

STATE OF NEW JERSEY

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BOARD OF COMMERCE AND NAVIGATION

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ANNUAL REPORT

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FOR THE FISCAL  
YEAR

ENDING JUNE 30, 1938

974.901  
C64

O F F I C E R S

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J. SPENCER SMITH

PRESIDENT

JOHN MURTLAND

VICE PRESIDENT

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COMMISSIONERS

FRANK DORSEY

HAROLD L. JONES

JAMES W. COSTELLO

JAMES J. KELLY

EDWARD CRABBE

LESLIE S. STERLING

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\*VICTOR GELINEAU

DIRECTOR & CHIEF ENGINEER

FRANK D. HOLMES, JR.

ASST. DIRECTOR & SEC'Y

CHARLES W. STANIFORD

ACTING CHIEF ENGINEER

HENRY J. SHERMAN

ASS'T. CHIEF ENGINEER

ROBERT PEACOCK

SPECIAL COUNSEL

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\*VICTOR GELINEAU DIED JANUARY 21, 1938

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I N M E M O R I A M

VICTOR GELINEAU

DIED JANUARY 21, 1938

The following resolution was adopted by the Board and ordered spread upon the minutes of the meeting held February 7, 1938, copy of which was engrossed and framed and sent to Mrs. Gelineau.

WHEREAS, our Director, Chief Engineer and Secretary, Victor Gelineau, who served the State for twenty-five years, has "Crossed The Bar". Words may give outward expression to our feelings but inwardly there is a sadness that time only can ease, and

WHEREAS, we will miss him not only as an associate but as a friend in the truest sense of the word. The many expressions of sympathy that the Board has received from all quarters bear testimony to his achievements not only in engineering circles but in the civic life of our State and Country, and

WHEREAS, in his position as Chief Executive Officer of the Board, he gave to it a high standing for square dealing and courteous treatment. His personality impressed itself upon those who came in contact with him. In his daily activities

he exemplified the virtues we value most highly - rectitude of conduct, truth, courage and diligence, coupled with a sympathetic and kindly attitude, and

WHEREAS, his work and studies in the field of Coast Protection Measures were outstanding. His fame and reputation as an authority on Sea Coast Protection were world-wide, therefore be it

RESOLVED, as members of the Board and staff we will miss his genial and kindly presence; as co-workers we will be denied the aid and assistance his broad knowledge gave to us. The people of our State have lost the services of a great public servant who gave of his best to his work and who was always faithful in the discharge of his duties.

Our heartfelt sympathy is extended to his widow.

BE IT FURTHER RESOLVED, that the foregoing recital of our esteem and affection for our late Director be spread upon the Minutes of this meeting and an engrossed copy of the same be sent to Mrs. Gelineau.

CHANGES IN THE PERSONNEL  
OF THE BOARD

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The death of Mr. Victor Gelineau, Director and Chief Engineer of the Board occurred on January 21, 1937.

Mr. Gelineau entered the service of the State in 1912 as Draftsman, Computer and Field Assistant, with the former Department of Inland Waterways. In 1915, shortly after the consolidation of the several departments creating the present Board, he was transferred from the field to the Jersey City office of the Board and assigned to the surveys of the proposed New Jersey Ship Canal from Delaware River to Raritan Bay. Upon completion of this work, he was given charge of surveys and the investigation of unauthorized occupations of the State's lands under water. Under his direction a systematic examination of the waterfront of the State was made to ascertain these encroachments.

This investigation involved the necessity of a complete knowledge of the riparian laws and, in many instances, elaborate searches of title to determine just what occupation was warranted. The administration of this investigation resulted not only in a financial return to the School Fund but the knowledge of the fact of the State's ownership of the lands under water is now common knowledge among the legal profession,



engineers and others interested in waterfront property. Trespass on State's lands is now a rare occurrence.

In May 1918, Mr. Gelineau was appointed Acting Director and in November 1918, Director and Chief Engineer, which position he held until the time of his death.

As Chief Administrator of the Board he devoted his talents and ability to the best interests of the State, and gave conscientious service to the public which won for him the undeniable respect of all those with whom he came in contact. He had an abiding interest in his work and pursued the details of the many functions of the Board from both the engineering and legal standpoints. As Director of the Board, Mr. Gelineau prepared many of its reports, notably the several reports on the erosion and protection of the New Jersey beaches and the preliminary report on the reclamation of the Hackensack (New Jersey) Meadows.

He made a thorough study of riparian law and its application. He was regarded as an expert in this complex and specialized subject, and his counsel on riparian questions was sought and accepted by engineers engaged on waterfront structures, and leading legal authorities. He was the author of the monograph, "Riparian Rights--Certain Principles of the Law and Its Application."

Perhaps his outstanding contribution to his profession is his work on, and study of, beach erosion and protection.

Under his leadership, the State of New Jersey was the first State to recognize the need for a comprehensive plan for beach protection to be undertaken by the community and the State, rather than the individual shore owners. His designs of sea walls, jetties, groins, and bulkheads, have withstood the test of time and ravages of the sea, and have proved their effectiveness in stabilizing and building up the beach. He devised the successful methods for preventing the erosion that had threatened the destruction of Barnegat Light.

In 1930, Mr. Gelineau was appointed one of the three civilian members of the United States Beach Erosion Board. As a member of this Board, he inspected and familiarized himself with the problems of shore protection along the entire Atlantic and Pacific seaboard.

Mr. Gelineau made frequent trips to Washington, D.C., representing the State of New Jersey, to urge the improvement of its waterways. He had attended the Thirty-Third Annual Convention of the National Rivers and Harbors Congress, at Washington, and was returning home when sudden death, on his fifty-second birthday, cut short a remarkable career.

On February 7, 1938, the Board appointed Charles W. Stanford, Acting Chief Engineer, with full power and stead of Chief Engineer.

