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STATE OF NEW JERSEY
BOARD OF COMMERCE AND NAVIGATION

A N N U A L R E P O R T

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FOR THE FISCAL
YEAR ENDING

JUNE 30, 1939

STATE OF NEW JERSEY
BOARD OF COMMERCE AND NAVIGATION

STATE HOUSE
TRENTON, N.J.

1060 BROAD STREET
NEWARK, N. J.

O F F I C E R S

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JOHN MURLAND	VICE PRESIDENT

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R E P O R T

POWERS AND DUTIES OF THE
BOARD

The following is a resume' of the powers and duties of the Board as established in Chapter 242, Laws of 1915, approved April 3, 1915, with its various amendments to date.

The parent statute or enabling act mentioned above and which established the Board of Commerce and Navigation bears the title "An Act creating a department to be known as the Board of Commerce and Navigation, and vesting therein all the powers and duties now devolved, by law, upon the Board of Riparian Commissioners, the Department of Inland Waterways, the Inspectors of Power Vessels, and the New Jersey Harbor Commission."

This statute which created the Board of Commerce and Navigation by merging all of the previously named and existing departments, defines how the new Board shall operate; Section 5 of the Act saying "The Board of Commerce and Navigation shall succeed to and

POWERS AND DUTIES

exercise all of the powers and enforce all the duties now exercised and performed by or conferred and charged upon the Board of Riparian Commissioners, the Department of Inland Waterways, the Inspectors of Power Vessels and the New Jersey Harbor Commission." It is to be noted that with the New Jersey Harbor Commission had been consolidated under the provisions of Chapter 251 of the Laws of 1914, the New Jersey Ship Canal Commission.

Of particular significance in considering the scope of the Board's work, is Section 7 of the Act of 1915, which recites specifically certain very important powers which theretofore existed only by implication in the Departments that were merged. This section reads: "The Board of Commerce and Navigation shall have full control and direction of all State projects and work relating, in any way whatsoever, to commerce and navigation, except such work as is conferred upon other Boards, not included within the provisions of this act. It shall make such rules and regulations governing work of the departments and the conduct of its employees as, in its opinion, may be necessary to promote the interests of the State, in all matters herein committed to its charge."

POWERS AND DUTIES

There is nothing inconsistent with Section 7 in the statutes that created the previously existing departments which were merged by Chapter 242 of the Laws of 1915, to form the present Board of Commerce and Navigation. It has been said, and in the premises accurately, in the Board's previous reports that the Act of 1915 conferred no new powers on the Board of Commerce and Navigation; but this relates to the provisions specifically defining how the previously existing departments should continue to operate. Obviously Section 7 of the Act of 1915 signifies a very important recognition of the State's interest in the control and direction of State projects and work relating to commerce and navigation. It is important also as the citation of the Board of Commerce and Navigation as the body in which the State lodged the residuary powers of control and direction of matters relating to commerce and navigation. It is important also as the citation of the Board of Commerce and Navigation as the body in which the State lodged the residuary powers of control and direction of matters relating to commerce and navigation by committing to the Board all such matters not theretofore specifically committed to other boards.

POWERS AND DUTIES

It is in general terms, then, that the Act, Chapter 242 of the Laws of 1915, expressly demonstrates enlarged interest by the State in its commerce and navigation. The Act is one not only of consolidation of existing boards but also of amplification of State interest. The statutes which governed the operation of the Inland Waterway Department were narrowly limited and circumscribed to a defined area in the southern part of the State. The operation of the Harbor Commission statutes is also circumscribed in that it is limited to navigable waters. Nothing in the title or body of the statute creating the Harbor Commission reveals any hint of legislative intent to extend the scope of the legislation to the hinterland. While it may be a fair subject of presumption that operations which were clearly related to harbor facilities, such as railway belt lines, would by implication come within its prescriptions, nevertheless the intent of the Act is clearly to confine its scope to harbor operations.

The scope of the riparian statutes is not so strictly limited by definition of the Acts. The legislative intent was to create a commission to administer the State's valuable right, title, and

POWERS AND DUTIES

interests in lands flowed by tidewater. As the duty thus laid upon the Riparian Commission was to obtain full value for the lands it leased and sold and to do what it could to preserve and enhance the values of the lands flowed by tidewater, the Riparian Commissioners are, in a very fair sense, to be regarded as trustees. Presumably, therefore, the Riparian Commission was impliedly authorized by the Acts creating it and defining its practice to do what it could to further the interests in the State in these lands under tidewater. Doubtless, it had broad powers beyond the sale and lease of lands under water, and interests therein, but these powers existed more by implication than by strict definition and expression of the statutes.

The operation of the laws governing the inspection of power vessels and the construction of a ship canal across New Jersey are reviewed briefly in the general reference to the divisions of the Board's activities enumerated below.

Since the Board is a merger or consolidation of former State Departments, and the Consolidation Act of 1915 merely directed the Board to carry on the functions of the departments thereby merged,

POWERS AND DUTIES

it is convenient in describing the Board's activities, to refer to each of these former departments. These were in order of their creation:

First...The Board as successor to the Riparian Commission, sells and leases lands flowed by tide-water. The original Riparian Commission was created by the statute entitled "An Act to ascertain the rights of the State and of the riparian owners in the lands lying under the waters of the bay of New York, and elsewhere in the State," approved April 11, 1864, and the supplements and amendments thereto.

Second... The Board as successor to the Inspectors of Power Vessels navigating the waters of this State above tidewater, inspects all power vessels and their equipment and prescribes regulations for the operation thereof, examines and licenses the operators of such boats and is responsible for the enforcement of the laws governing the navigation of the waters of the State above tidewater. The original department of Inspectors of Power Vessels was created by the statute entitled, "An Act to regulate the use of power vessels and boats navigating the waters within the jurisdiction of this State, above tidewater, and to provide for

POWERS AND DUTIES

the inspection and licensing of power vessels, their masters, pilots and engineers." approved April 9, 1906.

Third... The Board as successor to the Department of Inland Waterways, improves and maintains and marks by suitable ranges, buoys and beacons the channel in the Inland Waterway between Cape May and Manasquan River. This department laid out the route of a continuous inland waterway performing whatever dredging was necessary to secure a minimum depth of 6 feet at mean low water with a channel width of at least 100 feet extending from Cape May on the south to Bay Head on the north. The department was created by the statute entitled, "An Act to establish a Department of Inland Waterways," approved March 17, 1908, and operated under the statute entitled, "An Act authorizing the construction of an inland waterway extending from Cape May to Bay Head along the Atlantic Coast, and making an appropriation therefor," approved April 6, 1908. Subsequent legislation extended the authorized route of the inland waterway from Bay Head to Manasquan Inlet,

Fourth... The Board as successor to the New Jersey Ship Canal Commission, completed the work of examining the plan and route of a proposed canal

POWERS AND DUTIES

across the State of New Jersey, connecting New York Bay with deep water in the Delaware River at Bordentown. The New Jersey Ship Canal Commission was created by Joint Resolution No. 8 of the Legislature, approved April 24, 1911. This Commission was subsequently merged with the New Jersey Harbor Commission.

Fifth...The Board, as successor to the New Jersey Harbor Commission, is charged with the duty of investigating the condition of water front or harbor facilities and any other matters incident to the movement of commerce upon all navigable waters in the State or bounding thereon, and to recommend to the Legislature and to the various municipalities of this State interested therein, measures necessary or advisable in the judgment of the Commission for the improvement of navigation and of the movement of commerce upon such waters and to restrain or remove any construction prejudicial to the movement of commerce upon the waters of the State. The New Jersey Harbor Commission was established by the statute entitled "An Act to create the New Jersey Harbor Commission and to define its powers and duties," approved April 8, 1914.

POWERS AND DUTIES

It has been said in previous reports of the Board of Commerce and Navigation, and must be repeated here, that the Legislature has created a most important additional department to the Board's work by the enactment of the Coast Protection statutes, the earliest of which is Chapter 318, Laws of 1920, entitled "An Act appropriating from the State Fund a sum of money to be expended by and under the direction of the Board of Commerce and Navigation for the construction in whole or in part of such works and structures, including seawalls, bulkheads and jetties and other approved devices necessary and proper to protect the riparian lands and taxable property of this State in municipalities within any county bordering on the Atlantic Ocean, from destruction by encroachments of the Atlantic Ocean and other destruction agencies of the sea."

This is an extremely vital part of the Board's work to which it has necessarily given much serious consideration for many years past. Surely this interest is justified for the values affected are tremendous.

* * * *

LEGISLATION ENACTED
IN 1938-39

Among the statutes enacted by the 1938 and 1939 Legislatures which closely affect the work of the Board, are the following:

1938 LAWS

Ch. 229 p. 525.. "An Act concerning the improvement of waterways of this State, and amending section 40: 56-1 of the Revised Statutes."

The following two underlined paragraphs were added to subsection k of works that may be undertaken as local improvements, this sub-section now reading:

"k..The widening, deepening or improvement of any stream, creek, river or other waterway.

"The removal of obstructions in, and the constructing, reconstructing, enlarging or extending of any waterway, of enclosing walls, or of a pipe or conduit, on any brook or watercourse, or part of same.

"The defining of the locations and the establishment of widths, grades and elevations of any stream, creek, river or other waterway, and the preventing of encroachments upon the

LEGISLATION

"same."

Ch. 306, p.701.. "An Act for the regulation of power vessels.....and supplementing Title 12 of the Revised Statutes." In addition to powers already conferred, writes into the statutes specified rules and regulations of the Board of Commerce and Navigation "to govern the operation, docking, mooring and anchoring of power vessels and all other craft navigating the Inland Waterway within the confines of the State of New Jersey."

Ch. 316, p.790..Enabling Act setting aside \$300,000.00 for State Aid in Coast Protection to be used and expended under the direction of the Board of Commerce and Navigation when included partly or wholly in any appropriation act. (No appropriations made in 1938 and 1939).

Ch. 418, p.1207."An Act concerning the Board of Commerce and Navigation and amending section 12:3-10 of the Revised Statutes. Adds to section 12:3-10 a second paragraph

LEGISLATION

as follows:

"The board in its discretion, upon application in writing from any riparian owner, may cancel and annul any lease, grant or conveyance heretofore made to such riparian owner, and thereupon such lands, and rights therein, so leased, granted or conveyed shall revert to the State."

Approved December 13, 1938.

1939 LAWS

Ch. 30, p. 45..Authorizes Board of Commerce and Navigation to provide for a harbor of refuge in Sandy Hook bay near the borough of Atlantic Highlands and appropriated to the Board from the State Highway Fund \$81,250.00 conditional upon there being made available \$768,750.00 by the Federal Government, \$25,000.00 by the County of Monmouth, and \$44,000.00 by the borough of Atlantic Highlands, which shall be used in conjunction with this appropriation.

LEGISLATION

Ch. 193, p.569..An Act concerning the acquisition of land; condemnation; right of entry by the Board of Commerce and Navigation, and amending section 12:3-64 of the Revised Statutes. This permits the Board to acquire land in the manner provided in Chapter One of the Title Eminent Domain (20:1-1 et seq.) for the improvement or development of any waterway, stream, river or creek or any waterfront or oceanfront property or to give access to any lands of the State. The right of entry before acquiring land is also given to the Board.

J. R. 1.....Memorializes Congress to refrain from legislation beclouding the State's riparian rights.

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RIPARIAN DIVISION

The aggregate value of the riparian transactions represented by 101 instruments issued during the fiscal year, including the miscellaneous receipts, amounts to \$99,761.73. This amount is about 97 per cent of the amount of business transacted during the 1937-1938 fiscal year. Practically all of the riparian conveyances with the exception of a few grants and conversion of leases issued to commercial and industrial concerns were made to private individuals fronting on residential property.

In addition to its regular duties, the Board also collected \$5,964.82 back rentals and license fees issued during previous years, including partial payment on two grants issued to the City of Perth Amboy.

Thirty leases were reported in arrears by the State Treasurer and subject to foreclosure by the Board. As a result of negotiations with these delinquent lessees, full settlement has been obtained on twenty-two of these cases and arrangements are under way to obtain the payment of rental arrearages

RIPARIAN DIVISION

on three accounts. Foreclosure proceedings are under way on the five leases for which the lessees have shown no disposition to make settlement.

SUNSET LAKE, CAPE MAY
COUNTY

During the past several years the Board has had under consideration the question of title to the bed of Sunset Lake, Borough of Wildwood Crest, Cape May County.

This lake was formed by private dredging of the meadow lands adjoining both sides of Post Creek, without first acquiring a riparian grant from the State along the frontage of this waterway destroyed and lost to the State as a result of the dredging.

A bulkhead was constructed by private interests just outshore of the new high water line and the dredged material was utilized to reclaim the lands in back of this bulkhead.

