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

DESCRIPTIVE REPORT.
Topographic E & F
Sheet No. 6125-6126

State New Jersey - New York

LOCALITY
Newark bay & Kill Van Kull
Portion of Newark Bay and Eastern Portion of Kill Van Kull
Portion of Kill Van Kull
Portion of Kill Van Kull

1934

CHIEF OF PARTY
I. 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. ... 625

State. ... New Jersey-New York
General locality. ... Newark Bay and Kill Van Kull
Locality. ... Lower Newark Bay and Western portion of Kill Van Kull
Scale. ... 1:10,000... Date of survey. ... October, 1934
Vessel. ... Shore Party. #15
Chief of party... J.E. Ritterburg
Surveyed by... A.O. Dority
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 13th and Sept. 7th, 1934
Remarks. ... See descriptive report covering Topographic...

Field sheets. "E" and "F".

Applied 7 Nov 285 - Aug 1936 - J. L. Seabold
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. 26

REGISTER NO. 6126

State...New Jersey-New York

General locality...New York Harbor

Locality...Eastern portion of Kill Van Kull

Scale...1:10,000...Date of survey...October...1934.

Vessel...Shore Party...#15

Chief of party...L.E. Rittenburg

Surveyed by...R.S. Spaulding

Inked by...R.S. Spaulding

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

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

Instructions dated...June 13th and Sept. 7th...1934

Remarks:...See descriptive report covering Topographic Field

Sheets "F" and "F".

...[Signature]

July 1936...J.S. Grambo
DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEETS
"E" AND "F", PROJECT H.& T. #186, NEWARK BAY AND KILL
VAN KULL, NEW JERSEY-NEW YORK.

AUTHORITY:

This survey was made in accordance with orders and instructions
covering H.& T. Project #186, dated June 15th 1934 and supplemental orders
dated Sept. 7th 1934. Field work was accomplished during October 1934.

LOCALITY:

In order to expedite the work in this area Sheet "F" was constructed
to supplement Sheet "E" and two observing party's were able to work in the
same area.

The area covered by this survey extends from a junction with
topographic field sheet "D" 1934, in Lat. 40-39.7, Long. 74-07.9 East shore
and Lat. 40-39.8, Long. 74-08.4 East shore, through the lower portion of
Newark Bay and Eastward through the Kill Van Kull to Lat. 40-39.1, Long.-
74-05.4 North shore, at which point a junction was made with topographic
field sheet "G" 1934, and Lat. 40-38.7, Long. 74-04.4 South shore.

The junction between sheets "E" and "F" occurring in Lat. 40-38.9,
Long. 74-07.1 North shore and Lat. 40-38.6, Long. 74-06.8 South shore was
satisfactory and without discrepancy.

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 1908.

These sheets, "E" and "F", are on "North American Datum 1927".

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 slide,
from the occupancy of three triangulation stations.

No traverse was run except where Staten Island Primary Traverse
Monuments were located in Mariners Harbor. The length not exceeding 300 M.
between table set ups where triangulation control was obscure and at the
termination of each such traverse line a closure was obtained by resection
of triangulation stations.

The rocky area adjacent and to the Northward of Bergen Point L.H.,
was located by direct rod readings. The outline indicates the extremely shoal
area and each rock shown exposed or sunken was rodded.

All shoreline, rocks, ledges, wrecks and other details were located
by direct rod readings and in some cases supplemented with steel tape. 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 deterioration of docks and bulkheading
and the deposit of wreckage in certain areas.

There are few real dangers, within the limits of these sheets, that
are not plainly discernable. The rocky area adjacent and to Northward of Bergen
Point L.H. also the wreck shown awash at low tide in this area, is extremely
dangerous at any time. In and near all areas of wreckage small and large craft
should proceed with extreme caution.
LAND MARKS, PHOTO CONTROL AND RECOVERABLE TOPOGRAPHIC STATIONS:

All landmarks fit for charting are charted, still exist and are good.

Photo control points:

WAL---Topo. TANK(Singer)---Triangulation 1931
CEE---Topo. TANK(General Cable Co.)---Triangulation 1931
MUS---Topo. E. TANK(E.& W.)---Triangulation 1931
TOE---Topo. W. TANK(E.& W.)---Triangulation 1931
SIG---Topo. BERGEN PT. L.H.---Triangulation 1908
DON---Topo. SUMMERFIELD M.E. CH.---Triangulation 1931
MAC---Topo. CHY. INCINERATOR---Triangulation 1931
KOO---Topo. SNUG HARBOR CH.---Triangulation 1931
GREEN---Topo. CUPOLA FERRY BLDG.---Triangulation 1930
CHALK---Topo. BOROUGH HALL---Triangulation 1930
GULF---Topo. SPIRE BRIGHTON Hghts. Ref. CH.---Triangulation 1930
VARNISH---Topo. TOWER FLAGPOLE CURTIS H.S.---Triangulation 1930
NEAR---Topo. TANK(SNUG HARBOR)---Triangulation 1931
SAND---Topo. STOCKY CHY. GAS & ELEC.CO.---Triangulation 1931
E. " " " " " " " W. " " " " " " " TANK(ASIATIC PET.)---Triangulation 1930
TALL CHIMNEY---Triangulation 1930
CROSS ST.VINCENT'S CH.---Triangulation 1931