On March 7, 1938, the Board appointed President J. Spencer Smith, Acting Director of the Board without salary.



## R E P O R T

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### POWERS AND DUTIES OF THE BOARD

It is the general practice to begin a report of this nature with a mention of the legal provisions under which the Department operates, and the following is quoted from last year's Annual Report.

"The Board of Commerce and Navigation was created by a statute and may exercise only such powers and duties as are set forth in or necessarily implied from that statute (with amendments and supplements thereto). The parent statute or enabling act which established the Board of Commerce and Navigation is Chapter 242, Laws of 1915, approved April 8, 1915, which 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 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.'

"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 by committing to the Board all such matters not theretofore specifically committed to other boards.

"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 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 of 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, 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 tidewater. 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 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 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.

"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 1937 \*

Among the statutes enacted by the 1937 and 1938 Legislature which affects closely the work of the Board, are the following:

Chapter 48 (P.L.1937, page 99, Approved May 5, 1937) authorizes and empowers the Board of Commerce and Navigation to provide for the improvement of Barnegat Inlet for navigation and appropriates Two Hundred and Seventy-Five Thousand Dollars (\$275,000.00) for carrying into effect the provisions of this Act.

This specific appropriation shall not be expended until the County of Ocean shall have made available therefor the sum of Twenty-Five Thousand Dollars (\$25,000.00) to be used in conjunction with the State appropriation.

All moneys so appropriated by the State and the County of Ocean shall be used by the Board of Commerce and Navigation and expended under the direction of the Federal Government.

Chapted 91, Laws of 1937 (P.L. 1937, p. 226, Approved May 29, 1937), authorizes and empowers the Board of Commerce and Navigation to provide for the erection of shore facilities including piers, docks, wharfage, grading, fill, piling and dredging incidental to the construction of a harbor of refuge in Sandy Hook Bay, off Atlantic Highlands.

This Act authorizes the expenditure of a sum or sums not to exceed in aggregate of One Hundred Fifty Thousand Dollars (\$150,000.00) and made available when included partly or wholly in the annual appropriation bill.

Such appropriation, however, shall not be available until such time as the Federal Government shall have appropriated the sum of Two Hundred Forty-Three Thousand Seven Hundred and Fifty Dollars (\$243,750.00) for the erection of a breakwater in Sandy Hook Bay, off Atlantic Highlands, the total cost of which is not less than \$325,000.00.

The 1937 Annual Appropriation Bill did not make available funds for this purpose.

Chapter 68, Laws of 1937 (P.L. 68, p. 184, approved May 28, 1937), authorizes and empowers the Board of Commerce and Navigation to provide for the construction, dredging and maintenance of a yacht basin or anchorage area at and adjacent to both sides of the mouth of Buxtons Creek, at Pleasure Bay, in the City of Long Branch, County of Monmouth and authorizes the expenditure of the sum of \$50,000. to be



available for this purpose. When included in any annual or supplemental appropriation bill or from any other funds allotted to the Board of Commerce and Navigation.

The 1937 Appropriation Bill did not set up a specific item for this project.

Chapter 146, Laws of 1937 (P.L. 146, p. 351, approved June 2, 1937), entitled "An Act making appropriation from the State Highway Fund for the maintenance and operation of the State Highway and other related departments, pursuant to the provisions of Chapter 193, Laws of 1933."

This Act appropriates out of the State Highway fund the sum of \$250,000. as Mandatory Dedication to the Board of Commerce and Navigation to be expended for construction, reconstruction, maintenance and improvement of inland waterways, pursuant to Chapter 334, Laws of 1927.

Chapter 154, Laws of 1937 (P.L.154, p. 380, approved June 2, 1937) entitled "An Act for the creation and appointment of a Commission to be known as the 'New Jersey Council', to advertise the agricultural, educational, industrial, recreational and residential advantages of the State of New Jersey and to define the powers and duties of said Commission."

This Act creates a Commission composed of the officers and Commissioner of the several State Departments or Commissioners. In addition to the Director of the Board of Commerce and Navigation becoming a member of this Commission, the Secretary shall be selected from the staff of the Board.

The sum of \$150,000. is appropriated for the year July 1, 1937 - June 30, 1938 and a similar sum each year thereafter when included in any annual or other appropriation bill, which appropriation shall be made to the Board of Commerce and Navigation and which fund shall be administered and expended by the said Board of Commerce and Navigation under the direct authority of the Council created by this Act.

### RIPARIAN DIVISION

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While the riparian transactions of the Board reflected the recession of business, the number of conveyances delivered held up relatively high, and leaving out of consideration a single grant for \$600,000 in 1937, the amount of business transacted was about 70 per cent of that year and somewhat above that of the 1935 fiscal year. With the exception of a few grants made to corporations for industrial expansion, most of the conveyances were made to private individuals for small structures in residential areas. A considerable number of these were applicants who perfected title to illegally occupied lands belonging to the State, following a survey by the Board.

In addition to its regular duties the Board also collected arrearages of rentals on leases and back fees on licenses. In the case of thirty-five leases which were subject to foreclosure, the Board through negotiations with the lessees obtained full settlement of arrears in thirty-two cases and substantial payments on account in the others. Arrangements are now under way to have the Board take over the collection of rentals and annual license fees, heretofore made by the State Treasurer's office.

