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

DESCRIPTIVE REPORT
Topographic Sheet No. 6124

State New Jersey
LOCALITY Newark Bay

1924
CHIEF OF PARTY
J.E. Rittenburg
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"  
REGISTER NO. 6124

State...New Jersey

General locality...Newark Bay

Locality...Upper portion of Newark Bay

Scale...1:10.000

Date of survey...Sept.-Oct., 1934

Vessel...Shore Party #15

Chief of party...J.E. Rittenburg, Lieut.

Surveyed by...A.O. Dority, Surveyor

Inked by...A.O. Dority

Heights in feet above...to ground to tops of trees

Contour, Approximate contour, Form line interval...feet

Instructions dated...June 15th, supplement Sept. 7th, 1934

Remarks:

Opradnet in Chs 285°, Aug. 1935, O.S. Location
DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET "D"
PROJECT H.& T. #186, NEWARK BAY, NEW JERSEY.

AUTHORITY:
This survey was made in accordance with orders and instructions
covering H.& T. Project #186, dated June 13th, 1934 and supplemental orders
dated Sept. 7th, 1934. Field work was accomplished during September and October,
1934.

LOCALITY:
The area covered by this survey extends over the upper portion of
Newark Bay, including Port Newark Basin, from Lat. 40°39.7, Long. 74°07.9,
East shore and Lat. 40°39.9, Long. 74°09.4, West shore to the mouths of the
Passaic and Hackensack Rivers.

CONTROL:
The basic control for this survey was the triangulation established
by R.W. Woodworth in 1931 and supplemented by various other U.S.C.& G.S.
triangulation dating from 1887. This sheet is on North American 1927 datum.

METHODS:
All signals were built and located before any shoreline was mapped.
Signals were located by the usual method of obtaining at least three clear and
distinct intersecting cuts to each signal, with plane table and alidade, from
the occupancy of three triangulation stations. No traverse was run for any purpose.
Shoreline, Rocks, wrecks and all details were all located by direct rod readings
and there was no improvised sketching of any detail.

GENERAL:
In general the shoreline has changed very little from that charted
currently. There are a few changes due to the deterioration of docks and bulkheading
and the extension of marsh lands. There are few real dangers within the limits of
this sheet, rocks, rock ledges and all wreckage is plainly discernable.

LAND MARKS, PHOTO CONTROL, RECOVERABLE TOPOGRAPHIC STATIONS:
Additional land marks for charts; The following land marks are
clearly visible and are good for charting—CHY. PUMPING STATION-Triangulation
1931. E. AND W. TANKS AT PORT NEWARK-Triangulation 1931. TANK, WEYERHAUSER-
Triangulation 1931. All other charted land marks still exist and are good.

Photo control points;—

KAN—Topo.
VEE—Topo.
BRICK—Topo.
RED—Topo.
PEA—Topo.
BRAD—Topo.
BEACONS #1 AND #3, Hackensack River—Triangulation.
BEACONS #1, #2, #3, #4 and #5, Newark Bay—Triangulation.
OLD TOWER—Triangulation.
E. AND W. TANKS, Port Newark—Triangulation.
TANK, WEYERHAUSER—Triangulation.
TANK, LESOLASTIC—Triangulation.

All recoverable topographic stations are described on cards, form 524
and have been forwarded to the office.

APPROVED:
I.E. Rittenburg, Lieut.

A.O. Dority,
Surveyor.
DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET "D"
PROJECT H.B. T. #166, NEWARK BAY, NEW JERSEY.

AUTHORITY:
This survey was made in accordance with orders and instructions
covering H.B. T. Project #166, dated June 15th, 1934 and supplemental orders
dated Sept. 7th, 1934. Field work was accomplished during September and October,
1934.

LOCALITY:
The area covered by this survey extends over the upper portion of
Newark Bay, including Port Newark Basin, from Lat. 40°39’7”, Long. 74°07’9”,
East shore and Lat. 40°39’9”, Long. 74°09’4”, West shore to the mouths of the
Passaic and Hackensack Rivers.

