DESCRIPTIVE REPORT

Topographic | Sheet No. C & GG
Hydrographic |

State: New Jersey

LOCALITY
South of Sandy Hook
Shrewsbury (Ne Shrewsbury) River
d. Shrewsbury and Vicinity
Open coast from Gulliver to Squan Beach
b. Long Branch to Squan Beach

1934

CHIEF OF PARTY
E. P. McCarthy

U.S. GOVERNMENT PRINTING OFFICE: 1934
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

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. ... 6215
REGISTER NO. 6215a 6215b

State. New Jersey
South of Sandy Hook
General locality. Shrewsbury (South Shrewsbury), River and
Shrewsbury, River and Victoria
Locality. open land from called to Squan Beach

Scale 1:10,000 Date of survey July - August, 1934
Vessel Field Party No. 14

Chief of party. E. R. McCarthy
Surveyed by. E. R. McCarthy and A. E. Purie
Inked by. E. R. McCarthy - S. L. Green, Jr.

Heights in feet above to ground to tops of trees
Contour. Approximate contour, Form line interval feet
Instructions dated May 10, 1934

Remarks: ...
DESCRIPTIVE REPORT
to accompany
TOPOGRAPHIC SHEETS No. 'C' & 'CC'

AUTHORITY:

Instructions of the Director dated May 10, 1934 and supplemental Instructions dated August 22, 1934.

LIMITS:

Sheet 'C' - Shrewsbury (South Shrewsbury) River south of Sea Bright and open coast to Monmouth Beach.

Sheet 'CC' - Open coast from Monmouth Beach to Squan Beach Coast Guard Station - excluding Shark River - except for entrance.

CONTROL:

There was ample triangulation on both sheets.

METHODS:

No traverse was run on sheet 'C' except on the open coast as all other points were located by cuts from triangulation stations or three point fixes.

The whole of sheet 'CC' was traversed, the azimuth being taken by the alidade and distance by a hundred meter wire (distance of less than 100 meters were measured by a 30 meter tape). The rods were used only for location of signals near set ups. Frequent resections to check the traverse were taken whenever possible.

CLOSURES:

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Dist.</th>
<th>Closures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sta. 11 (US E)</td>
<td>Ch. of Sea</td>
<td>2.8</td>
<td>4.0</td>
</tr>
<tr>
<td>Ch. of Sea</td>
<td>West End</td>
<td>1.2</td>
<td>3.0</td>
</tr>
<tr>
<td>West End</td>
<td>Long Branch</td>
<td>0.5</td>
<td>0.0</td>
</tr>
<tr>
<td>Long Branch</td>
<td>Deal</td>
<td>3.2</td>
<td>3.0</td>
</tr>
<tr>
<td>Deal</td>
<td>Shark River</td>
<td>2.6</td>
<td>1.0</td>
</tr>
<tr>
<td>Shark River</td>
<td>Belmar F.P.</td>
<td>1.1</td>
<td>0.0</td>
</tr>
<tr>
<td>Belmar F.P.</td>
<td>Spring Lake</td>
<td>1.4</td>
<td>0.0</td>
</tr>
<tr>
<td>Spring Lake</td>
<td>Sea Girt L.H.</td>
<td>1.7</td>
<td>2.0</td>
</tr>
<tr>
<td>Sea Girt L.H.</td>
<td>Squan</td>
<td>1.5</td>
<td>1.0</td>
</tr>
</tbody>
</table>
DESCRIPTION OF COAST:

SHEET 'C'

GENERAL:

The shoreline of the river is largely marsh behind which the ground gently rises. There are a number of summer houses of all degrees of pretentiousness scattered along the banks with occasional concentrated year round settlements at Monmouth Beach, Shorelands, Branchport, Oceanport and Little Silver. The open coast is lined with elaborate summer houses which are in charge of caretakers during the winter.

The river and Pleasure Bay are used considerably by small pleasure craft of not over three or four foot draft. The creeks are used only by small skiffs with outboards.

The open coast is wearing back from Sandy Hook to about 1/2 mile south of Monmouth Beach and is protected by seawalls and bulkheads and groins. The section at Low Moor is especially subject to wash and a number of the large summer houses in this section have been abandoned and the bulkheads allowed to deteriorate much to the detriment of the property. The winter storms do considerable damage.