The following is a summary of the business transacted by the Board during the fiscal year ending June 30, 1938:



The Board delivered during the fiscal year ending  
June 30, 1938

73	Grants in Fee, having a total value of...	\$ 51,594.54
3	Grants, Converted from Leases, yielding...	8,881.51
4	Confirmatory Grants, fees.....	900.00
2	Agreements, Total Consideration.....	1.00
6	Fifteen-Year Convertible Leases, having aggregate principal sum value of.....	9,884.73
3	Five-Year Non-Convertible Leases, yielding annual rental of \$1,606.83 and aggregate full term rental of.....	8,034.15
1	One-Year Non-Convertible Lease with rental of .....	75.00
14	Easements and Licenses in Perpetuity, hav- ing an aggregate consideration of.....	8,050.00
12	Revocable Licenses, single fee.....	1,176.00
14	Revocable Licenses, annual fees \$320., a g- gregate annual fees computed on 5-year basis.....	1,600.00
	Royalties on Sand Dredging.....	450.32

Miscellaneous Receipts (Not including current  
and advance payments on leases and licenses  
received by the Board and transmitted to the  
State Treasurer).

Riparian Fees- Redrawing grant and certified  
copies of instruments.....\$ 80.00

Interest collected on Deferred  
Payments..... 2,379.10

Collection of Arrears on Leases  
Subject to Foreclosure..... 2,745.69

Collection of License Fees in  
Arrears..... 6,478.09

Use and Occupancy of Riparian Lands.....	100.00
Total Miscellaneous Receipts.....	\$ 11,782.88
	<u>11,782.88</u>

Total Riparian Transactions During Fiscal Year\$102,430.18

A summary of the business transacted over the past ten years is presented in the accompanying table. This table is somewhat unique in that it encompasses both peak and depression years and thus enables enlightening comparisons to be made. Some of the figures differ from those previously presented in that yearly rentals and license fees have been adjusted to more properly evaluate the amount of business they reflect.

The table reveals the importance of the riparian business. During the ten year period there has been a disbursement for the support of Free Public Schools of \$500,000. per year with an additional \$100,000. a year paid during 1931, 1932 and 1933 when the depression was at its worst and additional funds were badly needed, making a total disbursement for the support of schools of \$5,300,000. during the ten year period. In addition, the Principal of the School Fund was increased \$2,205,448.60 from \$11,126,416.28 on July 1, 1929 to \$13,331,864.88 on June 30, 1938, and the total assets to almost \$14,000,000. Although no recent valuation has been placed upon riparian lands remaining unsold, it is estimated that this probably would exceed \$50,000,000.

The annual income from invested funds was \$584,661.05 for the fiscal year 1938 as compared with an average of \$503,782.87 over the ten year period. These funds were derived principally from the sale of grants, 1864 to date. Rentals from some 170 leases approximate \$50,000. per year. Some of these leases have been in force for over 60 years. Licenses excluding \$6,478.09

collected on account of arrears yielded \$11,480.67 as compared with a ten year average of \$8,233.92.

The total income for the year was \$650,713.85 as compared with a ten year average of \$569,886.54. As more grants are sold and leases are converted into grants, the annual income becomes progressively larger and eventually there will be an annual disbursement for the support of Free Public Schools substantially larger than the \$500,000 annual payments now possible.

The large number of transactions, while mostly in relatively small unit amounts, entailed a large volume of detail work in the computation and preparation of instruments and maps. Unfortunately, owing to the limited staff, no time could be devoted to the making of any additional new maps for the Atlas of Riparian Lands and Conveyances.



SUMMARY OF RIPARIAN BUSINESS TRANSACTIONS BY STATE BOARD OF COMMERCE AND NAVIGATION OVER TEN YEAR PERIOD, 1929 to 1938, Incl.  
TOGETHER WITH RECAPITULATION OF STATE TREASURER'S REPORTS SHOWING ITS RELATION TO BUILDING-UP OF PRINCIPAL OF STATE SCHOOL FUND AND ANNUAL  
DISBURSEMENTS FROM THE INCOME THEREOF TO THE SUPPORT OF FREE PUBLIC SCHOOLS

