DESCRIPTIVE REPORT

State: New Jersey

LOCALITY:
- Sandy Hook Bay
- Raritan Bay
- South Shore of Section
- and Sandy Hook Bay
  - a. Point Comfort to Conover Beacon
  - b. Whale Creek to Lorillard

1934

CHIEF OF PARTY

E. R. McCarthy
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 - D.............

REGISTER NO. - 6217a

6217b

State........................................New Jersey

General locality................................a. Sandy Hook Bay

b. Raritan Bay

c. Point Comfort to Conover Beacon

d. Whaler Creek to Loblloyd

Locality......................................

Scale: 1:10,000 Date of survey......June - July......, 1934

Vessel Field Party No. 14

Chief of party..................................E. R. McCarthy

Surveyed by....................................J. R. Brosnan

Inked by........................................J. R. Brosnan

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. D & DD

AUTHORITY:

Instructions of the Director dated May 10, 1934.

LIMITS:

The south shore of Raritan Bay from Cliffwood Beach to Conover Beacon, including Matawan and Compton Creeks.

CONTROL:

There was ample control of both sheets from the 1932 triangulation of Greater New York.

METHODS:

Usual plane table methods of traverse; an aluminum sheets was used. Stadia rods checked before and after survey and no appreciable error was found. In Keyport Harbor, the signals were located by cuts from triangulation stations.

CLOSURES:

These closures were given a proportional adjustment.

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Dist. Mi</th>
<th>Clos. (meters)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walnut</td>
<td>Con</td>
<td>1.5</td>
<td>1</td>
</tr>
<tr>
<td>Con</td>
<td>Vigne</td>
<td>0.4</td>
<td>0</td>
</tr>
<tr>
<td>Vigne</td>
<td>Tallest chy.</td>
<td>1.4</td>
<td>5</td>
</tr>
<tr>
<td>Tallest chy</td>
<td>Lattice Mast</td>
<td>1.2</td>
<td>4</td>
</tr>
<tr>
<td>Lattice Mast</td>
<td>Pt. Comfort Bn (old)</td>
<td>1.7</td>
<td>3</td>
</tr>
<tr>
<td>Pt. Comfort Bn (Old)</td>
<td>SHB 3 (USE)</td>
<td>2.1</td>
<td>5</td>
</tr>
<tr>
<td>SHB 3 (USE)</td>
<td>Conover Bn. (Front)</td>
<td>2.6</td>
<td>5</td>
</tr>
<tr>
<td>NNB 9 (USE)</td>
<td>(HELEN) Cliffwood Beach</td>
<td>0.9</td>
<td>2</td>
</tr>
</tbody>
</table>

DESCRIPTION OF COAST:

GENERAL:

The shore line along the south shore of Raritan Bay is regular. It consists of alternate stretches of sand beach and marsh of varying lengths. There are public amusements and concessions at Cliffwood Beach, Union Beach, Ideal Beach and Keansburg. The buildings and houses are of light construction and poorly built and all the resorts are of a poor class.
DESCRIPTION OF COAST:

TOWNS AND BOROS:

Port Monmouth is located at the mouth of Compton Creek, it is of no importance except for the fertilizer factory and it is inhabited only by fishermen.

Keansburg is a summer resort for the poorer class of people and along the board-walk there are amusements and concessions. The beach has been protected by wooden bulkheads and small jetties.

Keyport is the most important town in this area and at one time had direct communication with New York by freight boats. At the present time this is only seasonal.

The Aero-Marine plant and Hensler-Kofoed yacht works are located at Keyport, otherwise the town today is of little commercial importance. Gas, oil and water can be obtained here.

Cliffwood Beach is one of the better class resorts in this section. The beach has been developed by wooden jetties and bulkheads. Amusements and concessions may be found along the boardwalk.

U. S. ENGINEERS SURVEYS:

A system of traverse was executed by the U. S. Engineers (U. S. Harbor Line Board) along the south shore of Raritan and Sandy Hook Bays, from South Amboy to Highlands during the years of 1912, 1915 and 1920. Marked stations were established at frequent intervals. Spur lines based on the original traverse have been run in recent years in the vicinity of Keyport and Port Monmouth (Compton Creek).

In 1932 the Coast and Geodetic Survey recovered a few of these stations and located them, by triangulation; of these points RNB 9 (USE) and SHE 3 (USE) fall within the area of the sheet. The topographic survey located on the entire sheet all stations of the engineers traverse that could be recovered.