The land development company proceeded to subdivide these reclaimed lands into streets and lots. The purchasers of the water front or boathouse lots, in the belief that they held good title, erected piers and other structures beyond the bulkhead.

RIPARIAN DIVISION

A Public hearing was held by the Board at Cape May Court House in 1937. Testimony was taken and upon the evidence submitted, the Attorney General ruled that the Board had jurisdiction in the lands under waters of Sunset Lake.

The Board, thereupon offered grants to the owners of improved lands along this frontage in order that their title may be perfected. In view of the circumstances and the prices originally paid for these lots, the consideration for a grant was fixed at \$15.00 per 40-foot lot unit. This low offer held in effect until July 1, 1939.

To date, sixty-two (62) of these lot owners have availed themselves of the opportunity to quiet their title and have obtained grants from the State. About 82 per cent of the 5000 foot frontage in question has now been granted.

RIPARIAN TRANSACTIONS

The preparation of the large number of instruments, even though in relatively small unit amounts, entailed a large volume of detail work.

Owing to the limited staff, no time could be devoted to the making of any additional maps for the

RIPARIAN DIVISION

Atlas of Riparian Lands and Conveyances.

The following is a summary of the business transacted by the Board for the fiscal year ending June 30, 1939.

Details are given in Appendix "A".

Riparian Receipts transmitted to the State Treasurer

Considerations for 50 grants in fee.....	\$59,404.93
Considerations for 4 grants converted from leases.....	18,535.89
Fees for 5 confirmatory grants.....	400.00
Consideration for 1 lighthouse site cession.....	200.00
Fees for 14 easements and licenses in perpetuity, \$975 less \$50 heretofore paid.....	925.00
Rentals paid in advance on 12 leases issued during current fiscal year.....	1,740.27
Rentals on leases issued prior to July 1, 1938.....	8,042.08
Fees on Annual Revocable Licenses issued during current fiscal year.....	286.00
Fees on Single Fee Licenses issued current fiscal year	650.00
Fees on Annual Revocable Licenses issued prior to July 1, 1938.....	2,727.14
Interest on deferred payments of rentals on leases...	306.99
Interest on deferred payments of license fees.....	201.89
Royalties on Sand Dredging.....	586.34
Certified Copies of Instruments.....	15.00
Installment payments on grants made prior to July 1, 1938.....	<u>2,363.55</u>
Total transmitted to the State Treasurer	\$96,385.08

RIPARIAN MONEYS

A summary of the business transacted over the ten-year period, July 1, 1929 to June 30, 1939 is presented in the accompanying table. In addition to the transactions by the Board, this table gives, for comparative purposes and background a tie-in with the State School Fund, a recapitulation of State Treasurer's reports, the technical features of which have, to a large extent, been eliminated so as to give a clearer picture of the connection between the riparian transactions of the Board and the half-million dollar annual disbursement to the support of Free Public Schools.

The law provides that all moneys received from sales and rentals of under-water lands belonging to the State, shall, after necessary administrative expenses have been deducted, be paid over to the trustees of the school fund for the support of free public schools. The State School Fund derived from these riparian moneys is a trust fund established by the State Constitution, and the revenue therefrom

RIPARIAN MONEYS

is dedicated to school districts for school purposes.

Thus the sale of, and income from, riparian lands is of considerable importance to the school system of the State. Moneys received from sales are invested by the trustees of the school fund, the income from which, together with receipts from leases and licenses, is used for the support of Free Public Schools. During the ten-year period, July 1, 1929 to June 30, 1939 disbursements to the public school system have been at the rate of \$500,000 per year, with additional disbursements of \$100,000 during 1931, 1932 and 1933, when the depression was at its worst and additional funds were badly needed. The total disbursement from riparian moneys for the support of schools was \$5,300,000.00 during the ten-year period.

In addition, the principal of the School Fund (Riparian Moneys) increased from \$11,708,961.35 on July 1, 1929 to \$13,331,436.68 on June 30, 1939, notwithstanding a decrease in sales and new leases, and a net cancellation of \$396,810.40 in leases during the depression period. Total assets are now almost \$14,000,000.00 and although no recent valu-

RIPIARIAN MONEYS

ation has been placed upon all riparian lands remaining unsold, it is estimated that their value probably is in excess of \$50,000,000.00.

Invested funds and cash on hand now total \$12,953,093.30. Invested funds are derived principally from the sale of grants, year 1864 to date. The net income from invested funds for 1939 fiscal year was \$534,748.34 and Net Total Income was \$579,787.42. Of this \$40,012.67 was from rentals on some 150 leases. As more grants are sold and leases are converted into grants, the annual income from the Principal of the School Fund will become progressively larger, and eventually there will be an annual disbursement for the support of Free Public Schools substantially larger than the \$500,000.00 annual payments now possible.

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SUMMARY OF RIPARIAN BUSINESS TRANSACTED BY STATE BOARD OF COMMERCE AND NAVIGATION - TEN YEAR PERIOD 1930-1939 INCL.
TOGETHER WITH RECAPITULATION SHOWING ITS RELATION TO BUILDING-UP OF THE SCHOOL FUND AND ANNUAL DISBURSEMENTS FROM THE INCOME THEREOF TO THE SUPPORT OF FREE PUBLIC SCHOOLS

SUMMARY OF ITEMS IN ANNUAL REPORTS	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	TOTALS TEN YEAR PERIOD
RIPARIAN TRANSACTIONS BY BOARD OF COMMERCE AND NAVIGATION-YEAR ENDING JUNE 30th											
1. Grants in Fee (Total Considerations)	\$377,090.38	\$633,335.36	\$143,732.52	\$ 17,304.45	\$ 19,241.26	\$ 47,911.64	\$127,836.77	\$650,033.73	\$ 51,594.54	\$ 59,804.93	\$2,127,885.58
2. Leases Converted into Grants (Total Consider.)	1,715.49	-	3,353.55	1,276.45	11,483.20	22,609.51	22,725.94	1,126.00	8,881.51	18,535.89	91,707.54
3. Easements & Licenses in Perpetuity (Total Con.)	5,975.00	1,200.00	2,350.00	250.00	850.00	500.00	8,125.00	1,375.00	8,050.00	975.00	29,600.00
4. Long-Term Leases-15 Yrs. or Longer (Principal Sum Value)	43,797.84	1,889.15	35,158.88	32,745.34	15,138.66	6,279.47	17,709.68	56,843.90	9,884.78	5,623.01	225,070.71
5. Short-Term Leases (Aggregate Full Term Rentals)	250.00	-	-	1,137.75	100.00	8,439.70	1,103.84	3,006.00	8,109.15	663.46	22,809.90
6. Riparian Fees (Confirmatory Grants, Agreements for Extension of Conversion Options, Forfeited Deposits, & Fees for Copies and Redrafting of Instruments)	1,150.00	600.00	569.80	389.50	76.00	110.00	636.00	560.00	981.00	215.00	5,287.30
7. Revocable Licenses (Lump Sum Payment)	650.00	550.00	470.00	350.00	450.00	758.00	101.40	120.00	1,176.00	650.00	5,275.40
8. Revocable Licenses-Annual Fees (Aggregate Fees on 5-Yr. basis)	460.00	2,500.00	1,669.50	2,425.00	175.00	202.00	2,065.00	1,350.00	1,600.00	1,430.00	13,876.50
9. Royalties-Sand Dredging (Collected During Fiscal Yr)	3,876.70	8,042.44	5,112.58	2,482.92	2,176.52	1,978.02	2,286.76	1,482.14	450.32	586.34	26,474.74
10. Collections of Arrears in Lease Rentals, License Fees & Judgments	27,498.53	20,774.20	3,428.33	5,634.46	8,841.56	7,748.36	7,845.95	7,096.56	9,223.78	10,769.22	108,860.95
11. Misc. Income (Interest on Deferred Paym'ts - Rentals for illegal occupancy & use of Riparian Lands)	2,274.24	2,888.98	526.15	263.52	345.76	504.06	326.22	254.63	2,479.10	508.88	10,371.54
12. Evaluation of Total Business Transactions During Fiscal Year	464,738.18	671,780.13	196,371.31	64,259.39	58,877.96	97,040.76	190,762.56	723,247.96	102,430.18	99,761.73	2,669,220.16
13. Annual Appropriations for Expenses of Board (Revised Statutes 18:10-7)	98,580.00	85,532.00	87,458.00	44,590.55	23,842.00	28,318.48	27,028.48	48,575.04	29,042.34	53,002.34	535,969.23
14. NET PROCEEDS TO SCHOOL FUND	366,158.18	586,248.13	108,913.31	20,668.84	35,035.96	68,722.28	163,734.08	674,672.92	63,387.84	46,759.39	2,133,250.93
RECAPITULATION OF STATE TREASURER'S ANNUAL REPORTS ON SCHOOL FUND											
15. Net Income from Invested Funds	428,814.56	533,877.09	503,550.51	435,602.49	482,066.51	494,223.84	550,854.97	587,940.92	491,856.05	534,748.34	5,043,535.28
16. Riparian Receipts-Lease Rentals, Licenses, Riparian Fees, etc. (Net)	86,133.16	72,179.12	59,129.46	53,912.83	55,534.78	58,962.81	51,594.36	58,762.22	56,988.19	44,203.14	598,400.07
17. Interest on Deferred Payments	887.01	490.57	252.59	101.01	-	114.45	305.31	233.38	2,330.71	537.93	5,252.96
18. Miscellaneous	465.00	179.76	173.98	302.01	511.04	60.00	99.20	233.00	333.90	298.01	2,655.90
19. NET TOTAL INCOME	516,299.73	606,726.54	563,106.54	489,918.34	538,112.33	553,361.10	602,853.84	648,169.52	551,508.85	579,787.42	5,649,844.21
RECEIPTS-SCHOOL FUND INVESTMENT ACCOUNT											
20. Grants & Easements & Licenses in Perpetuity (Net)	355,756.11	349,851.05	428,746.22	17,475.98	19,175.20	37,036.87	136,823.12	40,339.59	312,143.28	59,782.99	1,757,130.44
21. Leases Converted into Grants	31,175.51	27,084.00	6,731.79	1,276.45	1,052.70	33,140.01	32,934.99	1,125.00	6,257.78	18,535.89	159,314.12
22. Net Discount on Bonds Purchased	307.48	-	162.50	9,203.73	16,538.75	5,210.00	400.00	10,522.12	37,476.17	40,910.00	120,730.75
23. Transfers from Income Account	-	-	-	-	-	-	-	50,000.00	100,000.00	-	150,000.00
24. TOTAL ADDITIONS TO INVESTMENT ACCOUNT	387,239.10	376,935.05	435,640.51	27,956.16	36,766.68	75,386.88	170,158.11	101,986.71	455,877.23	119,228.88	2,187,175.31
PRINCIPAL OF SCHOOL FUND											
25. Invested Funds & Riparian Leases at Beginning of Fiscal Year	11,613,822.85	11,974,341.91	12,206,729.04	12,666,975.93	12,689,815.89	12,680,090.12	12,667,992.12	12,680,744.81	12,947,356.26	13,255,884.83	-
26. Net Total Changes and Additions to Invested Funds	347,240.00	266,500.00	448,010.00	72,581.40	28,050.00	11,100.00	126,823.91	187,262.60	453,878.40	-118,115.60	1,323,536.71
27. New Leases (Capitalized)	47,376.27	1,889.15	35,546.08	44,881.36	14,827.66	38,153.52	22,445.79	27,792.61	9,884.78	5,623.01	248,420.23
28. Riparian Leases Converted and/or cancelled	34,097.21	36,002.02	23,309.19	94,622.80	52,603.43	61,351.52	136,517.1	48,449.76	55,234.61	103,043.08	645,230.63
29. Total Invested Funds & Leases End Fiscal Yr.	11,974,341.91	12,206,729.04	12,666,975.93	12,689,815.89	12,680,090.12	12,667,992.12	12,680,744.81	12,947,356.26	13,255,884.83	13,040,349.16	1,426,526.31
ASSETS IN SCHOOL FUND END OF FISCAL YEAR											
30. Invested Funds (Principal Account)	10,931,530.00	11,198,030.00	11,646,040.00	11,718,621.40	11,746,674.0	11,757,771.40	11,884,595.01	12,071,863.91	12,525,742.31	12,407,626.71	1,823,336.71
31. Cash (Investment Account)	36,557.60	61,460.65	49,091.16	4,465.92	13,182.60	51,966.63	95,300.83	10,018.94	53,882.55	291,087.52	195,949.02
32. Riparian Leases (Prin. Acc't) (incl. Judgm't)	1,042,811.91	1,011,586.24	1,020,935.93	971,194.49	933,418.72	910,220.72	796,149.50	775,492.35	730,142.52	632,722.45	- 396,810.40
33. Principal of School Fund	12,010,899.51	12,271,076.89	12,716,067.09	12,694,281.81	12,693,272.72	12,719,958.75	12,776,045.64	12,857,375.20	13,309,767.38	13,331,436.68	1,622,475.33
34. Undistributed Reserves (Income Acc't)	383,392.31	390,118.85	265,867.39	111,195.18	125,465.51	178,826.61	252,941.20	324,520.67	227,454.48	254,379.07	- 112,713.51
35. Acc'ts. Receivable (Inc'l. Deferred Grant Installments)	21,676.34	325,891.78	7,693.60	21,572.93	31,868.95	146,899.43	8,491.29	629,852.15	384,165.85	413,459.73	396,495.73
36. TOTAL ASSETS IN SCHOOL FUND (RIPARIAN MONEYS)	12,415,968.16	12,987,087.52	12,989,628.08	12,827,048.92	12,850,607.18	13,045,684.79	13,037,478.13	13,811,748.02	13,921,337.71	13,999,275.48	1,906,257.55
37. Increase in Principal of School Fund Fis. Yr.	301,938.16	260,177.38	444,990.20	-21,785.28	-1,009.09	26,686.03	66,086.89	81,329.56	452,392.18	21,669.30	1,622,475.33
38. Annual Disbursement (From Income) for Support of Free Public Schools	500,000.00	600,000.00	600,000.00	600,000.00	500,000.00	500,000.00	500,000.00	500,000.00	500,000.00	500,000.00	5,500,000.00

*For Explanatory Notes see page following.