SUMMARY OF ITEMS IN ANNUAL REPORTS	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	Totals for 10 year period.
TRANSACTIONS BY BOARD OF COMMERCE AND NAVIGATION											
1. Grants in Fee (Total Considerations)	\$320,417.18	\$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	\$2,388,497.81
2. Grants Converted from Leases (Total Considerations)	208,256.50	1,715.49	--	3,353.55	1,276.45	11,483.20	22,609.51	22,725.94	1,126.00	8,881.51	281,428.15
3. Riparian Fees (Confirmatory Grants, Extension of Conversion, Options, Agreements & Forfeited Deposits)	775.00	1,150.00	600.00	569.80	350.00	50.00	100.00	550.00	414.00	901.00	5,459.80
4. Leases, Terms 15 yrs. or longer (Principal SumValue)	128,601.76	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	348,049.46
5. Leases, Terms less than 15 yrs. (Aggregate full term rentals)	--	250.00	--	--	1,137.75	100.00	8,439.70	1,103.84	3,006.00	8,109.15	22,146.44
6. Easements & Licenses in Perpetuity (Lump sum payments)	975.00	5,975.00	1,200.00	2,350.00	250.00	850.00	500.00	8,125.00	1,375.00	8,050.00	29,650.00
7. Revocable Licenses (Lump Sum Payments)	1,350.00	650.00	550.00	470.00	350.00	450.00	758.00	101.40	120.00	1,176.00	5,975.40
8. Revocable Licenses (Aggregate Annual Fees Computed on five year basis)	440.00	460.00	2,500.00	1,669.50	2,425.00	175.00	202.00	2,065.00	1,350.00	1,600.00	12,886.50
9. Royalties on Sand Dredging (Annual Collections)	6,223.05	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	34,111.45
10. Miscellaneous Income: Interest on Deferred Payments, Fees for Redrafting & Copies of Instruments, Rentals for illegal use & occupancy of Riparian Lands	22,304.62	2,274.24	2,888.98	526.15	303.02	371.76	514.06	412.22	400.63	2,559.10	32,780.73
11. Collection of Arrears in Rentals & License Fees incl. Judgments	6,584.24	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	104,675.97
12. Gross Total Business Transacted	695,927.35	464,738.16	671,780.13	196,371.21	64,259.39	58,877.96	97,130.04	190,762.56	723,354.63	102,430.18	3,265,661.71
13. Net Total New Business Transacted (Items 2 & 11 deducted from Item 12 to exclude grants converted from Leases & Collection of Arrears)	481,086.61	435,524.14	651,005.93	189,589.43	57,348.48	38,553.20	66,792.17	160,190.67	715,132.07	84,324.89	2,879,557.59
14. Annual Appropriation for Expenses (Revised Statutes 18:10-7)	124,280.00	98,580.00	85,532.00	87,458.00	44,590.55	23,842.00	28,318.48	27,028.48	48,575.04	39,042.34	607,246.89
15. NET TOTAL PROCEEDS TO SCHOOL FUND	356,806.61	336,944.14	565,473.93	102,131.43	12,757.93	14,711.20	38,473.69	133,162.19	666,557.03	45,282.55	2,272,310.70
RECAPITULATION OF STATE TREASURER'S REPORTS OF SCHOOL FUND											
16. Receipts - School Fund Income Account											
17. Net Income from Invested Funds	436,236.74	428,814.56	533,877.09	503,550.51	435,602.49	482,066.51	494,223.84	550,854.97	587,940.92	584,661.05	5,937,828.68
18. Rentals From Riparian Leases	80,387.90	74,904.46	61,478.05	50,622.97	49,711.41	50,505.26	53,862.29	48,285.75	53,712.96	45,429.43	568,900.48
19. Licenses	10,254.85	11,228.70	10,701.07	8,506.49	4,201.42	5,029.52	5,100.52	3,308.61	6,049.26	17,958.76	82,339.20
20. Interest on Deferred Payments	1,845.78	887.01	490.57	252.59	101.01	--	114.45	305.31	233.38	2,330.71	6,560.81
21. Miscellaneous Receipts	878.29	465.00	179.76	173.98	302.01	511.04	60.00	99.20	233.00	333.90	3,236.18
22. Net Total Income	529,603.56	516,299.73	606,726.54	563,106.54	489,918.34	538,112.33	553,361.10	602,853.84	648,169.52	650,713.85	5,698,865.35
23. Receipts - School Fund Investment Account											
24. Grants Sold	321,192.18	355,756.11	349,851.05	428,746.22	17,475.98	19,175.23	37,036.87	136,823.12	40,339.59	312,143.28	2,018,539.63
25. Leases Paid (Converted into Grants)	213,504.99	31,175.51	27,084.00	6,731.79	1,276.45	1,052.70	33,140.01	32,934.99	1,125.00	6,708.76	354,734.20
26. 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	79,820.75
27. Transfers from Income Account	200,000.00	--	--	--	--	--	--	--	50,000.00	100,000.00	350,000.00
28. Total Additions to Investment Account	734,697.17	387,239.10	376,935.05	435,640.51	27,956.16	36,766.68	75,386.88	170,158.11	101,986.71	456,328.21	2,803,094.58
29. Principal Account											
30. Securities at Beginning of Fiscal Year	10,770,630.47	11,613,822.85	11,974,341.91	12,206,729.04	12,665,975.93	12,839,815.89	12,830,090.12	12,667,992.12	12,680,744.81	12,847,356.26	--
31. Net Total Changes and Additions during Fiscal Yr.	951,406.04	347,240.00	266,500.00	448,010.00	72,581.40	28,050.00	111,100.00	126,823.91	187,268.60	453,878.40	2,892,858.35
32. New Leases (Aggregate Value as Assigned by State Treasurer's Office)	128,601.76	47,376.27	1,889.15	35,546.08	44,881.36	14,827.66	38,153.52	22,445.79	27,792.61	5,357.21	366,871.41
33. Gross Totals	11,850,638.27	12,008,439.12	12,242,731.06	12,690,285.12	12,784,438.69	12,732,693.55	12,729,343.64	12,817,261.82	12,895,806.02	13,306,591.87	--
34. Riparian Leases Paid Off and/or Cancelled during year	236,815.42	34,097.21	36,002.02	23,309.19	94,622.80	52,603.43	61,351.52	136,517.01	48,449.76	28,609.54	752,377.90
35. Securities in School Fund & Invested Funds at end of Fiscal Year	11,613,822.85	11,974,341.91	12,206,729.04	12,666,975.93	12,839,815.89	12,830,090.12	12,667,992.12	12,680,744.81	12,847,356.26	13,277,982.33	--
36. Assets in School Fund at End of Fiscal Year											
37. Invested Funds (Principal Account)	10,584,290.00	10,931,530.00	11,198,030.00	11,646,040.00	11,718,521.40	11,746,671.40	11,757,771.40	11,884,595.31	12,071,863.91	12,525,742.31	--
38. Riparian Leases (Principal Account)	1,029,532.85	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	752,240.02	--
39. Cash in Investment Account	95,138.50	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	--
40. Principal of School Fund	11,708,961.35	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	13,331,864.88	--
41. Undistributed Reserves in Income Account	367,092.58	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	--
42. Accounts Receivable-Grants and Leases-(State Comptroller's Reports)	--	--	325,891.78	7,693.60	21,572.93	31,868.95	146,899.43	8,491.29	620,397.95	377,075.20	--
43. TOTAL ASSETS IN SCHOOL FUND	12,076,053.93	12,394,291.82	12,987,087.52	12,989,628.08	12,827,048.92	12,850,607.18	13,045,684.79	13,037,478.13	13,802,293.82	13,936,394.56	--
44. Increase in Principal of School Fund During fiscal year	582,545.07	301,938.16	260,177.38	444,990.20	-21,785.28	-1,009.09	26,686.03	56,086.89	81,329.56	474,489.68	2,205,448.60
45. Annual Disbursement for Support of Free Public Schools	500,000.00	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	5,300,000.00



# INSPECTION OF POWER VESSELS

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 1937.