The beach itself is sand which shifts with every blow, so that the high water line is hard to define. As a rule it is close to the seawalls or bulkheads.

SHEET 'CC'

GENERAL:

The whole of the coast from Long Branch to Manasquan is a popular summer resort. There are public amusements, concessions, and beaches at Long Branch, Asbury Park, and Belmar. The coast is lined with summer hotels and private houses and cottages for the whole length of the sheet. The property owners also enjoy riparian rights and the beaches are largely private.

CITIES AND BORO'S:

Long Branch is the oldest city in the section. It was at one time a rather exclusive resort but has deteriorated considerably. It has not a great deal of commercial importance.
Cities and Boro's (con't)

Asbury Park is the largest city in the section. It has a number of comparatively new large hotels and business houses and is a commercial as well as an amusement center.

Ocean Grove is owned and controlled by the Methodist Church and is a religious colony. There are a few amusements here.

Belmar is a boro chiefly important because of the Shark River which has an outlet to the ocean and is principally used by pleasure fishing parties during the summer.

Spring Lake and Bradley Beach and Sea Girt are summer resorts of the better class.

LANDMARKS:

The coast abounds in landmarks as does the Shrewsbury (South Shrewsbury) River to some extent. The more important of these are described in the attached list.

U. S. ENGINEERS SURVEYS:

A scheme of triangulation was executed by the U S Engineers [End N. Y. District] from Highlands to Branchport with spurs to Parker and Oceanport Creeks. There was no information obtainable as to the accuracy obtained but the scheme itself was very weak and the stations marked with nails in stakes or in floors. It was not computed but the greater number of the stations were located by topography.

The coordinate system was plotted on the sheet by assuming that the coordinates of station NEW-BRIDGE (USE) (which was also located by the party and is near the start of the scheme) were correct. A projection was then made by drawing lines at five thousand foot intervals perpendicular and parallel to the latitudes.

The projection was then checked by plotting (by coordinate) stations of the engineers located by the Coast Survey triangulation and the following errors (probably due to swing of the scheme) were found.

- Scurder plots 3.5 meters to westward of true station
- Raccoon 5.7 meters south
- Bluff 8.5 meters south
- Park 2 4.0 meters south
U. S. ENGINEERS SURVEYS (CON'T)

The engineers scheme started from station 'C' Tower 1932 and used the direction to Wanackneck Light, Conover Beacon, and Navesink Light for initial azimuth. Bases were measured at the Highlands Highway Bridge, Pleasure Bay Bridge, and Gooseneck Bridge.

A blueprint of the scheme is filed with the sheet.

MISCELLANEOUS:

There are a number of fish traps off the coast in depths up to thirty feet. These are pound nets and are fished daily by boats which put out from the beach at points near the traps and land them thru the surf. The boats being quite heavy are hauled thru the surf high and dry by means of tackles and horses.

Considerably more stations were located than needed for hydrography. The greater number of these are recoverable and may be used in future work without further topography.

Shoreline in pencil was furnished by the air photo topographic party.

Respectfully submitted

E. R. McCarthy, Chief of Party,
Lieut. (j.g.) U. S. C. & G. S.
REVIEW OF GRAPHIC CONTROL SURVEY T-6215, SCALE 1/10,000.

Date of Review
Aug. 3, 1935 (T-5279)
July 22, 1936 (T-5281)

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5279, 5281, 5285, 5282, 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. See review T-5282 for discussion of stationery error on T-6215.

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-5279, 5281, 5285, 5282 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. Noted on T-6215 for discrepancies described above.

Leonard A. Harlan
Aug. 3, 1935

B. Jones

Ralph W. Berry

B. Jones
LANDMARKS FOR CHARTS

Miami, Florida

February 11, 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:

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LATITUDE D.M. METERS</td>
<td>LONGITUDE D.M. METERS</td>
</tr>
<tr>
<td>STEEL COL. BR.</td>
<td>40 20 935.6</td>
<td>73 58 677.6</td>
</tr>
<tr>
<td>(Sta. 11 (USE))</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GAS TANK</td>
<td>40 18 854.4</td>
<td>73 59 79.1</td>
</tr>
<tr>
<td>(Gas Tank J.C. P6L Co.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STACK</td>
<td>40 18 894.1</td>
<td>73 59 104.1</td>
</tr>
<tr>
<td>(Stack J.C. P6L Co.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FLAGPOLE</td>
<td>40 13 93.0</td>
<td>74 02 166.0</td>
</tr>
<tr>
<td>(Flagpole E. Lombough)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STACK</td>
<td>40 19 780.8</td>
<td>74 02 624.6</td>
</tr>
<tr>
<td>(Stack - Dean)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WINDMILL</td>
<td>40 20 469.7</td>
<td>74 01 99.6</td>
</tr>
<tr>
<td>(Windmill, Ponton)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TANK (SILV)</td>
<td>40 20 1427.5</td>
<td>74 01 115.4</td>
</tr>
<tr>
<td>(Tank Rumson Country Club)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHIMNEY W. Cab. City Club</td>
<td>40 20 1158.8</td>
<td>74 00 691.8</td>
</tr>
<tr>
<td>(Topo Lip)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RED CUPOLA</td>
<td>40 20 1644.6</td>
<td>74 03 407.2</td>
</tr>
<tr>
<td>(Tower Hill 2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPIRE</td>
<td>40 16 1206.2</td>
<td>78 59 255.1</td>
</tr>
<tr>
<td>(St. Michaels Church)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOWER</td>
<td>40 13 785.0</td>
<td>75 59 1347.6</td>
</tr>
<tr>
<td>(Paramount Theater)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TWIN (Small Cupola on</td>
<td>40 12 1569.9</td>
<td>74 00 653.3</td>
</tr>
<tr>
<td>Ocean Grove Ave.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CUPOLA (Large Cupola on</td>
<td>40 12 1559.5</td>
<td>74 00 599.4</td>
</tr>
<tr>
<td>Ocean Grove Ave.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPINC - Wooden Church</td>
<td>40 19 1565</td>
<td>73 58 1543.0</td>
</tr>
<tr>
<td>(Topo. Jar)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BILDEY BEACH CSS (Cupola</td>
<td>40 20 982.9</td>
<td>73 58 681.6</td>
</tr>
<tr>
<td>(Cupola Lomsworth Beach)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.
LANDMARKS FOR CHARTS

Miami, Florida

February 11, 1933

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>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>G.S. TANK (Balmar Gas Tank)</td>
<td>40° 10'</td>
<td>101° 45.4'</td>
<td>Trian</td>
<td>1215</td>
</tr>
<tr>
<td>HOTEL DOME (Flagpole, Essex-Sussex Hotel)</td>
<td>25° 49'</td>
<td>87° 39.4'</td>
<td>Trian</td>
<td>1215-1216</td>
</tr>
<tr>
<td>TWO TANKS (Spring Lake Elev. Heights Tank)</td>
<td>25° 45'</td>
<td>87° 36.5'</td>
<td>Trian</td>
<td>1216</td>
</tr>
<tr>
<td>(Spring Lake Squat Tank)</td>
<td>25° 45'</td>
<td>87° 36.5'</td>
<td>Trian</td>
<td>1216</td>
</tr>
<tr>
<td>TWO STACKS (Spring Lake Tall Stack)</td>
<td>25° 45'</td>
<td>87° 36.5'</td>
<td>Trian</td>
<td>1216</td>
</tr>
<tr>
<td>(Spring Lake Low Tank)</td>
<td>25° 45'</td>
<td>87° 36.5'</td>
<td>Trian</td>
<td>1216</td>
</tr>
<tr>
<td>FALLST BLOG (Electric 1932)</td>
<td>25° 45'</td>
<td>87° 36.5'</td>
<td>Trian</td>
<td>1215</td>
</tr>
</tbody>
</table>

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DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS
AIL TO NAVIGATION

Red Bank, N. J.

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</tr>
</thead>
<tbody>
<tr>
<td>Entrance Beacon, Shark River</td>
<td>40 11</td>
<td>Topo</td>
<td>1215</td>
</tr>
<tr>
<td>Sea Girl Light House (Trian.</td>
<td>40 08</td>
<td>Trian.</td>
<td>1215 - 6</td>
</tr>
</tbody>
</table>

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REVIEW OF GRAPHIC CONTROL SURVEY T-62,583-b, SCALE 1:100000.

Date of Review
April 1, 1936

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-62,583, 5284, 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-62,583, 5284, 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.

Ralph More Berry

[Signature]