FOOT-NOTES TO ACCOMPANY TABLE OF RIPARIAN TRANSACTIONS

- a. See Revised Statutes, Title 12, Chapter 3, Article 1 to 4
(§§ 12:3-1)
(to §§ 12:3-71)
- b. See Revised Statutes, Title 18, Chapter 10, Article 1
(18:10-1 to)
(18:10-17)
- c. July 1, 1929 to June 30, 1939: in the case of Items 29 to 36 incl., plus (+) and minus (-) signs indicate gains and losses in totals for the ten-year period.
- d. Not including current and advance payments of lease rentals and annual license fees received by the Board and transmitted to the State Treasurer.
- e. Principal of School Fund also includes Cash in Investment Account: for further details and total see Items 30 to 33 incl.
- f. Capitalized valuation as per Register: does not include any valuation for short term leases without conversion privilege.
- g. Payments on principal of judgment of \$80,246.04, as follows: 1929- \$5,246.04; 1930- \$18,750; 1931- \$18,750; collection of balance with accrued interest in hands of Attorney General, and transferred in 1939 to Accounts Receivable.
- h. 1930 compiled arrears on leases and licenses; 1931 to 1937 from State Comptroller's reports; 1938 and 1939 from State Treasurer.
- i. Includes a \$600,000.00 grant negotiated in June 1937, payable in installments; initial payment of \$247,500.00 transmitted to State Treasurer in 1938 Fiscal Year; and the balance of \$352,500.00 is payable in two installments--\$100,000.00 July 1, 1943 and \$252,500.00 July 1, 1951, with interest at 4 per cent; payable semi-annually. Also includes two grants made July 6, 1936, payable in five annual installments of \$2,363.55, with interest.
- j. See Revised Statutes, §§ 18:10-15, 16, 17 & 27
- k. Includes grants totaling \$291,497.70 of which \$281,947.40 was paid in July 1931 (1932 Fiscal Year); rentals on leases \$34,394.08.
- l. See 1939 Item 31--reinvestment of funds not completed at end of Fiscal Year.
- m. Figure on old basis. Leases now in effect are being re-
valuated by State Treasurer.

POWER VESSEL INSPECTION

Although the country has been passing through a period of readjustment, which curtailed the earning power and buying power of the general public, it is interesting to look back over the activities of this part of the Board's work.

Reviewing the records of the past year, as compared with previous years, we find that boating has increased tremendously. This is true not only with power vessels but also sail and hand propelled craft.

Due to the traffic congestion on our modern highways, one can no longer enjoy seeking a day's recreation by traveling about in cars, especially during a week-end. New Jersey's beautiful lakes and waterways have therefore attracted the attention of the people who now use only our highways as a means of conveying them to some one of our lakes, streams or waterways, where all can find real recreation in an atmosphere beneficial to health and well-being.

New Jersey has been naturally blessed with an abundance of recreational centers, second to none, in

POWER VESSEL INSPECTION

where all kinds of recreation are available according to one's choosing. More and more each year this fact is becoming known, as is evidenced by the ever increasing number of visitors at our shore and mountain summer resorts.

The boating situation on the larger lakes is of especial interest. Thus only a few years ago, on Lake Hopatcong, the motor boat registration totaled some 850 boats. During the past year some 1200 boats were registered, with the indication of a continued increase. During the months of July and August it was impossible to pick up a second-hand boat on any of the larger lakes. Every conceivable craft, regardless of age or condition was brought up, reconditioned and put in operation. Over 50 boats equipped with one cylinder motors with the old make and brake ignition system as used 35 years ago are still being operated on these lakes. The shortage of used inboard boats boosted the sale of new outboard motors and boats tremendously. This condition has increased the problems of the Board with respect to regulation.

There also has been a tremendous increase in sailing craft. Sailing on our New Jersey lakes a few years past was enjoyed by a comparative few. Sail-

POWER VESSEL INSPECTION

boat regattas were run occasionally and with but few boats competing, probably four or five, in competition in one or two classes. In contrast, during the past year, sailboat races were held every Sunday on Lake Hopatcong in the following classes: Class E Sloop, 10 boats; Star Class, 14 boats; Comet Class, 25 or more; Knockabout, 30 or more; Snipe Class, 20 or more. In addition, some 50 to 60 small sailboats, operated by the youngsters, are frequently seen racing for trophies donated by a lover of the sport.

This increase in boating has created a real problem. For the past three years the board has submitted to the Legislature, a Power Vessel Bill for boats operating above tidewater, designed to revise the law under which the Board is now operating. However, it has not been successful in having the bill become law. When Chapter 233 of the Laws of 1919 was passed, setting up regulations for the operation and licensing of power vessels and operators, conditions were much different than those of today. In 1919 there was no outboard motor and the average speed of power vessels was approximately 12 to 15 miles per hour. The law as drawn amply provided for the regulation of boats and for the promotion of safety at that time. During the past twenty years, however, the development of the

POWER VESSEL INSPECTION

gasoline motor to its present speed and efficiency, and the development of the outboard motor have antiquated the law. Also, the drastic changes in boat construction coupled with the development of high speed motors have produced an average speed of 30 to 35 miles per hour, with boats in the racing classes attaining speeds of 87 miles per hour and in one instance, 141 miles per hour. This increase in speed necessitates changes in the provisions for safety as set forth in the present law which was based on slow moving vessels.

The present law makes no provision for licensing outboard motors. The Board has endeavored, from time to time, to prescribe such rules and regulations necessary for the regulation of boat traffic on the inland waters of the State above tidewater so that life, limb and property would be amply safeguarded. The last revision was in 1935. However, from time to time the Inspectors of the Board have experienced considerable difficulty in making arrests, and especially since the adoption of the Revised Statutes in which the rules and regulations of the Board do not appear. To cope with this intolerable situation the Board prepared the bill, above referred to, designed to improve the present law.

POWER VESSEL INSPECTION

Furthermore, to carry on this supervision, the Board has but one paid Inspector and several Special Inspectors who serve without pay, their only remuneration being a small fee based on the licenses issued. This procedure has been a severe drawback to proper enforcement of the law. Special Inspectors are called upon to patrol the lakes in their own boats, buy their own gas and oil and furnish their own time. Through this procedure, enforcement of the law is difficult especially on the lakes served by a Special Inspector. Enforcement, however, is rigid on Lake Hopatcong which is patrolled and regulated by the only paid man, the Chief Inspector. During the season, the Chief Inspector, on Lake Hopatcong alone, travels more than 10,000 miles patrolling for violations.

The bill, as prepared by the Board, is the result of numerous conferences with prominent people of the boating world, and many hearings and meetings with the boat owners on New Jersey lakes. It is hoped that adequate legislation can be passed to regulate present boating before some major catastrophe prompts more drastic legislation.

A detailed report of the boat registered, the operators licensed and the monies derived therefor is appended.

POWER VESSELS

1 9 3 8

The following table shows the number of licenses issued for operating power vessels on the inland waters of this State, above tidewater, and the receipts therefor for the season of 1938.

2320	Operators	@	\$1.50	\$3,480.00
1719	Private Boats	@	1.50	2,578.50
33	Passenger Boats	@	15.00	495.00
3	Commercial Boats	@	5.00	15.00
6	Dealers Licenses	@	5.00	30.00
9	Transfers	@	1.00	9.00
	Fines			62.00
	Postage			<u>1.27</u>
	TOTAL.....			\$6,670.77

31 Boat Licenses and 60 Operators Licenses issued to Special Inspectors, Police and Game Wardens, for which no charge was made.

Fees paid to Special Inspectors at the rate of 25¢ for each license issued.....	<u>856.25</u>
NET INCOME TO STATE.....	\$5,814.52

Receipts for season 1938...	\$6,670.77
Receipts for season 1937...	<u>6,277.99</u>

INCREASE FOR 1938 SEASON \$ 392.78
MAY 1 to OCTOBER 15.

DEPARTMENT OF PERMITS
HARBOR DIVISION
FISCAL YEAR 1938-1939

Permits for erection of structures on navigable waters, issued under Chapter 123 of the Laws of 1914, Title 12, Commerce and Navigation, Article 1, Section 12:2-1 of Revised Statutes of New Jersey, approved December 20, 1937, through this division for the fiscal year, 1938 to 1939, numbered 110; the total value of the improvements authorized thereunder was \$5,711,504.00. These permits can be summarized as follows:

<u>CHARACTER OF WORK</u>	<u>AMOUNT</u>	<u>NO. OF PERMITS</u>
Bridges	\$2,668,000.00	13
Cables	15,837.00	6
Maintenance Dredging	443,250.00	22
Pipe Lines(Submarine)	143,740.00	7
Structures	<u>2,440,425.00</u>	<u>58</u>
GRAND TOTAL.....	\$5,711,504.00	106
		Misc. <u>4</u>
		<u>110</u>

Among the outstanding permits in the list are these:

County of Monmouth, Oceanic	
Bridge across North Shrewsbury River....	\$900,000
Penn-Reading Seashore Lines	
Bridge across Absecon Creek.....	1,000,000
Borough of Deal	
Fishing Pier and Jetties.....	325,000
Borough of Sea Bright	
Stone Jetties.....	300,000
Standard Oil Company	
Docks and Dredging.....	260,000

INLAND WATERWAY
DREDGING AND CONSTRUCTION

DREDGING

The following dredging projects for the maintenance, improvement and extension of the State Inland Waterways were authorized by the Board and contracts were entered into during the fiscal year July 1, 1938 to June 30, 1939.

The Board filed an application with the Federal Emergency Administration of Public Works and was given a grant of \$104,850.00, or approximately 45% of the cost of dredging Projects Nos. 127-128-129-130-131 and 132, the State's share being approximately \$128,150.00. Plans and specifications were approved and all dredging work under each of the above projects was supervised by the Federal Emergency Administration of Public Works under P.W.A. Docket No. N. J. 1372-F.

PROJECT NO. 127- CONTRACT NO. 1, dated December 27, 1938, with the Gray Construction Co., Morristown, N. J., the lowest of two bidders, provided for the dredging of a hydro-aeroplane landing area; average width 600 feet and 1770 feet long, with 8.0 feet in

INLAND WATERWAY

depth, in Newark Bay, City of Newark, Essex County,
N. J.

Total amount of contract, 224,000
cubic yards of material at the unit bid
price of \$0.12 per cubic yard, or.....\$ 26,880.00

All dredging work was completed under this con-
tract on June 22, 1939. A total of 218,086 cubic
yards of material was removed from the area
at \$0.12 per cubic yard, or a total cost of
of.....\$ 26,170.22

* * * *

PROJECT NO. 128- CONTRACT NO. 2, dated December 30,
1938, with the Hill Dredging Corporation, 5601
Atlantic Avenue, Ventnor, N. J., the lowest of three
bidders, provided for the dredging and re-dredging of
a channel in the main stem and tributaries of the
State Inland Waterway in FIVE SECTIONS in Monmouth and
Ocean Counties, N. J., as follows:

SECTION I...SHARK RIVER...Extension of channel, with
100 ft. bottom width, upstream for a distance of 3500
feet, with a minimum depth of 6.0 feet and a maximum depth
of 7.0 feet below mean low water.