2148	Operators @ \$1.50.....	\$ 3,222.00
1627	Private Boats @ 1.50.....	2,440.50
35	Passenger Boats @ 15.00.....	525.00
1	Passenger Boat @ 16.50.....	16.50
3	Commercial Boats @ 5.00.....	15.00
6	Dealers' Licenses @ 5.00.....	30.00
8	Transfers @ 1.00.....	8.00
	Fines.....	20.00
	Postage.....	.99
		<hr/>
		\$ 6,277.99

36 Boat Licenses and 66 Operator 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..... 823.00

\$ 5,454.99

Receipts for season 1937... \$ 6,277.99

Receipts for season 1936.... 5,505.35

Increase for 1937..... \$ 772.64

HARBOR DIVISION

Permits for the 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, 1937 to 1938, numbered 101; the total value of the improvements authorized thereunder was \$5,942,381.84.

These permits can be summarized as follows:

<u>CHARACTER OF WORK</u>	<u>AMOUNT</u>	<u>NO. OF PERMITS</u>
Bridges	\$4,145,361.65	6
Cables (permits)	184,800.00	7
Maintenance Dredging	552,775.60	15
Pipe Lines (submarine)	154,050.00	10
Structures	<u>905,394.59</u>	<u>63</u>
GRAND TOTAL.....	\$5,942,381.84	101

Among the outstanding permits in the list are these:

State Highway Department Bridge (Across Raritan River)	\$2,800,000.00
State Highway Department Bridge Across Passaic River	1,000,000.00
Pennsylvania Railroad- Trestle Work Replacement- Upper New York Bay	130,000.00
Standard Oil Company- Construction of Concrete Dock in Arthur Kill	225,000.00
The Arundel Corporation Dredging in Newark Bay	125,000.00



## INLAND WATERWAY

\* \* \*

The following dredging contracts for the maintenance, improvement and extension of the State Inland Waterways was entered into during the fiscal year, July 1st, 1937 to June 30, 1938.

DREDGING CONTRACT NO.115--Dated July 22, 1937, was awarded July 12, 1937 to the lowest bidder, Eastern Engineering Co., #4 N. North Carolina Ave., Atlantic City, N. J.

Total amount of contract, 281,000 cu. yds.  
of material @ \$0.1635 per cu. yd.....\$ 45,943.50.

The work performed under this contract was in 7 sections, as follows:

SECTION NO. 1--Ocean City Bayous in the City of Ocean City.

Average width of channel is 125 feet with a minimum depth of 7.0 feet and a maximum depth of 8.0 feet below local mean low water. The maximum volume of dredging is 39,000 cubic yards.

SECTION NO. 2-- Crook Horn Thorofare was advertised, but was not included in the contract.

SECTION NO. 3-- Ludlam Bay, approximately one mile northwest of Sea Isle City. Average width of channel is 100 feet, with a minimum depth of 7.0 feet and a maximum depth of 8.0 feet below local mean low water. The maximum volume of dredging is 27,000 cubic yards.

SECTION NO. 4-- Sea Isle City Basin, in Sea Isle City. Average width of channel is 65 feet with a minimum depth of 6.0 feet and a maximum depth of 7.0 feet below local mean low water. The maximum volume of dredging is 21,000 cubic yards.

SECTION NO. 5-- Ingrams Thorofare and Mouth of Graven Thorofare, in Borough of Avalon. Average width of channel is 150 feet, with a minimum depth of 9.0 feet and a maximum depth of 10.0 feet below local mean low water. The maximum volume of dredging is 22,000 cubic yards.

SECTION NO. 6-- Great Sound and Gull Thorofare, approximately one mile west of Borough of Stone Harbor. Average width of channel is 100 feet with a minimum depth of 7.0 feet and a maximum depth of 8.0 feet below local mean low water. The maximum volume of dredging is 72,000 cubic yards.

SECTION NO. 7-- Hereford Inlet, in the City of North Wildwood. Average width of channel is 150 feet with a minimum depth of 9.0 feet and a maximum depth of 10.0 feet below local mean low water. The maximum volume of dredging is 64,000 cubic yards.

SECTION NO. 8-- Cape Island Creek and Spicer's Creek, in City of Cape May. Average width of channel in Cape Island Creek, is 125 feet with a minimum depth of 13.0 feet and a maximum depth of 14.0 feet below mean low water. The maximum volume dredging is 26,000 cubic yards.

The average width of channel in Spicer's Creek is 80 feet with a minimum depth of 8.0 feet and a maximum depth of 9.0 feet below mean low water. The maximum volume of dredging is 10,000 cubic yards.

At the close of this fiscal year June 30th, 1938, the work under this contract was approximately 67% complete. Amount allowed Contractor for work performed to June 30, 1938, less 10% retained, \$24,764.75.

The progress on this work was delayed because the Contractor found it necessary to completely rebuild his dredge.

CONTRACT NO. 116... Dredging contract No. 116, dated July 6, 1937, was authorized by the State House Commission June 29, 1937 to dredge a channel in Debbies Creek and Watsons Creek, both tributaries of the Manasquan River in the Borough of Brielle, County of Monmouth, N. J., was awarded July 12, 1937 to Herbert T. Gerrish, 10 State Street, Boston, Mass.