CONTROL:
The basic control for this survey was the triangulation established
by R.W. Goodworth in 1931 and supplemented by various other U.S.C. & G.S.
triangulation dating from 1887. This sheet is on North American 1927 datum.

METHOD:
All signals were built and located before any shoreline was mapped.
Signals were located by the usual method of obtaining at least three clear and
distinct intersecting cuts to each signal, with plane table and alidade, from
the occupancy of three triangulation stations. No traverse was run for any purpose.
Shoreline, Rocks, wrecks and all details were all located by direct rod readings
and there was no improvised sketching of any detail.

GENERAL:
In general the shoreline has changed very little from that charted
currently. There are a few changes due to the deterioration of docks and bulkheading
and the extension of marsh lands. There are few real dangers within the limits
of this sheet, rocks, rock ledges and all wreckage is plainly discernable.

LAND MARKS, PHOTO CONTROL, RECOVERABLE TOPOGRAPHIC STATIONS:
Additional land marks for charts; the following land marks are
clearly visible and are good for charting—CHY, PULPING STATION—Triangulation
1931, E. AND W. TANKS AT PORT NEWARK—Triangulation 1931, TANK, WETZKAUER—
Triangulation 1931. All other charted land marks still exist and are good.

Photo control points:

MAN—Topo.
VAG—Topo.
BICK—Topo.
RED—Topo.
PEA—Topo.
BRAD—Topo.
BEACONS #1 AND #5, Hackensack River—Triangulation.
BEACONS #1, #2, #3, #4 and #5, Newark Bay—Triangulation.
OLD TUG—Triangulation.
E. AND W. TANKS, Port Newark—Triangulation.
TANK, WETZKAUER—Triangulation.
TANK, LECASTIC—Triangulation.

All recoverable topographic stations are described on cards, form 524
and have been forwarded to the office.

APPROVED:

Chief of party, U.S.C. & G.S.

A.D. Dority,
Surveyor.
**DEPARTMENT OF COMMERCE**  
**U.S. COAST AND GEODETIC SURVEY**  
**LANDMARKS FOR CHARTS**  
**NEWARK BAY**  

**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:

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHY. Sewage pumpin{ng}</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>station. (Tri.)</td>
<td>40-42</td>
<td>1380*</td>
<td>74-08</td>
<td>229*</td>
<td>(Tri.)</td>
</tr>
<tr>
<td>EAST TANK, Port</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>369 &amp; 1215</td>
</tr>
<tr>
<td>Newark (Tri.)</td>
<td>40-42</td>
<td>33*</td>
<td>74-08</td>
<td>793*</td>
<td>(Tri.)</td>
</tr>
<tr>
<td>WEST TANK, Port</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>247</td>
</tr>
<tr>
<td>Newark (Tri.)</td>
<td>40-42</td>
<td>339*</td>
<td>74-08</td>
<td>1383*</td>
<td></td>
</tr>
<tr>
<td>TANK, WEYERHAUSER</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>247</td>
</tr>
<tr>
<td>Port Newark</td>
<td>40-41</td>
<td>1139*</td>
<td>74-08</td>
<td>1242*</td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:**
DM's and DP's scaled from topographic sheet.  
Field # "D" Geographic positions were returned to New York field office prior to investigation of the above listed landmarks.

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 smokestack, 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.

U.S. GOVERNMENT PRINTING OFFICE: 1974—42570
LANDMARKS FOR CHARTS

NEWARK BAY

OCTOBER, 1934

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:

I.E. Rittenburg, Lieut.  
Chief of Party.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LATITUDE</td>
<td>LONGITUDE</td>
<td>DATUM</td>
</tr>
<tr>
<td></td>
<td>D.M. METERS</td>
<td>D.P. METERS</td>
<td></td>
</tr>
<tr>
<td>CHY. Sewage pumping station. (Tri.)</td>
<td>40-42</td>
<td>1360.0</td>
<td>74-08</td>
</tr>
<tr>
<td>NEWARK, (Tri.)</td>
<td>40-42</td>
<td>35.0</td>
<td>74-08</td>
</tr>
<tr>
<td>WEST TANK, Port</td>
<td>40-42</td>
<td>332.0</td>
<td>74-08</td>
</tr>
<tr>
<td>TANK, WEYERHAUSER,</td>
<td>40-41</td>
<td>1139.0</td>
<td>74-08</td>
</tr>
</tbody>
</table>

NOTE:

DM's and DP's scaled from Topographic sheet, Field # "D", Geographic positions were returned to New York Field office prior to investigation of the above listed landmarks.