SECTION II...MANASQUAN RIVER AND BAY HEAD-MANASQUAN
CANAL:

INLAND WATERWAY

Redredging of channel, with 100 feet bottom width throughout, in Manasquan River, opposite Ellis Point, upstream for a distance of 4775 feet to the Bay Head-Manasquan Canal, thence up the canal for a distance of 1645 feet to the State Highway Bridge, Route No.35. The minimum depth of the channel is 7.0 feet and the maximum depth is 8.0 feet below mean low water.

SECTION III (a)...BARNEGAT BAY, IN THE BOROUGH OF BAYHEAD, N. J.

Redredging of channel, with 100 feet bottom width, from a point opposite Goets Street, southward for a distance of 2278 lineal feet. Minimum depth of channel, 7.0 feet, and a maximum depth of 8.0 feet below mean low water.

SECTION III (b)...BARNEGAT BAY, IN THE BOROUGH OF MANTOLOKING, N. J.

Redredging of channel, with 100 feet bottom width, from a point opposite Mantoloking Yacht Club, southward for a distance of 6500 lineal feet. Minimum depth of channel 7.0 feet, and a maximum depth of 8.0 feet below mean low water.

SECTION III (c)- BARNEGAT BAY, IN TOWNSHIP OF DOVER, OCEAN COUNTY, N. J.

Redredging a channel, with 100 feet bottom width, from a point opposite Tiltons Point, southward for a distance of 3576 lineal feet. Minimum depth of channel

INLAND WATERWAY

7.0 feet and a maximum depth of 8.0 feet below mean low water.

SECTION IV...WILLS HOLE THOROFARE, BOROUGH OF POINT PLEASANT BEACH, N. J.

Dredging a channel with an average bottom width of 70 feet, from the mouth of Wills Hole Thorofare upstream for a distance of 3200 lineal feet. Minimum depth of channel 6.0 feet and a maximum depth of 7.0 feet below mean low water.

SECTION V (a)...LITTLE EGG HARBOR, BOROUGH OF BEACH HAVEN, N. J.

Dredging a channel with a bottom width of 60 feet from deep water in the main channel and extending upstream for a distance of 1252 lineal feet; with a minimum depth of 6.0 feet and a maximum depth of 7.0 feet below mean low water.

SECTION V (b)...LIBERTY THOROFARE, BOROUGH OF BEACH HAVEN, N. J.

Dredging a channel, with a bottom width of 80 feet, from deep water in main channel and extending upstream for a distance of 2150 lineal feet, with a minimum depth of 6.0 feet and a maximum depth of 7.0 feet below mean low water.

The total amount of the contract is 318,600 cubic yards of material at the unit bid price of #0.22 per cubic yard, or \$70,092.00.

INLAND WATERWAY

Work under this contract was 75.4 per cent complete on June 30, 1939.

Amount allowed Contractor for work performed to June 30, 1939 is \$47,619.00.

* * * *

PROJECT NO. 129..CONTRACT NO. 3:, dated December 28, 1938, with the Hill Dredging Corporation, 5601 Atlantic Avenue, Ventnor, N. J., the lowest of two bids received, provided for the dredging of channels and anchorage basins in the main stem and tributaries of the State Inland Waterway in THREE SECTIONS in Atlantic County, as follows:-

SECTION NO. 1- NACOTE CREEK, CITY OF PORT REPUBLIC...
to widen channel and dredge an anchorage basin from the Mill Dam Street downstream for a distance of approximately 1600 lineal feet. Minimum depth of Anchorage Basin, 6.0 feet, and a maximum depth of 7.0 feet below mean low water.

SECTION NO. 2- LAKES BAY IN THE BOROUGH OF PLEASANT-VILLE, N. J.
To dredge a channel with a 100 foot bottom width, and Anchorage Basin, from deep water in Lakes Bay, in-shore for a distance of 7500 lineal feet. Minimum depth of channel and Anchorage Basin, 6.0 feet, and a maximum depth of 7.0 feet below mean low water.

INLAND WATERWAY

SECTION NO. 3- BEACH THOROFARE...To dredge a diversion channel with a bottom width of 150 feet, of the main channel, extending across the easterly end of Pork Island for a distance of 2000 lineal feet. Minimum depth of channel, 9.0 feet, maximum depth 10.0 feet below mean low water.

The total amount of contract is 441,472 cubic yards of material at the unit bid price of \$0.127 per cubic yard, or \$56,066.94.

Work under this contract was 91.0% complete on June 30, 1939.

Amount allowed Contractor for work performed to June 30, 1939 is \$46,291.50.

* * * *

PROJECT NO. 130- CONTRACT NO.4* dated December 30, 1938, with the Eastern Engineering Co., 4 North North Carolina Avenue, Atlantic City, N. J., the lowest of two bidders, provided for the dredging and redredging of a channel in the main stem and tributaries of the State Inland Waterway in SIX SECTIONS in Cape May and Cumberland Counties, as follows:-

SECTION NO. 1 ...BEACH THOROFARE, to dredge an entrance channel with 100 feet bottom width, from deep

INLAND WATERWAYS

water in Beach Thorofare into the Lagoon, a distance of 270 lineal feet. Minimum depth of channel, 6.0 feet, maximum depth 7.0 feet below mean low water.

SECTION NO. 2- LUDLAM THOROFARE, CITY OF SEA ISLE CITY, N.J.

To dredge a channel, with a 50 foot bottom width, from deep water, inshore 1500 lineal feet. Minimum depth 6.0 feet and maximum depth 7.0 feet below mean low water.

SECTION NO. 3- GREAT CHANNEL, CITY OF SEA ISLE CITY, N.J.

To dredge entrance channels, two of which to have 100 feet bottom width, and one to have 90 feet bottom width, from deep water into anchorage basins. Total length of three entrance channels, 1407 lineal feet. Minimum depth of all channels, 6.0 feet, maximum depth 7.0 feet below mean low water.

SECTION NO. 4- RICHARDSONS CHANNEL, PRATTS HOLE, GRASSY CHANNEL AND OTTENS HARBOR, BOROUGH OF WILDWOOD AND WILDWOOD CREST, N.J.

To redredge a channel with 100 feet bottom width, from Sunset Lake upstream for a distance of 8,886 feet to Ottens Harbor. Minimum depth of channel, 11.0 feet, maximum depth 12.0 feet below mean low water.

INLAND WATERWAY

SECTION NO. 5- SPICERS CREEK, IN LOWER TOWNSHIP,
COUNTY OF CAPE MAY, N. J.

To dredge a channel, with 70 feet bottom width, from the upper end of deep water channel, upstream for a distance of 497 feet. Minimum dept, 6.0 feet, maximum depth 7.0 feet below mean low water.

SECTION NO. 6- FORTESCUE CREEK, IN DOWNE TOWNSHIP,
CUMBERLAND COUNTY, N.J.

To dredge a channel, with 80 to 100 feet bottom width, terminating into an anchorage bassin at the in-shore end. Beginning at deep water in Delaware Bay and extending up Fortescue Creek for a total distance of 2325 lineal feet. Minimum depth, 6.0 feet, maximum depth 7.0 feet below mean low water.

The total amount of contract is 119,255 cubic yards of material at the unit bid price of \$0.2765 per cubic yard, or \$32,974.01.

Work under this contract was 76.6% complete on June 30, 1939.

Amount allowed Contractor for work performed to June 30, 1939, is \$22,748.88.

* * * *

PROJECT NO. 131- CONTRACT NO. 5 - Dated December 30, 1938, with the American Dredging Co., 12 South 12th Street, Philadelphia, Pa., the only bidder, provided

INLAND WATERWAY

for the redredging of an area 320 feet wide and 520 feet long, in Delaware River at the Camden Marine Terminal, City of Camden, N. J. Minimum depth 28.0 feet, maximum depth 29.0 feet below mean low water.

Total amount of contract 35,285 cubic yards of material at the unit bid price of \$0.42 per cubic yard, or ~~\$14,819.70~~.

All dredging work was completed under this contract on January 31, 1939. A total of 35,247 cubic yards of material was removed from area @ \$0.42 per cubic yard, or a total cost of \$14,803.74.

* * * *

PROJECT NO. 132- CONTRACT NO. 6- Dated December 30, 1938, with the Bouker Contracting Co., 17 State Street, New York, N. Y., the lowest of two bidders, provided for the redredging of a channel, with an average bottom width of 60 feet, in Morris Canal Basin, Jersey City, N. J., extending from the upper end of the basin, downstream for a distance of 745 lineal feet, with a minimum depth of 10.0 feet below mean low water.

Total amount of contract 18,000 cubic yards of material at the unit bid price of \$1.237 per cubic yard, or \$22,266.00.

All dredging work was completed under this contract on March 18, 1939. A total of 18,000 cubic yards of material was removed from the channel at \$1.237 per cubic yard, or a

INLAND WATERWAY

total cost of \$22,266.00.

PROJECT NO. 128-A...CONTRACT NO. 128-A, dated

April 29th 1939, with the Hill Dredging Corporation, 5601 Atlantic Avenue, Ventnor, N. J., provided for the 20 foot widening of channel for a distance of 2150 lineal feet, and the dredging of an anchorage basin in Liberty Thorofare, Borough of Beach Haven, N.J. Minimum depth 6.0 feet and maximum depth 7.0 feet below mean low water.

The work under this contract was done in conjunction with and at the same time as the dredging under SECTION NO. V-b, Project No. 128, Contract No. 2.

Total amount of contract 31,890 cubic yards of material to be removed at the unit bid price of \$0.185 per cubic yard, or \$5,899.65.

Work under this contract was 85% complete on June 30, 1939.

Amount allowed Contractor for work performed to June 30, 1939, \$4,662.00.

The Borough of Beach Haven deposited the sum of \$5,000.00 with the Board to be held in trust until expended by the Board for dredging work covered by the above contract. The State House Commission on April 18, 1939, approved the expenditure of the \$5,000.00 Borough funds, plus \$900.00 State dredging funds, without formal advertisement, and Contract No. 128-A between

INLAND WATERWAY

the Hill Dredging Corporation and the Board was made April 29, 1939 for the work as outlined above.

SUMMARY OF DREDGING CONTRACTS

The total of all dredging contracts entered into during the fiscal year, July 1, 1938 to June 30, 1939, of which approximately 90% of all work was complete on June 30, 1939, was 1,188,588 cubic yards of material at a total cost of \$228,998.30, making a total distance of approximately 11.4 miles of channel improved.

* * * *

CONSTRUCTION

The following contracts for the construction of bulkheads and repairs to bulkheads in the State Inland Waterway were authorized by the Board and contracts were entered into during the fiscal year July 1, 1938 to June 30, 1939.

The Board filed an application with the Federal Emergency Administration of Public Works and was given a grant of \$40,909.00, or approximately 45% of the cost of constructing 4500 lineal feet of proposed creosoted timber bulkhead extension in the Bay Head-Manasquan Canal, Borough of Point Pleasant, N. J., under Project No. 126, the State's share being \$50,000.00. Plans and specifications were approved and all construction work under the above project was supervised by the Federal Emergency Administration of Public Works under P. W. A. Docket No. N. J. 1287-F.

PROJECT NO. 126, CONTRACT NO. 1, dated August 23, 1938, with Jesse A. Howland & Sons, Inc., Sea Bright, N. J., the lowest bidder.

The total amount of contract..Item I: 4500 lineal feet of creosoted timber bulkhead at the unit bid price of \$19.37 per lineal foot, or \$87,165.00.

INLAND WATERWAY

ITEM II: 60 lineal feet untreated timber bulkhead returns at the unit bid price of \$7.58 per lin. ft., or \$454.80, or a total amount of \$87,619.80.

Work under this contract was begun August 24, 1938 and completed on March 29, 1939, as follows:

ITEM I..4499.2 lin. ft. creosoted timber bulkhead at \$19.37 per lin. ft., or \$87,149.50.

ITEM II..41.6 lin. ft. untreated timber bulkhead return at \$7.58 per lin. ft. or \$315.33, or a total final cost of \$87,464.83.

* * * * *

PROJECT NO. 133...CONTRACT NO. 133..dated June 29, 1939, with James L. Parker, Forked River, N. J., the lowest bidder, provided for the construction of creosoted timber bulkhead and appurtenances at the Inland Waterway Terminal, Forked River, N. J., as follows:-

ITEM i...	Creosoted timber bulkhead-	
	410 lin. ft. @ \$15.30 per lin.ft. or....	\$ 6,273.00
ITEM II..	Landing Piers-	
	13 Piers complete @ \$33.00 each or.....	429.00
ITEM III.	Extract Mooring Piles-	
	31 MooringPiles @ \$1.90 each or.....	58.90
ITEM IV..	Redrive Mooring Piles-	
	28 Mooring Piles to be redriven, each	
	32 feet long @ \$4.40 each or.....	<u>123.20</u>
	Sub-Total.....	\$ 6,884.10

INLAND WATERWAY

	Amount brought forward....	\$ 6,884.10
ITEM V.	18 lin. ft. Type "A" creosoted timber bulkhead @ \$4.00 per lin. ft., or.....	72.00
ITEM VI.	Dismantle 270 lin. ft. existing creosoted timber bulkhead..lump sum-	600.00
ITEM VII.	Excavation and backfill- 440 cu. yds. @ \$.32 per cu.yd. or...	140.80
ITEM VIII.	175 lin. ft. Type "B" creosoted timber bulkhead @ \$5.10 per lin. ft. or.....	<u>892.50</u>
	Making a total amount of contract.....	\$8,589.40

No work under this contract had begun on June 30, 1939, the end of the 1938-1939 fiscal year.