Total amount of Contract, 110,000 cu. yds.  
@ \$0.117 per cu. yd. or.....\$ 12,870.00

Work begun July 15th, 1937  
Work completed August 31, 1937  
Total amount work performed under contract,  
105,888 cu. yds. @ \$0.117 per cu. yd. or a  
total cost of ..... \$ 12,388.90  
Amount of Under-Run..... 481.10  
TOTAL AMOUNT OF CONTRACT..... \$ 12,870.00

CONTRACT NO. 117-- Dredging Contract No. 117, dated December 29th, 1937, for removal of shoal in Beach Thorofare, extending from Marvin Avenue to Austin Avenue, City of Ventnor, County of Atlantic, N. J., awarded November 8th, 1937 to Hill Dredging Corp., 5601 Atlantic Avenue, Ventnor, N. J.

Total amount of contract, 4,064 cubic yds.  
of material @ \$0.23 per cu. yd. or.....\$ 934.72



CONTRACT NO. 117 Cont'd.

Work begun Feb. 24, 1938  
Work completed June 21, 1938  
Total amount of work performed under  
contract 3,929 cu. yds. material re-  
moved from shoal area @ \$0.23 per cu. yd.....\$ 903.67  
Amount of Under-Run..... 31.05  
TOTAL AMOUNT OF CONTRACT..... \$ 934.72

CONTRACT NO. 119... Dredging contract No. 119, dated  
November 12th, 1937 was awarded November 8, 1937 to lowest  
bidder, Hill Dredging Corp., 5601 Atlantic Avenue, Ventnor,  
N. J.

Work begun Jan. 7, 1938  
Work completed June 3, 1938  
Total amount of contract covering 4 sections  
of dredging..... \$ 69,748.00

as follows:

Section No. 1: Beach Thorofare, in Egg Harbor Township,  
Atlantic County. The average bottom width of channel is  
100 feet, with minimum depth of 7.0 feet below local mean  
low water. The maximum volume of dredging is 212,400 cubic  
yards @ \$0.08 per cu. yd., or a total cost of \$16,992.00.

Section No. 2: Parker Run, in Parkertown, Ocean County.  
The average bottom width of channel is 70 feet, with minimum  
depth of 6.0 feet below local mean low water. The maximum  
volume of dredging is 35,400 cubic yards @ \$0.14 per cu. yd.  
or a total cost of \$4,956.00.

Section No. 3: Forked River, in Lacey Township, Ocean  
County. Average bottom width of channel is 100 feet with a  
minimum depth of 8.0 feet at local mean low water. The maxi-  
mum volume of dredging is 192,800 cubic yards @ \$0.10 per



cubic yard, or a total cost of \$19,280.00.

Section No. 4: Manasquan River, in Brick Township, Ocean County and Wall Township, Monmouth County. The average bottom width of channel is 100 feet with a minimum depth of 6.0 feet at local mean low water. The maximum volume of dredging is 92,000 cubic yards @ \$0.31 per cubic yard, or a total cost of \$28,520.00

Total amount of work performed under Contract:

Section No. 1- 189,403 cu. yds. of material removed  
from channel @ \$0.08 per cu. yd.....\$ 15,152.64

Section No. 2- 34,402 cu. yds. of material removed  
from channel @ \$0.14 per cu. yd..... 4,816.28

Section No. 3- 177,058 cu. yds. of material  
removed from channel @ \$0.10 per cu. yd..... 17,705.80

Section No. 4- 84,880 cu. yds. of material  
removed from channel @ \$0.31 per cu. yd..... 26,312.80  
TOTAL COST.....\$ 63,987.52

Amount of ~~Under~~-Run..... 5,760.48  
TOTAL AMOUNT OF CONTRACT..... \$ 69,748.00

CONTRACT NO. 120:...Dredging contract No. 120, dated Nov. 22, 1937, was awarded to the lowest bidder, Herbert T. Gerrish, #10 State Street, Boston, Mass., to dredge a channel in Shark River from a point opposite "L" Street and extending upstream for a distance of 3700 feet, in the Borough of Belmar, County of Monmouth, N. J.

CONTRACT NO. 120 Cont'd.

Total amount of Contract, 113,400 cu.yds. of  
material @ \$0.1587 per cu.yd. or.....\$ 17,996.58

Work begun March 7th, 1938

Work completed April 23, 1938

Total amount of work performed under Contract,

105,405 cu. yds. of material removed @

\$0.1587 per cu. yd.....\$ 16,727.77

Amount of Under-Run..... 1,268.81

AMOUNT OF CONTRACT #120..... \$ 17,996.58

CONTRACT NO. 121:...Dredging Contract No. 121, dated

Nov. 22, 1937, was awarded to the lowest bidders, Eastern  
Engineering Co., #4 N. North Carolina Ave., Atlantic City,  
N. J., to dredge a channel in Nacote Creek, City of Port  
Republic, County of Atlantic, N. J.

Total amount of contract, 62,500 cu. yds.

material to be removed @ \$0.24 per cu.yd.or....\$15,000.00

Work begun June 22, 1938

Amount allowed Contractor to and including June 30, 1938

20,200 cu. yds. material removed from

channel @ \$0.24 per cu.yd., less 10% retained 4,363.20

CONTRACT NO. 122:...Dredging Contract No. 122, dated Nov. 22,  
1937, was awarded to the lowest bidder, Albert C. Wescoat Co.,  
424 N. Massachusetts Ave., Atlantic City, N. J.

To redrege entrance to Snug Harbor, City of Atlantic City,  
County of Atlantic, N. J.

CONTRACT NO.122 Cont'd.

Total amount of contract, 4,500 cu.yds.  
material to be removed from channel @ \$0.55 per  
cu. yd.....\$ 2,475.00

Work begun Jan. 18, 1938

Work completed Feb. 15, 1938

Total amount work performed under contract-

4,452 cu. yds. material removed from channel

@ \$0.55 per cu. yd.....\$ 2,448.60

Total amount of Under-Run..... 26.40

Amount of Contract No. 122.....\$ 2,475.00

CONTRACT NO. 125:...Dredging Contract No. 125, dated May 16, 1938, was awarded to Hill Dredging Corp., 5601 Atlantic Ave., Ventnor, N. J. To removal of shoal area at south mouth of Bay Head-Manasquan Canal, Borough of Bay Head, County of Ocean, N. J.