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
(Sheet "E")
R.S. Spaulding, Surveyor
(Sheet "F")
DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEETS "E" AND "P", PROJECT H.& T. #186, NEWARK BAY AND KILL VAN KULL, NEW JERSEY—NEW YORK.

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 October 1934.

LOCALITY:

In order to expedite the work in this area Sheet "P" was constructed to supplement Sheet "E" and two observing party's were able to work in the same area.

The area covered by this survey extends from a junction with topographic field sheet "P" 1934, in Lat. 40-39.7, Long. 74-07.9 East shore and Lat. 40-39.9, Long. 74-09.4 West shore, through the lower portion of Newark Bay and Fairway through the Kill Van Kull to Lat. 40-39.1, Long. 74-05.4 North shore, at which point a junction was made with topographic field sheet "E" 1934, and Lat. 40-38.7, Long. 74-04.4 South shore.

The junction between sheets "E" and "P" occurring in Lat. 40-38.9, Long. 74-07.1 North shore and Lat. 40-38.6, Long. 74-06.8 South shore was satisfactory and without discrepancy.

CONTROL:

The basic control for this survey was the triangulation established by R.W. Woodworth in 1931 and supplemented by various other U.S.G.& G.S. triangulation dating from 1908.

These sheets, "E" and "P", are on "North American Datum 1927".

METHODS:

All signals were built and located before any shoreline was mapped. Signals were located by the usual method by 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 except where Staten Island Primary Traverse Monuments were located in Mariners Harbor. The length not exceeding 300 m. between table set up's where triangulation control was obscure and at the termination of each such traverse line a closure was obtained by resection of triangulation stations.

The rocky area adjacent and to the Northward of Bergen Point L.H. was located by direct rod readings. The outline indicates the extremely shoal area and each rock shown exposed or sunken was recorded.

All shoreline, rocks, ledges, wrecks and other details were located by direct rod readings and in some cases supplemented with steel tape. 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 deterioration of docks and bulkhead and the deposit of wreckage in certain areas.

There are few real dangers, within the limits of these sheets, that are not plainly discernible. The rocky area adjacent and to Northward of Bergen Point L.H. also the wreck shown awash at low tide in this area, is extremely dangerous at any time. In and near all areas of wreckage small and large craft should proceed with extreme caution.
LAND MARKS, PHOTO CONTROL AND RECOVERABLE TOPOGRAPHIC STATIONS:

All landmarks fit for charting are charted, still exist and are good.

Photo control points:

WAL—Topo.  TANK(Singer)—Triangulation 1931
GEE—Topo.  TANK(General Cable Co.)—Triangulation 1931
MUS—Topo.  E. TANK(B. & W.)—Triangulation 1931
TOE—Topo.  W. TANK(B. & W.)—Triangulation 1931
SIC—Topo.  BURGEW FT. L.H.—Triangulation 1909
DON—Topo.  SUMMERFIELD M.E. CH.—Triangulation 1931
MAC—Topo.  CHY. TURBINE GENERATOR—Triangulation 1931
KOO—Topo.  SNUG HARBOR CH.—Triangulation 1931
GREEN—Topo.  CUPOLA FERRY BLDG.—Triangulation 1930
CHALK—Topo.  BOROUGH HALL—Triangulation 1930
GULF—Topo.  SPIRE BRIGHTON HEIGHTS, REF. CH.—Triangulation 1930
VARNISH—Topo.  TOWER FLAGPOLE CURTIS H.S.—Triangulation 1930
NEAR—Topo.  TANK(SNUG HARBOR)—Triangulation 1931
SAND—Topo.  STOCKY CHY. GAS & ELEC. CO.—Triangulation 1931

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

APPROVED:

J.B. Rittenburg, Lieut.

A.O. Dority, Surveyor
(Sheet "E")

R.S. Spaulding, Surveyor
(Sheet "F")
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* Approved by the Division of Geographic Names, Department of Interior.