.....

PROJECT NO. 134- CONTRACT NO. 134..dated June 19, 1939 with the Gray Construction Co., Morristown, N. J., the lowest bidder, provided for the reconstruction of creosoted timber bulkhead and appurtenances in Bay Head- Manasquan Canal, Borough of Point Pleasant, N. J., as follows:

ITEM I.	3000 cu.yds. earth excavation @ \$0.52 per cu. yd. or.....	\$ 1,560.00
ITEM II.	36 lin. ft. untreated timber returns @ \$9.00 per lin.ft. or...	324.00
ITEM III.	Dismantle 150 lin. ft. creosoted timber bulkhead @ \$2.50 per lin. ft. or	375.00
ITEM IV.	Construct 150 lin. ft. creosoted timber bulkhead @ \$17.50 per lin. ft. or.....	<u>2,625.00</u>
	SUB-TOTAL.....	\$4,884.00

INLAND WATERWAY

	Amount Brought Forward	\$ 4,884.00
ITEM V..Place 1000 tons traprock berm		
@ \$0.80 per ton or.....		800.00
ITEM VI..3,800 cu.yds. earth backfill @		
\$0.60 per cu. yd. or.....		<u>2,280.00</u>
Making the total amount of contract.....		\$ 7,964.00

Work under this contract began June 16, 1939 and on June 30, 1939, the end of the 1938-1939 fiscal year, the Contractor had excavated approximately 1000 cubic yards of earth material from behind the bulkhead under Item No. I.

* * * * *

SUMMARY OF CONSTRUCTION CONTRACTS

The total amount of construction work entered into under contract for the fiscal year July 1, 1938 to June 30, 1939 was \$104,172.20.

1938-1939 INLAND WATERWAY CHANNEL
MARKING

Immediately after January 1, 1939, preparations were begun for the 1939 spring channel marking season. Boats and boat engines were overhauled and repaired; all navigation flashers were checked and overhauled; all can buoys and spar buoys were painted, and cross, triangle and side channel markers were made up and painted.

Actual channel marking work started on March 9th; all buoys were installed from Harvey Cedars to Manasquan Inlet and the Beach Channel was marked from Harvey Cedars to Beach Haven.

On March 24th, work started at Cape May and moved northward completing the marking of the main stem on April 26th.

On the return trip all side channels were marked and all navigation beacons were installed. All work was completed on June 14, 1939.

The equipment used in marking the 123 miles of waterway from Cape May to Manasquan and the 109 miles of tributaries was as follows:

4200 cedar stakes
170 can buoys
50 spar buoys

INLAND WATERWAY

7000	3/4" reflector buttons
1600	side channel markers
70	gas lights
46	electric lights
2	light buoys

The tributary channels, marked in addition to the main waterway, were:

Cape May County

Sunset Lake At Wildwood	-	3 miles
Hereford Inlet		1 mile
Corsons Inlet		4 miles
Ocean City Lagoons		1 mile
Rainbow Channel		3 miles
Great Egg Harbor River		20 miles
Tuckahoe River		4 miles

Atlantic County

Absecon Channel		5 miles
Brigantine Channel		12 miles
Little Beach Channel		7 miles
Oyster Creek in Great Bay		1/2 mile
Mullica River		9 miles
Crab Isle Channel		3 miles
Cabbage Thorofare		2 miles

Ocean County

Tuckerton Channel		4 miles
Parkertown Creek		1 mile
West Creek		2 miles
Cedar Creek		2 miles
Cedar Run Creek		2 miles
Ship Bottom Channel		1/2 mile
Double Creek		2 miles
Waretown Creek		1/2 mile
Oyster Creek Channel		3 miles
Mud Channel		3 miles
Forked River		3 miles
Seaside Heights Channel		2 miles
Seaside Park Channel		1 mile
Toms River		2 miles
Metedeconk River		2 miles
Upper Manasquan River		2 miles
Shark River		2 miles

NEW JERSEY INLAND WATERWAY
 FREIGHT TRAFFIC
 NORTH AND SOUTH BOUND
 1 9 3 8

ANIMAL AND ANIMAL PRODUCTS:

Clams	11,955	Tons	\$ 325,243.00
Clams, seed	138	"	1,640.00
Crabs	2	"	5,100.00
Eels	31	"	7,680.00
Fish, fresh	8,094	"	584,575.00
Fish, salt	780	"	68,788.00
Fish, bait	76	"	8,200.00
Lobsters	90	"	46,025.00
Oysters	1,049	"	34,218.00
Oysters, seed	4,860	"	17,400.00
Oysters, shells	3,000	"	30,000.00

WOOD AND PAPER

Lumber	900	"	33,500.00
Timber Piles	450	"	12,000.00

NON-METALLIC MINERALS

Coal, bituminous	700	"	5,600.00
Cement	600	"	8,000.00
Gravel	2,000	"	1,900.00

PETROLEUM PRODUCTS

Diesel Oil	1,288	"	16,728.00
Fuel Oil	5,673	"	73,731.00
Gasoline	62,687	"	2,559,549.00
Kerosene	101	"	2,250.00
Lubricating Oil	19	"	4,250.00
Sand	1,000	"	730.00
Quarry Rock	2,000	"	7,000.00

CHEMICALS

Fish, Menhaden	12,081	"	123,931.00
Fish, Oil	543	"	1,500.00
Ice	4,200	"	24,550.00

TOTALS: 124,317 Tons \$4,018,088.00

TON MILES (ESTIMATED 3,879,510)

INLAND WATERWAY

PASSENGERS AND SPORT FISHERMEN
REPORTED CARRIED

Passengers	33,000	Revenue	\$ 83,500.00
Fishermen	46,467	"	152,821.00

VESSELS REPORTED

	<u>Number</u>	<u>Tonnage</u>	<u>Value</u>
Commercial Fishing	193	5926	746,221.00
Sport Fishing	299	1930	237,500.00
Private Pleasure	490	4110	386,500.00
Hydraulic Dredges	11	3000	459,925.00
Pile Drivers	5	794	70,000.00
Tugs	9	66	31,000.00
Cargo Scows	12	1470	24,772.00
Lighter Scows	4	160	5,700.00

MISCELLANEOUS BUSINESS REPORTED:

Construction New Boats	94,850.00
Boat Storage	340,280.00
Boat Repairs	123,504.00
Sale Marine Stores and Supplies	57,698.00
Sale Miscellaneous Commodities to Boats	102,172.00

REPORT ON SURVEYS
BY
ENGINEER CORPS

This report is submitted as a brief summary of the major field activities of the Engineer Department in 1938-1939. These operations are of the type described in the 1938 Annual Report. The projects are grouped by counties, proceeding from north to south. The dates given refer to the plan or map of record.

HUDSON COUNTY

MORRIS CANAL BASIN.....JERSEY CITY

An after dredging survey, consisting of soundings and a drag of the bottom, was made in March 1939. The map was prepared on March 3, 1939.

ESSEX COUNTY

NEWARK BAY AT PORT NEWARK

A before dredging survey for a proposed seaplane base at this location was completed in October 1938. The survey covered from the bulkhead at Port Newark to the Government channel in Newark Bay. A map was drawn on October 13, 1938. The after dredging survey was com-

SURVEYS

pleted on June 22, 1939.

SOMERSET COUNTY

RARITAN RIVER AT MANVILLE

A preliminary survey in conjunction with the Newark office was made for a proposed retaining wall. The survey included base line, topography, soundings, cross sections, and probings. It was completed on February 19, 1939.

MONMOUTH COUNTY

SHARK RIVER AT BELMAR

A before dredging survey from the Belmar Yacht Club, westward and upstream for a distance of 3500 feet, and northward across the River to deep water at Shark River Hills, was started on November 4, 1938. The survey consisted of base line, triangulation, topography, sections and soundings. It was completed on November 6, 1938 and a map was prepared.

On June 27, 1939, a new base line was established and check soundings were taken on the previously dredged channel, including cross sections over the fill behind the steel bulkhead east of the Yacht Club.

* * * * *

MANASQUAN RIVER AT BRIELLE

A survey of the Manasquan River from Ellis Point

SURVEYS

downstream to the Government channel in the vicinity of Debbies Creek, before dredging was completed on February 10, 1939. This survey included base line, triangulation, sections and soundings, and a map drawn on February 16, 1939.

* * * * *

OCEAN COUNTY

MANASQUAN RIVER AT POINT PLEASANT

The after dredging survey of the Manasquan River from the Lakewood Road Bridge over the Bay Head-Manasquan Canal to deep water in the river at Ellis Point, was completed on June 5th, and the map prepared on June 16, 1939.

* * * * *

BAY HEAD-MANASQUAN CANAL - POINT PLEASANT

Complete 1938 survey from Barnegat Bay to Manasquan River.

A base line was established between monuments at Bay Head, along the west side of the canal to monuments at Manasquan River, the monuments being tied to the New Jersey Mercator Grid. The existing bulkheads were located, sections of the banks taken for proposed bulkheads and soundings taken for needed dredging. All property lines, structures and right-of-way monuments were located. A tidal survey was made by means of six

SURVEYS

automatic tide gauges, operating for three months and compared to standard gauge, corrected and tidal bench marks set, and tidal curve through the canal derived. Levels were run through the canal on existing bulkheads to fix grade for new bulkheads. The map was plotted on August 4, 1938 and five tracings made on 50' to the inch scale.

* * * * *

BARNEGAT BAY- MAIN INLAND WATERWAY- BAYHEAD TO BARNEGAT
PIER, BAYVILLE

The survey of Barnegat Bay from Bayhead to the Pennsylvania Railroad bridge at Barnegat Pier was plotted on a 500' scale map, and soundings and topography were plotted thereon to be used for planning improvements in the Bay. One tracing of a series, to be reduced in size showing all soundings, triangulation points, bench marks and pertinent data thereon, was completed.

* * * * *

TILTONS POINT- DOVER TOWNSHIP

The before dredging survey was made during the fiscal year 1937-1938. On March 29, 1939, the stakes were set for dredging. The after dredging survey was completed on April 27, and the map prepared on May 9, 1939.

SURVEYS

MANTOLOKING CUT OCEAN COUNTY MANTOLOKING

The survey before dredging was made and the map drawn during the fiscal year 1937-1938. Stakes were set for dredging on this survey on March 29, 1939, and check soundings taken on April 19, 1939. The after dredging soundings were completed on May 2nd, and plotted on the map on May 27, 1939.

* * * * *

~~NO~~ NORTH BRANCH OF TOMS RIVER - DOVER TOWNSHIP

A survey before dredging was made of the North Branch of Toms River in the village of Toms River, beginning at the fixed span of Route 4, and thence downstream to the six foot contour. The survey included soundings and topography, and all bulkheads and docks in the vicinity were located. This survey was completed on February 18, 1939 and a map prepared on that date.

* * * * *

INLAND WATERWAY TERMINAL - FORKED RIVER

A complete topography survey of the North Pier was made, locating trees, buildings, bulkheads, etc., for new construction. Detailed measurements were taken on the pier and dock, locating each feature, and plotted on 1" to 10' scale map for new design and construction. A transit line was set on the curb of the highway and fixed points on the north shore. A base line was placed on the

SURVEYS

dock from which a weekly check was made to ascertain any movement of the dock.

* * * * *

BARNEGAT BAY TIDAL COMPARISON - VICINITY BARNEGAT INLET

A tidal comparison of Barnegat Bay was started on October 21, 1938 with the installation of automatic tide gauges at the following locations:

High Point
Manahawken Drawbridge
Double Creek, Barnegat

The purpose of this tidal comparison was to make a study of any possible changes in tidal data due to the improvement of Barnegat Inlet.

* * * * *

WEST CREEK - GALLOWAY TOWNSHIP

A before dredging survey was made from deep water in Little Egg Harbor Bay to deep water upstream of the West Creek Yacht Club. This survey consisted of base line, triangulation, topography and soundings. It was completed on February 24, 1939. The map was drawn on February 28, 1939.