The co-ordinate system was plotted on both sheets by assuming that the co-ordinates of system RNB 9 (USE) (which was located by triangulation in 1932) were correct. A projection was then made drawing the five thousand foot intervals perpendicular and parallel to the latitudes and constructing the projection with the same origin RNB 9 (USE) on both sheets.

The engineers stations were plotted on the co-ordinate grid using the values given on the blueprint furnished by the Harbor Line Board and checking them against the position as determined by triangulation and topography. The differences are shown on the following table.
U. S. ENGINEERS SURVEYS (CONT.):

<table>
<thead>
<tr>
<th>Station</th>
<th>Dist. from RNB 9 (USE)</th>
<th>Method of Determination</th>
<th>Discrepancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wall (USE)</td>
<td>0.75'</td>
<td>Topo</td>
<td>0'</td>
</tr>
<tr>
<td>Flower Dock (USE)</td>
<td>1.75'</td>
<td>Topo</td>
<td>3' meters E. of true station</td>
</tr>
<tr>
<td>RNB 18 (USE)</td>
<td>3.75'</td>
<td>Topo</td>
<td>4.3 meters E. of true station</td>
</tr>
<tr>
<td>Pt. Comfort Lt. (USE)</td>
<td>5.5'</td>
<td>Trian.</td>
<td>5.5' meters S. of true station</td>
</tr>
<tr>
<td>SHB 3 (USE)</td>
<td>7.0'</td>
<td>Trian.</td>
<td>3.2' meters S. of true station</td>
</tr>
<tr>
<td>SHB 4 (USE)</td>
<td>8.0'</td>
<td>Topo.</td>
<td>1' meter S. of true station</td>
</tr>
<tr>
<td>Conover Bn. (USE)</td>
<td>10.0'</td>
<td>Trian.</td>
<td>2.2' meters W. of true station</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>4.0' meters W. of true station</td>
</tr>
</tbody>
</table>

The errors in the U. S. Engineers traverse can not be accounted for as no information can be obtained of how the original survey was run. Some of the error may be to marsh, some to offsets.

LANDMARKS:

These sheets have sufficient landmarks. The more important new landmarks are described in the attached list.

MISCELLANEOUS:

The shoreline drawn in pencil on the sheet was obtained from blueprints furnished by air photo topographic party.

Respectfully submitted

[Signature]

J. R. Brosman,
Topographer, C. & G. Survey

Approved and Forwarded:

[Signature]

E. R. McCarthy, Chief of Party,
Lieutenant (j.g.) C. & G. Survey.
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>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conover Beacon Range</td>
<td>40 25 509.3 74 05 512.1</td>
<td>Tri.</td>
<td>369</td>
</tr>
<tr>
<td>Waackneak Lighthouse</td>
<td>40 26 1176.4 74 08 275.3</td>
<td></td>
<td>369</td>
</tr>
<tr>
<td>New Point Comfort Beacon Lighthouse</td>
<td>40 26 1654.5 74 07 409.0</td>
<td></td>
<td>369</td>
</tr>
</tbody>
</table>

A list of objects which are of sufficient prominence for use on the charts, together with a description of the same, 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 of primary importance.

The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstaffs and like objects are not sufficiently permanent to chart.
LANDMARKS FOR CHARTS

Lant, Florida

February 14, 1929

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.

De R. McCarthy
Chief of Party.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATE</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>TANK (ELEV)</td>
<td>40° 26'</td>
<td>74° 07'</td>
<td>1927</td>
<td>Topo</td>
<td>286-369</td>
</tr>
<tr>
<td>(Kearnsburg Water tank)</td>
<td>684'</td>
<td>1008'</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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REVIEW OF GRAPHIC CONTROL SURVEY T-6217a, SCALE 1:10,000

Date of Review: Oct, 1935

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5301, , , 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-5301, , , 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 have been noted.

   T. R. Sobieralski
   B. G. Jones
REVIEW OF GRAPHIC CONTROL SURVEY T-62176 SCALE 1/40,000

Date of Review

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5702, 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-5702, 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.

* The following geographic features have been accepted as relocated on the compilation T-5702 and indicated in green on the graphic control survey T-62176:

  Cat (No. Stat. Yellow Ks)
  For (W. Stat. City Prof. Ks)
  Eat (No. Stat. James Ks) (d)
  Ned (No. Stat. White Gun)

Refer to Review T-5702

Bin (Stack, Black Power House) reported lost by Air Photo Inspection (destroyed)

B.J. Jones, Chief