Estimated volume of shoal to be remove, 7,800 cu. yds.

Lump sum bid \$990.00.

Work begun May 25, 1938

Work completed May 27, 1938

Total amount paid Contractor.....\$ 990.00.

SUMMARY OF DREDGING CONTRACTS

The total of all dredging work completed under contract from July 1, 1937 to June 30, 1938 (exclusive of work not yet completed under Contracts #115 and #121) is 601,718 cubic yards at a total cost of \$129,810.85, making a total distance of 6.7 miles of improved channel.

...Dredging Contract No. 125, dated May 16, 1938, was awarded to Hill Dredging Corp., 5601 Atlantic Ave., Ventnor, N. J. To removal of shoal area at south mouth of Bay Head-Manasquan Canal, Borough of Bay Head, County of Ocean, N. J.

Estimated volume of shoal to be remove, 7,800 cu. yds.

Lump sum bid \$990.00.



# BULKHEAD AND JETTY CONSTRUCTION CONTRACTS

Contract No. 118, dated September 18, 1937, for repairs to creosoted timber jetty at Broad Thorofare, Township of Egg Harbor, County of Atlantic, N. J., was awarded to the lowest bidder, James L. Parker, Forked River, N. J.

Total amount of Contract....\$ 3,487.70

Work begun Oct. 4th, 1937

Work completed Nov. 1st, 1937

Work performed under contract as follows:-

ITEM I--Repairs to Type "H" timber jetty 43 lin. ft. for lump sum bid.....\$	75.00
ITEM II--50 lin. ft. Type "H" timber jetty reconstructed @ \$5.65 per lin. ft.....	282.50
ITEM III-- 69- 6" x 6" x 12' creosoted timber posts in place@ \$5.40 each.....	372.60
ITEM IV-- 360 lin. ft. 2" x 8' creosoted timber sheeting in place @ \$5.50 per lin. ft.....	1,980.00
ITEM V-- 2880 cu. yds. earth embankment or back- fill @ \$0.27 per cu. yd.....	777.60
TOTAL COST OF WORK COMPLETED.....\$	3,487.70

On October 19th, 1937 a severe storm occurred along the Atlantic coast and damaged an additional 30 lin. ft. Type "H" bulkhead to the north of site where Contractor was working and washed away approximately 2000 cu. yds of earth material from the back of the bulkhead, which necessitated immediate repairs and replacement of earth fill. Therefore, in addition to the work performed under the contract No. 118, 2000 cu. yds. of



earth material was placed in back of the bulkhead @ \$0.27 ( unit bid price) per cu. yd. or \$540.00, and 32 lin. ft. of Type "H" creosoted timber jetty was repaired for a lump sum of \$75.00, making the total cost of additional work, \$615.00 or a grand total of all work of \$4,102.70.

CONTRACT NO. 123

Contract No. 123, dated Nov. 30, 1937 was awarded to R. H. LeChard, West Point Pleasant, N. J., for construction of timber bulkhead in the Bay Head-Manasquan Canal, in the Borough of Point Pleasant, Ocean County, N. J.

Total amount of Contract.....\$ 9,985.94

Work begun Feb. 16, 1938

Work approximately 95% completed on June 30, 1938

Work proposed under Contract as follows:

ITEM I-- 544 lin. ft. creosoted timber bulkhead @ \$17.976 per lin. ft.....	\$ 9,778.94
ITEM II-- 18 lin. ft. untreated timber bulkhead return @ \$6.50 per lin. ft.....	117.00
ITEM III- 600 cu. yds. earth embankment or backfill @ \$0.15 per cu. yd.....	90.00
TOTAL ESTIMATED COST.....	\$ 9,985.94

Amount allowed Contractor to date, less  
10% retained.....\$8,629.56.

CONTRACT NO. 124 & SUPPLEMENTAL CONTRACT NO. 124A, dated

December 7th, 1937 and April 8th, 1938 respectively, was awarded to James L. Parker, Forked River, N. J., for the construction of a timber bulkhead and appurtenances at the

CONTRACT #124 & 124A Cont'd.

Inland Waterway Terminal, Forked River, Ocean County, N. J.

Total amount Contract No.124.....	\$8,996.60
" " " " 124A.....	<u>1,362.00</u>
GRAND TOTAL.....	\$10,358.60

Work begun March 22, 1938

Work completed June 29, 1938

Work performed under Contract as follows:

ITEM NO. I-- 413.7 lin. ft. Type "A" Bulkhead  
@ \$10.00 per lin. ft..... \$ 4,137.00

ITEM NO. II-- 269.4 lin. ft. Type "B" Bulkhead  
@ \$8.44 per lin. ft. .... 2,273.74

ITEM NO. III--15 Creosoted Piles in place  
@ \$25.00 each..... 375.00

ITEM NO. IV-- 240 lin. ft. creosoted timber  
sill in place @ \$0.91 per lin. ft..... 218.40

ITEM NO. V-- 9521 cu. yds. of earth embankment  
or backfill @ \$0.30 per cu. yd..... 2,856.30

ITEM NO. VI--2,217.5 sq. yds. gravel pavement in  
place @ \$0.22 per sq. yd..... 487.85

TOTAL COST WORK COMPLETED UNDER CONTRACT.... \$10,348.29

Total amount of Under-run..... 10.31

TOTAL AMOUNT OF CONTRACTS..... \$10,358.60

CONTRACT NO. 110 and SUPPLEMENTAL CONTRACT NO. 110A,

dated May 27th, 1937 and June 11th, 1938 respectively, was awarded to Jesse A. Howland & Sons, Inc., Sea Bright, N. J., for construction of timber bulkhead in the Bay Head-Manasquan Canal, in the Borough of Point Pleasant, Ocean County, N. J.