* * * * *

LIBERTY THOROUGHFARE - BEACH HAVEN

A survey before dredging, consisting of base line, topography, and soundings was made on March 31, 1939. Stakes were set for dredging on May 19, 1939.

SURVEYS

OCEAN COUNTY (CONT'D)

The after dredging survey was completed on June 13th and a drag was also made of the dredged channel. The survey was plotted on June 20, 1939.

* * * * *

LITTLE EGG HARBOR AT 12th STREET - BEACH HAVEN

Stakes were set for dredging on May 17, 1939. The after dredging survey was completed on June 8th, and the map prepared on June 20th, 1939.

* * * * *

FOXBORO MEADOWS SURVERY NEAR TUCKERTON

A survey of Little Egg Harbor, Tuckerton Channel, Foxboro Meadows and Great Bay, begun in 1933, was resumed on August 22, 1938, with the locating of points of the 1933 survey and the erecting of sights. Soundings, sections and topography were taken for a proposed cut-off, starting in the Inland Waterway near Beach Haven Inlet, then going south into the mouth of Sheepshead Creek, then cutting across the Foxboro Meadows, taking advantage of Little Sheepshead Creek, and entering Great Bay and north of Seven Islands, and from that point past Seven Islands on the northerly side, rejoining the present Inland Waterway inside of Shooting Thoroughfare. The map was prepared, with a preliminary estimate and sketch showing the proposed 100 ft. channel with a 10 ft. depth, on October 22, 1938.

SURVEYS

ATLANTIC COUNTY

NACOTE CREEK - PORT REPUBLIC

The after dredging survey was completed on October 3, 1938 and the soundings plotted on the map on October 6, 1938.

A new before dredging survey was started on January 9, 1939 which consisted of base line, topography and soundings. Stakes were set for dredging on May 3, 1939. The after dredging survey, including several complete drags of the dredged area, was made before the work was approved. The soundings were plotted on June 26, 1939.

* * * * *

LAKES BAY NEAR PLEASANTVILLE

A complete before dredging survey, consisting of base line, triangulation, topography, sections and soundings, was completed in July 1938. The map was drawn on August 8, 1938. The area covered by this survey was from deep water near the mouth of Great Thoroughfare, through the Bay to Tunis Basin. The area for the new basin on the west shore was also covered. The channel stakes for dredging were set and the after dredging survey was made on June 9th. The map was drawn on June 13th, 1939.

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BEACH THOROUGHFARE (PORK ISLAND) - MARGATE

A complete survey before dredging was made during

SURVEYS

ATLANTIC COUNTY (CONT'D)

the fiscal year 1937-1938. Additional topography was taken in July 1938, and the channel layout for dredging was made on December 29, 1938. The after dredging survey was completed on June 26th, and the map drawn on June 30th, 1939.

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CAPE MAY COUNTY

OCEAN CITY LAGOON - OCEAN CITY

The after dredging survey, from Beach Thoroughfare to the entrance of the lagoon in the vicinity of the Yacht Club, was completed on January 13, 1939. The map was drawn on January 19th, 1939.

* * * * *

OCEAN CITY BAYOUS - OCEAN CITY

Check soundings were taken and the channel layout for dredging was made on September 12, 1938. The after dredging survey was completed on October 3rd, and the map prepared on October 8th, 1938.

* * * * *

BEACH THOROUGHFARE, VICINITY OF 9TH STREET - OCEAN CITY

A preliminary survey of a reported shoal area between the Shore Fast Line Drawbridge and the Highway Drawbridge, consisting of base line, triangulation, soundings and topography, was completed on March 27, 1939. The map was drawn on March 28, 1939.

SURVEYS

CAPE MAY COUNTY (CONT'D)

SEA ISLE CITY BASINS - SEA ISLE CITY

In July and August 1938, a survey before dredging was made south of the Highway Bridge, from the Inland Waterway to a point opposite the Ed. H. Dever & Son Boat Works. The map was drawn on August 8, 1938. The after dredging survey was completed on September 14th, and the soundings plotted on September 26th, 1938.

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LUDLAMS BAY NEAR SEA ISLE CITY

The channel layout for dredging was made on August 30, 1938. The after dredging survey was completed on September 14th, and the soundings plotted on September 26th, 1939.

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INGRAMS THOROUGHFARE NEAR AVALON

The channel layout for dredging on this survey was made on August 17, 1938. The survey after dredging was completed on September 6th, and the map prepared on September 8th, 1938.

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STONE HARBOR BASINS - STONE HARBOR

A complete before dredging survey was made of the Basins, Snug Harbor at 91st Street, Shelter Haven at 97th Street, and Stone Harbor at 102nd Street, consisting of base line, triangulation, topography and soundings,

SURVEYS

CAPE MAY COUNTY (CONT'D)

and was completed in July 1938. The map was prepared on August 4th. The channel layout for dredging was made on March 6th, 1939. The after dredging survey was completed on March 16th, 1939 and plotted on March 17th, 1939.

* * * * *

BEACH CREEK, VICINITY OF WALNUT STREET, NORTH WILDWOOD

A riparian survey, consisting of base line, soundings, locating of Street and Property Lines, and all structures adjacent to and extending into Beach Creek, was completed on September 29th, 1938. The map was prepared on October 13, 1938.

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OTTENS HARBOR - WILDWOOD

A survey before dredging, consisting of base line, triangulation, topography and soundings, was completed in December 1938. The map was drawn on March 13th, 1939.

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GRASSY SOUND AND RICHARDSONS CHANNELS - NEAR WILDWOOD

A complete before dredging survey, including the Inland Waterway from Ottens Harbor through Grassy Sound Channel, Pratts Hole and Richardsons Channel to Swains Channel, was made during the fiscal year 1937-1938. The after dredging survey was completed on March 7th, and the soundings plotted on March 13th, 1939.

SURVEYS

CAPE MAY COUNTY CONT'D.

SUNSET LAKE - WILDWOOD CREST

A complete survey before dredging of the area covering from the Inland Waterway at Pratts Hole, through Grassy Sound Channel to Sunset Lake, through Sunset Lake to the Inland Waterway at Swains Channel, consisting of base line, triangulation, topography and soundings, was completed in March 1929. The map was drawn on March 22nd, 1939.

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SPICERS CREEK - LOWER TOWNSHIP

The proposed channel in this creek was staked for dredging during April 1938. The project was completed and soundings after dredging were taken on April 20th, which showed a controlling depth of 6 feet. The soundings were plotted on April 20th, 1939.

* * * * *

CUMBERLAND COUNTY

FORTESCUE CREEK - FORTESCUE

A before dredging survey from deep water in Delaware Bay to the Boat Basin in the Creek was completed in January 1939. This survey consisted of base line, triangulation, topography and soundings. The channel layout and the estimates for dredging were made and the map drawn on January 3rd, 1939.

SURVEYS

CAMDEN COUNTY

DELAWARE RIVER AT CAMDEN MARINE TERMINAL- CAMDEN

An after dredging survey, in the Delaware River at the Beckett Street Terminal of the South Jersey Port Commission, was completed on January 20th, 1939. The soundings were plotted on January 21st, 1939.

* * * * *

MISCELLANEOUS PROJECT AND
SURVEYS

Drag of the Inland Waterway crossed by the old Manahawken Railroad Bridge.

Drag of the Inland Waterway Channel crossed by the old Ben Linds Railroad Bridge.

Design and building of the State Boat "Surveyor".

Wheeler Riparian Survey at Point Pleasant.

Margate Riparian Survey at Margate.

Survey of Proposed Fresh Water Line into Forked River Basin.

Inspection of tie rods on old bulkhead at Bidwells Creek.

Money Island Riparian Survey at Toms River.

Engle Riparian Survey at Fortescue.

COAST PROTECTION

Resume of Activities

Other outstanding duties and responsibilities of the Board are the administration of State aid to municipalities for coast protection; surveys and research work on coast protection; and the protection of inlets through the construction of jetties and other structures.

Coast protection is an extremely vital part of the Board's work, for the values affected are tremendous. The coast line is continually changing and in many localities damaging erosion has occurred, necessitating construction of devices to repulse these attacks.

The State has contributed under Chapter 318, Laws of 1920, and succeeding State-Aid Statutes, a total of \$945,329.49 to municipalities for the construction of jetties, groynes and other approved coast protection devices. More recently, on June 13, 1939, under the provisions of Chapter 30, Laws of 1939, the Board delivered to the U. S. Engineers, \$81,250.00 as the

COAST PROTECTION.

State's contribution towards the construction of a breakwater in Sandy Hook Bay at Atlantic Highlands to be built by the Federal Government at an estimated cost of \$781,628.81.

Protective operations on the Barnegat Light property totaled \$170,658.40, of which \$11,867.35 was for cars and up-keep of the lighthouse property, and \$158,791.05 was for ~~the~~ construction of protective ~~structures~~. Under authority of Chapter 48, Laws of 1937, the Board delivered to the U. S. Engineers \$300,000.00 (\$275,000.00 of State and \$25,000.00 from Ocean County) as the State's contribution toward a \$600,000.00 project for the improvement of Barnegat Inlet, of which \$411,966.76 represents contracts for the reconstruction of the existing stone jetty and the construction of additional jetties and groynes, the balance of some \$188,000.00 being expended in dredging operations.

Jetties were also constructed at other inlets. At Shark River Inlet the Board expended \$91,443.39 additional to the \$113,921.52 in the earlier work of the State Geologist, of which \$20,000.00 was contributed by the local government and \$93,921.52 by the State, permanently fixing the location of an inlet which formerly migrated over a distance of upwards of a mile, and thereby improving navigation and making possible a considerable increase in ratables as well.

COAST PROTECTION

In addition, the Board under authority of Chapter 66, Laws of 1927 and Chapter 21, Laws of 1930, delivered to the U. S. Engineers \$300,000.00 as a contribution to the Manasquan Inlet Improvement, \$150,000.00 being contributed by the State and an aggregate similar amount by the local governments. The total cost of the project to June 30, 1939 was \$915,341.07, of which \$714,092.85 was expended for jetties and bulkheads, and \$201,248.22 for dredging the channel.

Mention should also be made in passing of \$37,318.49 expended for jetties in Bidwells Creek entrance on Delaware Bay. The total of \$806,109.54 expended from State funds on jetties and bulkheads at these four inlets, while primarily intended for the improvement of navigation, must be considered in the coast protection review.

The grand total of State contributions and expenditures for coast protection, actual construction exclusive of engineering and supervision, is \$1,823,153.84 to date. The total contract cost of the structures thus aided, including contracts under way, is \$4,988,113.85.

In 1922, and thereafter until 1938, annual appropriations of sums ranging from \$1,000.00 to \$10,000.00 (totaling \$70,000.00) were applied to the study and research work on coast protection. Surveys have been continually in progress to record the yearly changes in the shore line and the efficiency of existing

COAST PROTECTION

structures; current and tidal observations have also been taken. The Board published three special reports on Coast Protection in 1922, 1924 and 1930.

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FEDERAL AID

As mentioned in the 1938 Report of this Board, the following municipalities bordering on the Atlantic Ocean in Monmouth County have secured the approval of and are proceeding with the construction of jetties and bulkheads under the supervision of the Public Works Administration and with the aid of federal monies, together with local appropriations.

Following is a list of the coast protection works started during this period, many of which have been completed as of June 30, 1939.

COAST PROTECTION

LOCATION	WATERWAY	DESCRIPTION	COST
Borough of Allenhurst	Atlantic Ocean	Extension to existing jetty	\$ 86,096.00
Borough of Deal	Atlantic Ocean	4 steel and stone jetties	325,000.00
Borough of Sea Bright	Atlantic Ocean	Construction of steel & stone jetties	300,000.00
Borough of Manasquan	Atlantic Ocean	Construction of 15 timber groynes	140,000.00
Leonardo	Sandy Hook Bay	Pile and timber jetty	1,200.00
Borough of Sea Bright	Atlantic Ocean	Reconstruction of timber jetties	30,000.00
City of Cape May City	Atlantic Ocean	Repair of 3 ex- isting timber groynes	131,449.00
City of Perth Amboy	Raritan Bay	Construction of 3 stone jetties	10,000.00
Ernst Estate & Others	Atlantic Ocean	Construction of pile & timber groynes	900.00
City of Long Branch	Atlantic Ocean	Construction of steel core stone jetties	<u>333,000.00</u>
		TOTAL.....	\$1,362,645.00

BARNEGAT LIGHTHOUSE

The history to date of the improvement of Barnegat Inlet is as follows:

The State, by Chapter 48, Laws of 1937, appropriated the sum of \$275,000.00 towards this improvement. The County of Ocean also appropriated the sum of \$25,000.00. The State and County funds were paid over to the War Department in October 1937 as the local contribution.