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

R, Referred to the Division of Geographic Names, Department of Interior.
GEOGRAPHIC NAMES
NEW JERSEY & NEW YORK

Survey No. 1 6126
Chart No. 369 and 285
Diagram No. 369-4

Name underlined in red approved Dec. 15, 1934

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.

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Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6125 (1934).

Newark Bay & Kill Van Kull, New Jersey—New York.
Surveyed: October, 1934
Instructions dated: June 13, 1934, September 7, 1934 (Rittenburg)

Plane Table Survey - Aluminum Mounted

Surveyed by - A. C. Darity.


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

a. Notes regarding objects which cover at high water should have been shown in slanting letters instead of vertical letters.

b. Clearance of the bridge across Kill Van Kull was not furnished.

2. Compliance with Instructions for the Project.

The survey complies with the instructions for the project.

3. Junction with Contemporary Surveys.

Satisfactory junctions were made with T-6124 (1934) on the north and with T-6126 (1934) on the east.


a. T-9 (1835-36), T-10 (1835), T-18 (1837), T-751 (1867).

These are the original surveys of the area included in the present survey and they were carefully compared with the present survey for rocks and other features which had not been changed due to construction. There are no rocks which require carrying forward on the new survey.

b. T-1719 (1885-86)

Practically all of the shoreline has been changed by dock and other construction. However, the present location of the marshy shoreline on the west side of Newark Bay, north of the C.R.R. of N.J. bridge is in good agreement with the former survey. There is some minor discrepancy in the delineation of the rocky area which is marked by Bergen Point L.H. The northermost rock of this group was not located on the old survey.

c. T-3431 (1913).

The agreement between this survey and the present survey is good where
the shoreline has not been changed by new construction. The most notable changes are the enlargement of Shooters Island, a new dike at the mouth of Newark Bay and the new highway bridge across Kill Van Kull.

5. Field Drafting.

The field inking of the survey is very good, and the large amount of dock detail appears to have been carefully done.

6. Additional Field Work Recommended.

The survey is complete and no additional work is necessary.

7. Superseding Old Surveys.

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

T-9 (1835-36) In part.
T-10 (1836) " 
T-18 (1837) " 
T-1719 (1885-86) " 
T-3431 (1913) " 


Examined and Approved:

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

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

E. R. Callner, Chief, Div. of Charts.

Chief, Div. of H. & T.
Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6126 (1934).

Kill Van Kull, New York Harbor, New Jersey - New York
Surveyed: October 1934.
Instructions dated: June 13, 1934, 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. The longitude of the reference triangulation station was not
indicated. It was added in the office.

2. Compliance with Instructions for the Project.

The survey complies with the instructions.

3. Junction with Contemporary Surveys.

Satisfactory junctions were made with T-6126 (1934) on the west and
with T-6127 (1934) on the east.


These surveys are in good agreement with the present survey insofar
as a comparison could be made. The general trend of the shorelines
was found to check and there seems to be a good agreement in
geographic location.

b. T-1579 (1885).

A careful comparison of this survey was made with the present survey.
It was found that many of the docks are now the same as shown on
the former survey. There is no discrepancy in any of the permanent
features.

5. Field Drafting.

The field inking of the survey is good.

6. Additional Field Work Recommended.

The survey is complete and no additional field work is required.
7. Superseding Old Surveys.

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

T-9 (1835-36) in part.
T-18 (1837) " "
T-489 (1855) " "
T-1579 (1885) " "


Examined and approved:

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

Chief, Section of Field Work.

Chief, Div. of Charts.

Chief, Div. of H. & T.
REVIEW OF GRAPHIC CONTROL SURVEY T-6125, SCALE 1:10,000

Date of Review Dec. 3, 1935

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5106, S-5468, S-5466, 5461, 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. See N.R. T-5106

(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-5106, S-5468, S-5466, S-5461 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 for S-5468 S-5466 S-5461

L. C. Landis 12/3/35

For area covered T-5468, S-5466, S-5467 should be used for chart compilation. Use T-5468 complete with control, T-5125 S-5464 at present date. T.M.P. 5/21/37

T-5126

Note error in location of Bro. #6-306, 1935, U.S.E. (d)

City Mormon, Snoo Harbor, U.S.E. (d)

Power Rack, U.S.E. (d)

T-6122

Note position shown on T-5466 for these stations.

Position error in location of Sand U.S.E. (d). Use position shown on T-5466 for this station.

Use a 64th line (d)

G.S. 8th line (d)

Recheck "C" of Mt. tab. of U.S.E. (d) and O.S.E. 281 (5-7-34).

Disagreed by 17 m. 12 m. respectively from original point and have been entirely rejected. See report T-6467 for discussion.

T.M.P. 5/27/37