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.
GEOGRAPHIC NAMES
NEW JERSEY

Survey No. T 6184
Chart No. 369
Diagram No. 369-4

Names underlined in red approved Dec. 14, 1934
Harlow Bacon

Approved by the Division of Geographic Names, Department of Interior.

Not Approved by the Division of Geographic Names, Department of Interior.

Referred to the Division of Geographic Names, Department of Interior.

<table>
<thead>
<tr>
<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart</th>
<th>New Names in local use</th>
<th>Names assigned by Field</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Newark Bay</td>
<td>Same</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Port Newark Terminal</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Drovers Pt.</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bayonne</td>
<td>Same</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note:
The names on this sheet were inked on the sheet by the Field.
Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6124 (1934)

Newark Bay, New Jersey.
Surveyed September-October, 1934
Instructions dated: June 13, 1934 to September 7, 1934 (Rittenburg)

Plane Table Survey - Aluminum Mounted.

Surveyed by - A. O. Dority.


The records conform to the requirements of the Topographic Manual with the following exceptions:

a. Notes regarding objects which cover at high tide are in vertical lettering. The manual requires slanting lettering for such features.

2. Compliance with Instructions for the Project.

The survey complies with instructions in every respect.

3. Junctions with Contemporary Surveys.

Satisfactory junction was made with T-6125 (1934) on the south.


a: T-10 (1838) and T-535 (1855).

Only a general comparison was made between this survey and the present survey. The entire shoreline has undergone a change due to the development of the area.

b: T-1719 (1885-86)

Because there have been many changes due to construction and improvements, it was possible only to compare the shorelines for general trend. The many changes are not unexpected in an area of this character and they are not treated in detail.

c: T-3431 (1913).

The shoreline of this survey where it has not been changed, was found to be in good agreement with the present survey. However, practically all docks as now shown did not exist in 1913. The L.V.R.R. & P.R.R. Bridge appears to have been rebuilt in a location south of the old position. Beacons are now the aids to navigation where buoys were formerly used.
5. Field Drafting.

The field inking of the survey is satisfactory.

6. Additional Field Work Recommended.

The shoreline detail is complete and no additional field work is required.

7. Superseding Old Surveys.

Insofar as the topography actually included on the present survey is concerned, it supersedes the following surveys for charting purposes:

- T-10 (1836) in part.
- T-535 (1855)
- T-1719 (1886)
- T-3431 (1913)


Examined and approved:

C. K. Green, Chief, Section of Field Records.

L. O. Webber, Chief, Div. of Charts.

J. H. Borden, Chief, Section of Field Work.

J. W. Hinde, Chief, Div. of H. & T.
REVIEW OF GRAPHIC CONTROL SURVEY T-6124, SCALE 1/10000, OCT. 1934

Date of Review
Aug. 1, 1935 (T-5111)
Aug. 12, 1936 (T-5277)
May 28, 1937 (T-5468)
June 11, 1937 (T-5469)
June 28, 1937 (T-5470)

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5277, T-5111, T-506, with particular attention to the following details:

   (a) Projection has been checked in the field.

   (b) Accuracy of location of plane table control points. 3 mm.

   (c) Discrepancies between detail on this survey and the air photo compilations listed above. See Des. Rep. T-5111

   (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-5277, T-5111, T-506, 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 shown.

Yes for T-5465, T-5467, T-5470.

Errors in Aa or Oa only, noted.

Projection:

The distance between the minutes of latitude are correct, but the distances between the meridians are all 2 mm too great. As the control was plotted from this incorrect projection, some error was introduced into the control.

Leonard A. Hickman  D. H. Benson  5/19/35

For area covered use T-5468 for chart compilation
T-5467

Richard Price