The War Department plans provide for two converging stone jetties extending from the north shore 4,675 feet and from the south shore 2820 feet respectively, to about the outer five foot low water contour in the Atlantic Ocean. The jetties are spaced 1000 feet apart at the outer ends. In addition, there is provided also a stone jett, with timber core 180 feet in length extending into the inlet gorge from a point about 170 feet west of the Lighthouse, including the reconstruction of about 70 lineal feet of the inshore end of the existing stone jett, which was heretofore constructed by the State and which extends seaward from the Lighthouse. The plans further provide for the dredging of a channel 19 feet deep at mean low water and 300 feet wide through Sunset Shoal, and a channel 8 feet deep at mean low water and

BARNEGAT LIGHTHOUSE

200 feet wide through Oyster Creek Channel. The dredging includes construction of a pumped in dyke across the existing inside inlet channel just west of Sunset Shoal to divert the flow of water through the new cut.

As of July 30, 1939, the dredging operation is complete in its entirety. The north jetty is approximately 90% complete and work has just about started on the south jetty. It is expected that the entire project will reach completion early in 1940.

The stone jetty west of the lighthouse and the reconstruction of the existing stone jetty east of the lighthouse have been completed and some 100,000 cubic yards of sand have been pumped on the beach to the west of the light. As a result of this deposit of material west of the light and the action of the ebb tide, a small beach has been built up extending to the west and north of the light, and where in 1937 there were 18 to 22 feet of water in front of the State's sheet piling, sand is visible today at low tide.

It is the belief of the army engineers that the sand deposit from the dredging operation will cut down the force of the cut in the old channel and that the danger to the lighthouse, due to the cutting back of the ebb tide into the bank west of the light, will thus be eliminated. However, it is impossible at this time to determine exactly what the final stabilization point will be inasmuch as only the north jetty has been completed to date.

FORKED RIVER
PUBLIC YACHT BASIN

During the fiscal year ending June 30, 1939, an improvement in the administrative efficiency of the basin was inaugurated. Prior to the commencement of the fiscal year on July 1, 1938, the Board authorized, effective on that date, several changes in the business set-up of the basin. The past year has demonstrated the wisdom of these changes.

A ruling of the Board required all leases to expire on June 30th of each year and that all leases be paid in full in advance. This was contrary to the former practice which permitted leases to run for a full year from the date of the instrument, which usually was the date the boat entered the basin. The ruling, requiring that all leases be paid in advance, did away with the practice of accepting berth rentals in a number of small payments spread over a long period of time. The net result of the foregoing was that within a few days after the start of the fiscal year all accounts were paid in full and the necessary bookkeeping was reduced to a period of about three weeks instead

FORKED RIVER PUBLIC YACHT BASIN

of the former practice which required almost constant billing, writing and checking of the books for the entire year.

In order to assist the commercial boatmen and at the same time shield the pleasure boating tenants from all the annoyances that would be attendant on being mixed in with the boats which are for hire, the party boats were ranked along the south bulkhead, and all others were berthed out along the docks and at the pier on the north side of the basin. This segregation has, to date, proved very satisfactory and has the wholehearted approbation of the non-commercial yachtsmen. To institute this system of separation, it was necessary to make a number of changes in the berth assignments. New berths were assigned in accordance with the plan worked out by the Director and the boatmen themselves.

Additional property was acquired from the Vaughn Estate north of and adjacent to the basin property. This additional property will provide necessary additional parking space.

Summarizing the year's work, it may be said that the basin has yielded a larger income, giving greater and more efficient service, than in the past.

ATLANTIC HIGHLANDS

Under Chapter 30, Laws of 1939, the act entitled "An Act concerning the Board of Commerce and Navigation, and supplementing Title 12, Chapter 5, of the Revised Statutes," approved March 30, 1939, duly devolved upon the Board of Commerce and Navigation to handle the monies contributed by the State, County and Borough of Atlantic Highlands, and to be the supervising authority in the construction of a harbor of refuge by the Federal Government in Sandy Hook Bay.

Plans of the Federal Government proposed the construction of a breakwater 4,000 feet long behind which an extensive area is to be dredged for a harbor of refuge. The Federal Government also required as the local cooperation, a contribution of \$81,250.00 and the construction of a yacht basin with proper servicing facilities.

The total cost of the project is \$919,000.00, for which the Federal Government is to appropriate \$768,750.00.. the State of New Jersey \$81,250.00...the Borough of Atlantic Highlands \$44,000.00, and the County of Monmouth \$25,000.00.

All of the above monies have been made available and the State's share has been turned over to the Federal

ATLANTIC HIGHLANDS

Government. The Borough and County funds are at present in the State Treasury and available for the construction of a boat basin when the federal construction has progressed to a point where the start of such construction is feasible.

The Federal Government proposes to accept bids on the construction of the breakwater on July 26, 1939.

It is contemplated that enough of the breakwater will be completed by the spring of 1940 so that work on the construction of the basin may be started at that time.

RIPARIAN STREAM AND WATERWAY SURVEYS

The Riparian Stream-Waterway Survey, sponsored jointly by the State Water Policy Commission and the Board of Commerce and Navigation, was first inaugurated in August, 1934 as an Emergency Relief Administration Project, and continued subsequent to January 16, 1936 as a Works Progress Administration Project.

The work under this project, consisting of a comprehensive survey of the entire coast line, waterway and streams of the State, is fully described in the previous reports of this Board.

As to physical accomplishments, the following work has been done to date:

Miles of stream and shore line surveyed.....	2,220
Number of maps completed and issued.....	5,057
Number of maps in process, field work finished with possible exception of some additional details.....	1,897
Number of bench Marks established.....	2,750
Monuments set.....	583

The surveys executed by this Project are not only of inestimable value to the sponsors, but have been extensively used by county, municipal and government agencies and others as a basis for construction projects. It is needless to add that the work accomplished is not only of

RIPARIAN STREAM*WATERWAY
SURVEYS

lasting value but it gives needed work to the unemployed engineers and others of the "white collar" class who otherwise would be on relief.

ANNUAL MOTOR BOAT
SHOW
NEW YORK

The Board participated again in the educational exhibit at the 17th Annual Motor Boat Show which was held in the Grand Central Palace, New York City, January 7th to January 14th, 1939.

The Board's display was the same booth as that used in last year's exhibition with improvements in the way of local photographs and enlarged lighting equipment, as conceived and carried out by Harry H. Tucker and John Armstrong, of the Board's staff, to whom all credit is due for a splendid exhibit. A description of the booth is as follows:

The Board's display was of modernistic design representing a snip's bridge in a special blue color, and striped with silver. The exhibit occupied a space 40 feet long by 15 feet in depth. It was constructed sectionally and fastened together with thumb screws for ready assembling by one of the Board's own men, John Armstrong, who deserves all possible credit for turning out such a beautiful exhibit.

The lower section was U shaped, running 40 feet across the back of the exhibit and extending outwardly

MOTOR BOAT SHOW

toward the aisle 15 feet on each end. On each end section was installed a red and green flashing marine beacon of the type used on our waterways. On top of this section were two smaller sections, each recessed a little more than the other in true modernistic design, lending a pleasing arrangement to the exhibit. On top of the exhibit, which was 8 feet in height, was a chromium railing running from one end to the other across the back to which was attached, one on each end, a life ring in white and silver. Behind this railing, from the top of the exhibit extending upwardly to the ceiling, hung a shirred jewel cloth drop which was very effective and set off the exhibit considerably.

In the center of the exhibit, recessed, was the colored map of the New Jersey coast from Sandy Hook to Cape May, drawn to a scale of one-half mile to the inch, showing accurately all topographic features illuminated indirectly.

The map showed the location of the Inland Waterway channels and the tributaries that have been improved by the Board, and displayed miniature replicas of the navigation lights that are maintained by the State to mark the position of the channels or any obstructions. This part of the display was particularly effective, the large buoys and standard lights being represented on the map by ~~small~~ Liliputian flashing electric light bulbs accurately placed

MOTOR BOAT SHOW

as to position and correctly divided as to color. This map is 21 feet long and 4 feet high, painted in ~~all~~ colors.

It is confidently felt that the Board's exhibit was highly effective in demonstrating to many people the advantages and facilities for outdoor recreation, as evidenced by the numerous reports and comments received from different parts of the State since the Show, and the increased use of our waterways.

At various points along the coast line, large indicator buttons lit up together with the photograph of the point designated in the upper section of the display. This proved a very delightful and interesting additional feature.

The booth in its entirety was so attractive and caused so much comment that when exhibits for New Jersey's Building at the World's Fair were under discussion, the Commission in charge of that building accepted this display at once as one of the group of exhibits to be included in the interior of the New Jersey Building.

Mr. Tooker and Mr. Armstrong have since enlarged the booth and added another feature of scenic displays with small boats in motion. Other changes were made which added greatly to the general appearance of the exhibit, one in particular being the neon tube running the full length of the Inland Waterway. The general appearance was improved

MOTOR BOAT SHOW

by changing the color from blue and silver to white and silver, which greatly enhanced its appearance and attractiveness. The entire booth has been renovated and is one of the leading attractions of the New Jersey Division at the World's Fair.

By popular demand the exhibit was also displayed at the Philadelphia Motor Boat and Sportsmen's Show, where it attracted the same interest during the week of February 27th--March 4, 1939. During this week several thousand pieces of literature were distributed advertising the recreational centers and activities offered to the public in this State. The literature was supplied by the New Jersey Council and distributed under their jurisdiction.

It is felt that the maintenance of an exhibit at the Annual Motor Boat Show; plus the presence of our exhibit in New Jersey's Building at the World's Fair, has been a very effective means of communicating to the boat-minded public of the East, the attractiveness and great extent of New Jersey's inland waterways and has been the means of bringing boatmen from all parts of the East to our State.

APPENDIX "A"

CONVEYANCES BY BOARD OF COMMERCE AND NAVIGATION
JULY 1, 1938 to JUNE 30, 1939

GRANTS

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
June 6, 1938	Stanley Jordan	South Branch Beaver Dam Creek	Ocean	\$105.33
July 11, 1938	Edward Bowes	So. Shrewsbury River	Monmouth	622.00
July 11, 1938	James Bogan and John Bogan	Channel between Manasquan River and Lake Louise	Ocean	50.00
Apr. 4, 1938	Kilbourne Co. Inc.	Little Egg Harbor	Ocean	500.00
June 6, 1938	County of Ocean	Barnegat Bay	Ocean	149.00
July 11, 1938	City of Port Republic	Nacote Creek	Atlantic	100.00
July 11, 1938	Standard Oil Company	Arthur Kill	Union	1,000.00
Aug. 1, 1938	Atlantic Refining Co.	Passaic River	Essex	27,500.00
Aug. 1, 1938	George Larned Lichtenstein	Toms River	Ocean	75.00
Aug. 1, 1938	Van Ness Corp.	Metedeconk Riv.	Ocean	502.08
Aug. 1, 1938	F. B. Simons Co.	Metedeconk Riv.	Ocean	82.42
July 11, 1938	Samuel A. Van Sant and Estella M. Van Sant, his wife	Main Channel (Townsend's In- let)	Cape May	130.08
Aug. 1, 1938	Essex County Park Commission	Passaic River	Essex	5,500.00
Sept. 19, 1938	Alice Huey Bedford	Barnegat Bay	Ocean	50.00
Sept. 19, 1938	Ocean City Taber- nacle Association	Beach Thor- oughfare	Cape May	252.70
Feb. 7, 1938	Pine Shores Corp.	Metedeconk Riv.	Ocean	120.00
Nov. 14, 1938	Julia A. Hounslea and William H. French, Co-administrators	Mullica River	Atlantic	50.00
Oct. 3, 1938	State of New Jersey	Raccoon Creek	Gloucester	659.06

