

6125
6126

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

NOV 27 1934

Am. 12

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic

E & F

~~Hydrographic~~

Sheet No.

6125-6126

State New Jersey - New York

LOCALITY

Newark bay & Kill Van Kull

(1) Western Newark Bay and Western

Portion of Kill Van Kull

(2) Eastern Portion of Kill Van Kull

1934

CHIEF OF PARTY

I. E. Rittenburg

U. S. GOVERNMENT PRINTING OFFICE: 1934

6125
6126

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

U.S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES
NOV 27 1934
Acc. No. _____
REG. NO. 6125

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. E

REGISTER NO. 6125

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 I.E. Rittenburg

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 to O&N 285 - Aug. 1935 - J. J. Hamble

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

| | |
|---|----------|
| U. S. COAST & GEODETIC SURVEY LIBRARY AND ARCHIVES | REG. NO. |
| NOV 27 1934 | |
| Acc. No. | |

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.

6126

Field No. F

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 I.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 "E" and "F".

*append 2, Chart 841 - July 1935. St. J. G. ...
" " " 285 Aug " St. J. G. ...*

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 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 "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. 40-39.9, Long. 74-09.4 West 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 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 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 land marks 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 |
| SIG---Topo. | BERGEN PT. L.H.---Triangulation 1908 |
| DON---Topo. | SUMMERFIELD M.E. CH.---Triangulation 1931 |
| MAC---Topo. | CHY. INCENERATOR---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.
Chief-Of-Party, U.S.C. & G.S.

A.O.Dority, Surveyor
(Sheet "E")
R.S.Spaulding, Surveyor
(Sheet "F")

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

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CONTROL:

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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 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 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 rodged.

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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.

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LAND MARKS, PHOTO CONTROL AND RECOVERABLE TOPOGRAPHIC STATIONS:

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| MUS---Topo. | E. TANK(B.& W.)---Triangulation 1931 |
| TOE---Topo. | W. TANK(B.& W.)---Triangulation 1931 |
| SIG---Topo. | BERGEN PT. L.H.---Triangulation 1908 |
| DON---Topo. | SUMMERFIELD M.E. CH.---Triangulation 1931 |
| MAC---Topo. | CHY. INCENERATOR---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.
Chief-Of-Party, U.S.C. & G.S.

A.O.Dority, Surveyor.
(Sheet "E")
R.S.Spaulding, Surveyor
(Sheet "F")

To: Mr. Bacon
From C.F.M.

Survey No. T 6125

GEOGRAPHIC NAMES
NEW JERSEY & NEW YORK

Date. Dec. 7, 1934

Chart No. 369 and 285

Diagram No. 369-4

Names underlined in red approved Dec 15, 1934 Diagram No. 368
Harlow Bacon

*, 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.

Comparisons made with
Chart 369 and U.S.G.S. and
U.S. Geog. Board.

[illegible]

To: Mr. Bacon
From L. S. S.

Survey No. T 6126

Date. Dec. 6, 1934

GEOGRAPHIC NAMES
NEW JERSEY & NEW YORK

Chart No. 369 and 285

Diagram No. 369-4

Names underlined in red approved Dec. 15, 1934

Harlow Bacon

* 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.

Comparisons made with
Chart 369, U.S. Geol. Survey
and U.S. Geog. Board.

[illegible]

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

Chief of Party - I. E. Rittenburg.

Surveyed by - A. O. Dority.

1. Condition of Records.

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.

4. Comparison with Prior Surveys.

- a. T-9 (1835-36), T-10 (1836), T-18 (1837), T-751 (1857).

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 northernmost 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) | " " |

8. Reviewed by A. F. Jankowski, December 1934.

Examined and Approved:

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

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

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

G. H. Hinde
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.

Chief of Party - I. E. Rittenburg.

Surveyed by - A. O. Dority.

1. Condition of Records.

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-6125 (1934) on the west and with T-6127 (1934) on the east.

4. Comparison with Prior Surveys.

a. T-9 (1835-36), T-18 (1837), T-489 (1855), T-751 (1857).

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) | " " |

8. Reviewed by - A. F. Jankowski, January 1934.

Examined and approved:

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

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

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

G. W. H. H.
Chief, Div. of H. & T.

REVIEW OF GRAPHIC CONTROL SURVEY T-6125, SCALE 1:10,000
and T-6126

Date of Review Dec 3, 1935

May 27, 1937 (T.M.P.)

Oct 19, 1937 (T.M.P.)

1. ^{These surveys} This survey has been reviewed in connection with Air Photo Compilation Nos. T-5106, 5468, 5466, 5467, with particular attention to the following details:

Nov. 15, 1937 (T.M.P.)

- (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 U.R. T5106*
- (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, 5468, 5466, 5467, 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*

*Some for 5468
" " 5466
" " 5467*

L. B. Landy 12/3/35

*For area covered T-5468, 5466, 5467
should be used for chart
compilation as it is more
complete & correct than
T-6125 & T-6126 at present
date. T.M.P. 5/27/37*

*T.M. Price May 27, 1937
" Oct. 19, 1937
" Nov. 15, 1937*

T-6126-

*6m. error in location of B+O #6-Sub #1, 1933, U.S.E. (d)
" " " " City Mon., Snug Harbor U.S.E. (d)
" " " " Power Rack, U.S.E. (d)*

*Use position shown on T-5466 for these stations.
T-6125
4m. error in location of Sand U.S.E. (d). Use position shown on
T-5466 for this station.*

*Use St. Mary's Catholic Church Spire, 1913 T.M.P.
instead of O Near (d)
Rec H+T O "B", of the Staten I. Trav. of the U.S.E., and O U.S.E. D. 281 (S.I.T.) (d)
disagreed by 17m. & 12m. respectively from radial plot and have been
entirely rejected. see report T-6467 for discussion.*

T.M.P. '37