6759 a b c

6759 a b c

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

DESCRIPTIVE REPORT

Topographic } *Sheet No.* No. 2
~~*Hydrographic*~~ }

State ~~New York~~ Connecticut and New Jersey

LOCALITY

Housatanic River, ~~N. Y.~~ Connecticut

Connecticut River, ~~N. Y.~~ Connecticut

Navesink River, N. J.

1940

CHIEF OF PARTY

Fred A. Riddell

U.S. GOVERNMENT PRINTING OFFICE: 1934

Form 537a
Ed. Nov. 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. 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.

Field No. 2

T6759 a,b,c

REGISTER NO.

State New Jersey and Connecticut

General locality Long Island Sound and Navesink River

Locality Housatonic River, Connecticut River and Navesink River

Scale 1:10,000 Date of survey July-September, 1940

Vessel Launch ELSIE III

Chief of party Fred A. Riddell

Surveyed by Fred A. Riddell

Inked by F.A.R. and D.E.S.

Heights in feet above ~~M.H.W.~~ to ground ~~to tops of trees~~ **

Contour, Approximate contour, ~~Form line interval~~ ---- feet

Instructions dated April 10, 1940, 19----

Remarks: Project HT-249. This sheet is in three sections and was used to locate a bridge across the Housatonic River, a powerline across the Connecticut River, and a bridge across the Navesink River, N.J.

GPO

DESCRIPTIVE REPORT
To
Accompany
Topographic Sheet No. 2

Launch ELSIE III — Fred A. Riddell, Comdy.

Season 1940

This sheet is in three sections and was used to locate features listed under ITEMS FOR FIELD INVESTIGATION.

SECTION A.
Long Island Sound - No 4 A

CHART - 219 NEW BRIDGE ACROSS HOUSATONIC RIVER

CONTROL Control consisted of triangulation executed in 1934.

METHOD OF SURVEY The first set-up was made at triangulation station RYDER orienting on the South Transmission Tower, East bank of river. From here the next set-up was directly across the river near a small creek. From this set-up all the bridge piers were located by direct rod readings. From here the traverse was continued to the western end of the bridge, down the approach road, and was checked back on triangulation station RYDER with a closure of two meters in azimuth. This error was adjusted.

Bridge has been applied to chart 219

DESCRIPTION OF BRIDGE The bridge is of the span type supported on concrete piers. All the piers with the exception of the two on either side of the channel are double column. Those on either side of the channel are single column. The bridge has about a four percent grade from the west end to the east end. The least depth (reduced to M.L.W.) obtained in the channel under the bridge was fourteen (14) feet.

SECTION B.
Long Island Sound - No 6

CHART 215 - CONNECTICUT RIVER OVERHEAD POWER LINE 500 YARDS SOUTH OF FERRY POINT.

Applied to Chart 215 2/13/41

CONTROL No triangulation was used. The survey was controlled by charted features.

METHOD OF SURVEY The first set-up was made at the eastern end of the highway bridge with a rod reading to the draw and orienting on the west pier, draw of railroad bridge. The next was a skip set-up on the west end of the bridge. From here the traverse was continued along the west bank of the river to set-up No. 5 The two towers of the power line were located by direct rod-readings while the stack and the west pier, draw of railroad bridge, were located by intersecting cuts.

← P. 163 △ Conn

The stack is on an old power plant now used for storage of boats, is prominent, and is recommended as a LANDMARK FOR CHARTS.

For charting purposes, field verification of charted cable area at this place would be desirable.

Power Line and stack have been applied to chart 215

SECTION C.

New York Area - No. 11

CHART 543 - ~~SHEWSBURY~~ Navesink RIVER

A. BRIDGE BETWEEN LOCUST PT. AND OCEANIC

CONTROL Control consisted of triangulation executed in 1934.

METHOD OF SURVEY The first set-up was on the bridge four meters north of the draw and was located by the three-point method using triangulation stations Stout, McCleese, and Rumson Incinerator stack. The next set-up was at the north end of the bridge checking on triangulation station Locust. Although the station mark has been destroyed the tile and concrete remain and were recovered.

Bridge applied to chart 543

DESCRIPTION OF BRIDGE The draw of the bridge is of the double span bascule type. Closed, clearance at H. W. is 25 feet. It has two control towers one on the southeast side of the draw and the other on the northwest side. The approach to the northern end of the bridge is a bulkheaded highway. The bulkhead is the highwater line. At the south end of the bridge there is a slight bend to the right to join the street.

For charting purposes, field verification of remains of old bridge would be desirable

Fred A. Riddell
Chief of Party
Launch Clyde III

Inspected and compared with charts
R.H. Carstens 5/6/43
FHR

	Remarks	Decisions
1		403 739 U.S.G.B.
2		412 723 U.S.G.B.
3		411 731
4	See Section C, Page 2.	403 740 U.S.G.B.
5	" " " " "	"
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M 234

GEOGRAPHIC NAMES

Survey No. T6759 a,b,C

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K	
Navesink River										1
Connecticut River										2
Housatonic River										3
Oceanic										4
Locust Pt.										5
										6
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Names underlined in red approved by L. Heck on 2/25/41

M 234

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

~~No. H~~
No. T T6759

received Oct. 23, 1940
registered Oct. 28, 1940
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
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RETURN TO

82	T. B. Reed

✓ JJBOR