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>CCOUNTY</u>	<u>AMOUNT</u>
Nov. 14, 1938	George E. Schmid- heiser and May E. Schmidheiser, Trustees	Sunset Lake	Cape May	\$30.00
Nov. 14, 1938	John B. Covell, Administrator	Sunset Lake	Cape May	60.00
Nov. 14, 1938	Borough of Wildwood Crest	Sunset Lake	Cape May	90.00
Nov. 14, 1938	Anchor-Hocking Glass Corporation	Fenwick Creek	Salem	5,140.50
Nov. 14, 1938	Carolina G. Ronzone	Manasquan River	Monmouth	253.70
Nov. 14, 1938	William J. Finigan and Regina Finigan	Metedeconk River	Ocean	120.00
Nov. 14, 1938	American Telephone & Telegraph Co. of N.J.	Barneгат Bay, etc.	Ocean	5,000.00
Nov. 14, 1938	Henry Suhl, Trustee	South Shrewsbury River	Monmouth	263.60
Nov. 14, 1938	State of New Jersey	Shark River	Monmouth	1,117.30
Nov. 14, 1938	I.P. Thomas & Son Company	Mantua Creek and Delaware River	Gloucester	120.00
Apr. 4, 1938	Barneгат Beach Co.	Barneгат Bay	Ocean	245.00
June 6, 1938	James A. Lyons and Grace F. Lyons, his wife	Barneгат Bay	Ocean	50.00
Dec. 19, 1938	Arnold Briggs	Shark River	Monmouth	1,238.58
Dec. 19, 1938	Densen Realty Co. Inc.	Hackensack River	Bergen	1,812.50
Dec. 19, 1938	Frederick P. Small and Clara J. Small, his wife	Atlantic Ocean	Ocean	600.00
Dec. 19, 1938	City of Atlantic City	Inside Thorofare & Beach Thorofare	Atlantic	1,175.00
Jan. 16, 1939	Karl G. Bingemann and Katharine T. Bingemann, his wife	Barneгат Bay	Ocean	150.00
Feb. 6, 1939	Home Building & Loan Association	Bass Harbor	Atlantic	125.00
Nov. 14, 1938	Bradford Account, Inc.	Manasquan Riv.	Ocean	865.30

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
Feb. 6, 1939	Oil Engineering Co.	Overpeck Creek	Bergen	\$504.50
Jan.16, 1939	Anna M. Egolf	Barnegat Bay	Ocean	150.00
Mar. 6, 1939	Louis Brodstein and Zelda Brodstein, his wife	Deal Lake	Monmouth	50.00
Mar. 6, 1939	Anna Langley	Sunset Lake	Cape May	15.00
Mar. 6, 1939	Cedar-Schellenger Corporation	Atlantic Ocean	Cape May	50.00
Mar. 6, 1939	Wesley Falkenburg	Barnegat Bay	Ocean	330.00
Feb. 6, 1939	Bonnett Gunning Association	West Thorough- fare	Ocean	120.00
Jan. 16,1939	Henry Suhl	North Shrewsbury River	Monmouth	249.80
Apr. 3, 1939	Polish Peoples Home	Passaic River	Passaic	100.00
Dec.19, 1938	Borough of Beachwood	Toms River	Ocean	1,840.98
May 1, 1939	Albert K. Blinn and Maude J. Blinn, his wife	Sunset Lake	Cape May	45.00
May 1, 1939	Lavinia Laycock	Sunset Lake	Cape May	15.00
May 1, 1939	Charles Held and Sophie Held, his wife	Sunset Lake	Cape May	30.00
Total Consideration for 50 Grants.....				\$59,404.93

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LEASES CONVERTED INTO GRANTS

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
Mar. 6, 1939	CITY OF JERSEY CITY	New York Bay	Hudson	12,550.00
Jan. 16,1939	George F. Pettinos, Jr.	Maurice River	Cumberland	271.44
Apr. 3, 1939	The Dundee Water Power and Land Company	Passaic River	Passaic	1,749.50
Apr. 3, 1939	Campbell Morrell & Co.	Passaic River	Passaic	<u>3,964.95</u>
Total Consideration for 4 Grants (Conversions).....				\$18,535.89

CONFIRMATORY GRANTS

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
Jan.16, 1939	Marine Basin Corp.	New York Bay	Hudson	50.00
Jan.16, 1939	Beach Arlington Realty Company	Little Egg Harbor	Ocean	200.00
Feb. 6, 1939	Coast and Inland Development Company	Barneгат Bay	Ocean	50.00
Apr. 3, 1939	James A. Lyons and Grace F. Lyons, his wife	Barneгат Bay	Ocean	50.00
May 1, 1939	City of Jersey City	New York Bay	Hudson	<u>50.00</u>
Total Fees for 5 Confirmatory Grants				\$400.00

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15-YEAR CONVERTIBLE LEASES

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>ANNUAL RENTAL</u>	<u>CONVERTIBLE WITHIN 5 YEARS AT</u>
Apr.4,1938	Kilbourne Co. Inc.	Little Egg Harbor	Ocean	35.00	500.00
Apr.4,1938	Kilbourne Co. Inc.	Little Egg Harbor	Ocean	35.00	500.00
Apr. 4,1938	Kilbourne Co. Inc.	Little Egg Harbor	Ocean	70.00	1,000.00
June 6,1938	City of Brigantine	Atlantic Ocean	Atlantic	70.44	1,006.20
Sept.9,1938	Bertha A. Glaspey	Stow Creek	Cumberland	21.00	300.00
Nov.14,1938	Willis M. Arbegast	Steelman's Bay	Atlantic	8.75	125.00
Nov.14,1938	Gladys M. Cunnie	Steelman's Bay	Atlantic	17.50	250.00
Feb.6,1939	Marie Moutenot	Toms River	Ocean	88.40	1,262.79
Apr.24,1939	The Toms River Yacht Club, Inc.	Toms River	Ocean	47.53	<u>679.02</u>
Total Principal Sum Value of 9 Fifteen Year Convertible Leases.....					\$5,623.01

5-YEAR LEASES
(Not Convertible)

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>ANNUAL RENTAL</u>
Aug. 1, 1938	Stocker's Marine Basin	Sunset Lake	Cape May	75.27
Full Term Rental Value.....				\$376.35

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3-YEAR LEASE

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>ANNUAL RENTAL</u>
Dec. 19, 1938	C. H. Winans Co.	Rahway River	Union	67.18
Lease effective from November 18, 1938 to December 31, 1941				
Full Term Rental Value.....				\$209.64

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1-YEAR LEASE

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>ANNUAL RENTAL</u>
Dec. 19, 1938	Edna G. Godwin	Salem River	Salem	\$75.00
Lease effective from December 19, 1938 to December 31, 1939				
Full Term Value.....				\$77.47

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<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
Dec. 6, 1937	United States of America	Kill van Kull	Union	200.00

EASEMENTS AND LICENSES IN PERPETUITY

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
July 11, 1938	American Cyanamid Co.	Rahway River	Union & Middlesex	\$100.00
July 11, 1938	E.I. du Pont de Nemours & Co. etux	So. River, Deep Run and Tennents Brook	Middlesex	100.00
July 11, 1938	Borough of Belmar	Shark River	Monmouth	100.00
Sept. 19, 1938	American Telephone & Telegraph Co. of N.J. and N.J. Bell Telephone Co.	Passaic River	Hudson and Essex	50.00*
Sept. 19, 1938	Public Service Electric & Gas Co.	Woodbury Creek	Gloucester	50.00
Aug. 1, 1938	United States of America	Upper New York Bay	Hudson	100.00
Nov. 14, 1938	Public Service Electric & Gas Co.	Passaic River	Passaic & Bergen	50.00
Dec. 19, 1938	Public Service Electric & Gas Co.	Passaic River	Passaic & Bergen	50.00
Mar. 6, 1939	Atlantic City Electric Co.	Mullica River	Atlantic & Burlington	50.00
Mar. 6, 1939	Atlantic City Electric Co.	Nacote Creek	Atlantic	50.00
Mar. 6, 1939	American Telephone & Telegraph Co. of N.J.	various tidal creeks	Ocean	100.00
Jan. 16, 1939	Borough of Sea Bright	Atlantic Ocean	Monmouth	100.00
Jan. 16, 1939	Borough of Seaside Park	Atlantic Ocean	Ocean	50.00
Apr. 3, 1939	Pelican Island Shores, Inc.	Barneгат Bay	Ocean	<u>25.00</u>
Total Consideration for 14 Easements and Licenses in Perpetuity.....				\$975.00
* Deduct for Fee heretofore paid.....				<u>50.00</u>
Net Total.....				\$925.00

REVOCABLE LICENSES - ANNUAL FEE

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>ANNUAL FEE</u>
July 7, 1938	Socony-Vacuum Oil Co.	Passaic River	Bergen	\$50.00
Oct. 31, 1938	Larnie B. Shaw	Delaware River	Camden	100.00
Jan. 24, 1939	Scully-Bozarth Post #817, V.F.W.	Delaware River	Burlington	1.00
Mar. 28, 1939	Gulf Oil Corp. of Pennsylvania	Cohansey River	Cumberland	25.00
May 3, 1939	Raritan River Boat Club	Raritan River	Middlesex	10.00
Jan. 1, 1939	Borough of South Toms River	Toms River	Ocean	100.00
Total Annual Fees for 6 Revocable Licenses.....				\$286.00

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REVOCABLE LICENSES - SINGLE FEE

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
June 20, 1938	City of Atlantic City	Gardners Basin	Atlantic	\$10.00
Sept. 7, 1938	George E. James, Jr.	Shark River	Monmouth	20.00
Sept. 27, 1938	G. Hilliard Ross and Adelaide Ross Smith	Hudson River	Bergen	150.00
Nov. 16, 1938	Henry Luhrs	Cheesequake Creek	Middlesex	200.00
Jan. 20, 1939	John E. Gustafson and William F. Ingold	Hudson River	Bergen	100.00
Jan. 31, 1939	Kolyn Construction Co.	Clam Creek	Atlantic	10.00
Mar. 10, 1939	Brann & Stuart Co. Inc.	Grassy Sound	Cape May	10.00
Mar. 31, 1939	G. Hilliard Ross and Adelaide Ross Smith	Hudson River	Bergen	150.00
May 26, 1939	East Newark Realty Co.	Passaic River	Essex	<u>No Fee</u>
Total Fees for 9 Revocable Licenses (Single Fee)				\$650.00

MISCELLANEOUS RECEIPTS

RIPARIAN FEES:

Certified Copies of Instruments

Peter Prisendorf and Christina
 Prisendorf, lease.....\$5.00
 John Haggenbotham, grant..... 5.00
 Little Egg Harbor Yacht Club, grant..... 5.00

TOTAL RIPARIAN FEES \$15.00

Rentals on leases issued prior to July 1, 1938...8,042.08
 Interest on deferred payments of rentals
 on leases..... 306.99

Fees on Licenses issued prior to July 1, 1938.. 2,727.14
 Interest on deferred license fees..... 201.89
 Total Rentals, license fees and interest. 11,278. 10

ROYALTIES ON SAND DREDGING:

<u>DATE OF AGREEMENT</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>AMOUNT</u>	
Apr. 5, 1935	Eastern Sand & Gravel Corp.	Delaware Riv.	368.02	
"	"	"	<u>218.32</u>	
Total Royalties on Sand Dredging				586.34

INSTALLMENT PAYMENT DUE ON GRANTS:

<u>DATE OF GRANT</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>AMOUNT</u>	
July 6, 1936	City of Perth Amboy	Staten Island Sound	1409.23	
July 6, 1936	City of Perth Amboy	Raritan River	<u>954.32</u>	
TOTAL INSTALLMENT PAYMENTS				2,363.55

RENTALS AND LICENSE FEES COLLECTED ON INSTRUMENTS
 DELIVERED DURING CURRENT FISCAL YEAR

Easements and License in Perpetuity fees 925.00
 Annual fees on revocable licenses 936.00
 Rentals on Leases 1,740.27
 TOTAL COLLECTED ON NEW INSTRUMENTS 3,601.27

TOTAL MISCELLANEOUS \$17,844.26

The Board delivered during the fiscal year ending
June 30, 1939

50 Grants in Fee having a total value of.....	\$59,404.93
4 Grants, Converted from Leases, yielding.....	18,535.89
5 Confirmatory Grants, fees.....	400.00
1 Cession to United States, Lighthouse Site, value...	200.00
14 Easements and Licenses in Perpetuity, having an aggregate consideration of.....	975.00
9 Fifteen-year Convertible Leases having an aggregate principal sum value of.....	5,623.01
1 Five-Year Non-Convertible Lease yielding an annual rental of \$75.27 and aggregate full term rental of.....	376.35
1 Three-Year Non-Convertible Lease yielding annual rental of \$67.18 and aggregate full term rental of.....	209.64
1 One-Year Non-Convertible Restricted Lease yielding an aggregate full term rental value of.....	77.47
9 Revocable Licenses, single fee.....	650.00
6 Revocable Licenses, aggregate annual fees \$286.00.. Aggregate annual fees computed on 5 year basis....	<u>1,430.00</u>
	87,882.29

*Miscellaneous Receipts

Certified Copies of Instruments.....	\$15.00
Interest collected on deferred payments of rentals on leases.....	306.99
Interest collected on deferred payment of license fees.....	201.89
License fees collected on licenses issued prior to July 1, 1938.....	2,727.14
Royalties on Sand Dredging.....	586.34
Rentals collected on leases issued prior to July 1, 1938.....	<u>8,042.08</u>
Total Miscellaneous Receipts	<u>11,879.44</u>

Total Riparian Transactions during fiscal year \$99,761.73

*Not including initial and advance payments on new leases and licenses received by the Board and transmitted to the State Treasurer.