.
<table>
<thead>
<tr>
<th>Plate</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Hudson St., W 34th Str., to N 34th Str.</td>
</tr>
<tr>
<td>2</td>
<td>Pier 45</td>
</tr>
<tr>
<td>3</td>
<td>Pier 45, 22 (Jay Str.)</td>
</tr>
<tr>
<td>4</td>
<td>The Battery</td>
</tr>
<tr>
<td>5</td>
<td>East, The Battery, Brooklyn Bridge</td>
</tr>
<tr>
<td>6</td>
<td>Brooklyn Bridge, Williamsburg</td>
</tr>
<tr>
<td>7</td>
<td>Williamsburg Bridge, Bellevue Hospital</td>
</tr>
<tr>
<td>8</td>
<td>E 59 1/2 Str.</td>
</tr>
<tr>
<td>9</td>
<td>E 59 1/2 Str. to E 67 1/2 St., N. half, Backwells Pk'd, on Brooklyn side, Freeman Ave. to Nott Ave.</td>
</tr>
<tr>
<td>10</td>
<td>East Nott Ave., Brooklyn to Newtown Creek</td>
</tr>
<tr>
<td>11</td>
<td>Newtown C., North 4 1/2 Str.</td>
</tr>
<tr>
<td>12</td>
<td>N 4 1/2 Str., Wallabout Bay</td>
</tr>
<tr>
<td>13</td>
<td>Wallabout Bay, Brooklyn Bridge</td>
</tr>
<tr>
<td>14</td>
<td>Wallabout Bay, Hamilton Ave.</td>
</tr>
<tr>
<td>15</td>
<td>Governor's Island</td>
</tr>
<tr>
<td>16</td>
<td>Hudson R. (west side), Weehawken, N.J.</td>
</tr>
<tr>
<td>17</td>
<td>Ellis Pk., Bedloe's Isl., vicinity</td>
</tr>
</tbody>
</table>
This topographic revision of (part of) Chart 369* was made pursuant to Superintendents Instructions of Sept. 23, 1910, which directed that the revision work upon which I was then engaged be suspended while the revision of Charts 369*, 369**, 369*** was taken up. New docks & structures on old docks not shown on the present charts were to be shown together with any uncharted objects along the shore 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. 26th, 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 & assignments varying in length from a few days to 3 months each.

Work was begun on the western side of Chart 369*, but not long thereafter it was discovered that Capt. M.H. Hoch in accordance with his instructions was also contemplating to revise the western side of 369*. So I
suspended work on the western side of the Hudson. 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. He requested that I complete the same.

This was done. This work is shown on Plate 16.

Fourteen of the 17 plates comprising the work were forwarded to the Office on Nov. 9, 1911. The remaining 3 (12-15) were forwarded on Dec. 19, 1911.

The work consisted in taking the published chart (No. 369) of the Survey, going over the ground with it, and eliminating from or adding thereon the important topographic (and 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 to be revised was cut up into 17 pieces which were pasted on cardboard 8" x 10½" and the changes noted thereon with pencil in
the field. Subsequently, to the change made in the field, the new topography was inked in in red so that which had become obsolete erased. There 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, as placed thereon, and adjusted to the chart, by identifying in the field points common to both.

Among the numerous donors, who courteously furnished blue prints, data, or other information to me, as the representative of the Coast Geodetic Survey, were:

U.S. Engineers, New York City.

Eng. Dept., Department Docks, Ferries, New York City.

U.S. Navy Yard, Brooklyn.

Lehigh Valley R.R.

Central R.R. Co. of N.Y.

U.S. Immigration Sta., Ellis Isl.

Brooklyn Topographical Bureau.

American Sugar Refining Co.

Standard Oil Co.
In revising the shoreline, location of isolated near wharves or 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 were also made use of.

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

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

The corrections to the Brooklyn Navy Yard were taken from a survey by the end 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.
Department of Commerce and Labor

COAST AND GEODETIC SURVEY

Mr. H.P. Better, Assistant, COAST SURVEY

Washington, D.C.

March 28, 1911.

Sir:

In accordance with instructions from the Superintendent, I discontinued work on chart 3694 on March 15 leaving the work in the following condition:

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

From 44th St. Hoboken ferry north to the Erie R.R. pier 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 I have stated in my descriptive report that I have made the above statement to you.

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

I did not locate the building on the two southern points of Ellis I'd. as was my intention.

Respectfully yours,

(Signed) W.H. Hook.

Assistant, COAST SURVEY.