While Contracts No. 110 and No. 110A were awarded before the end of the fiscal year 1936-37, yet no work under these contracts was started until after the beginning of the next fiscal year 1937-38.

CONTRACTS #110 and #110A Cont'd.

Total amount of Contract No. 110.....\$ 48,470.70

"	"	"	"	"	110A.....	1,474.93
GRAND TOTAL.....						\$ 49,945.63

Work begun August 29 1937

Work completed Feb. 15, 1938

Work performed under Contract No. 110 and No. 110A,  
as follows:

ITEM II- 2567 lin. ft. creosoted timber bulkhead  
@ \$18.67 per lin. ft.....\$ 47,938.96

ITEM III- 119.2 lin. ft. untreated timber  
bulkhead @ returns @ \$5.85 per lin. ft..... 697.32

ITEM IV--5,029 cu.yds. earth embankment or  
backfill @ \$0.13 per cu. yd..... 653.77  
\$49,290.05

Amount of Under-Run.....	<u>655.58</u>
TOTAL AMOUNT CONTRACTS NO.110 & NO.110A..	\$49,945.63

SUMMARY OF CONSTRUCTION  
CONTRACTS

The total cost of all construction work awarded and completed under contract from July 1st, 1937 to June 30, 1938 is \$74,392.87.

## REPORT ON 1937-1938 INLAND WATERWAY CHANNEL MARKING

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Immediately after January 1, 1938, preparations were begun for the 1938 spring channel marking season. Boats and boat engines were overhauled and repaired; navigation beacons checked, repaired and painted; cedar stake markers, can buoys, spar buoys and reflector buttons were painted and rigged, ready for use. Fifty-nine gas beacons, 37 electric beacons, 4500 cedar stakes, with markers, 140 can buoys, 50 spar buoys, 6000 3/4" reflector buttons and 300 side channel markers were prepared and used in the spring channel marking.

On March 16, 1938, the Inland Waterway marking crew towed from the Inland Waterway Terminal at Forked River for Stone Harbor with the lighter "Transit" and the work boats "Polaris", "Sextant" and "Navigator".

Actual channel marking began on March 19th in Cape May Harbor and was continued from that point northward along the main Inland Waterway channel 123 miles to Manasquan Inlet. All stakes, beacons, buoys, spars and reflector button markers were placed completely as the crew moved northward.

This portion of the work was completed on April 25th.

On the return trip down the Inland Waterway all the tributary waterways were marked completely. Side channel marking



was finished on June 6th. The tributary channels, marked in addition to the main Inland 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 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
Cedar Creek - - - - -	2 miles
Seaside Heights Channel-	2 miles
Seaside Park Channel- -	1 mile
Tons River- - - - -	2 miles
Metedeconk River - - - -	2 miles
Upper Manasquan River- -	2 miles
Shark River- - - - -	2 miles

The total length of tributary channel marked was 109 miles.

To aid the night traffic, particularly in the more tortuous

reaches of the Waterway where the number of flashing lights required would entail prohibitive expenditures, reflector buttons similar to those used on highway traffic signs, and signals are being utilized. These buttons colored either red or white to conform with the adopted system for lighting the channels are embedded in sets of three in strips of wood which are in turn fastened to the wooden triangles and crosses hung on the marking stakes. This form of marking is helpful in the highest degree for night running and will be increasingly used.

Endeavors to secure complete statistical data on the commercial traffic moving over the Inland Waterway have not been very successful. This traffic is carried largely by individual oystermen, clammers, fishermen, and other small boat owners who do not keep records.

The following is a statement of commodities and tonnage carried during the year 1937, compiled from data secured from the wholesale dealers and shippers.

(Continued on next page)

NEW JERSEY INLAND  
WATERWAY FREIGHT TRAFFIC  
NORTH AND SOUTH BOUND  
1938

ANIMALS AND ANIMAL PRODUCTS:

<u>COMMODITY</u>	<u>SHORT TONS</u>	<u>VALUE</u>
Clams, Hard	4,554	\$ 157,067.00
Clams, Soft	7,383	143,418.00
Clams, Seed	103	1,640.00
Crabs	13	12,500.00
Eels	3	900.00
Fish, Bait	17	78,324.00
Fish, Fresh	8,957	536,808.00
Lobsters	31	27,000.00
Oysters	834	33,275.00
Oysters, Seed	660	12,200.00
Shrimp	24	10,300.00
Squid	6	1,066.00

WOOD:

Lumber	200	9,000.00
Timber Piles	2,627	58,550.00

NON-METALLIC MINERALS:

PETROLEUM PRODUCTS:

Fuel Oil	28,839	295,038.00
Gasoline	68,349	1,771,947.00
Kerosene	970	15,208.00

CHEMICALS: FISH

Menhaden	6,015	155,191.00
TOTALS ALL TRAFFIC.....	129,585 Tons	\$ 3,319,432.00

TOTAL TON MILES, Estimated - 3,887,550

OTHER ACTIVITY REPORTED

<u>ITEM</u>	<u>QUANTITY</u>	<u>VALUE</u>
Vessels Reported	14,494 Tons	\$ 5,423,000.00
New Vessels Built	339 Tons	187,282.00
Passengers Carried	169,103	408,722.00
Misc. Marine Business	-----	415,499.00



REPORT ON SURVEYS BY  
ENGINEER CORPS

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The field work undertaken by the Engineer Corps may be classified generally as follows:

INLAND WATERWAY SURVEYS: Are made on order of the Board. They consist of a physical examination and mapping of such sections of the Inland Waterways maintained by the State, reported as shoaled, or other waterways which local interests desire improved for navigation purposes. The surveys include establishment of horizontal and vertical controls, sounding of the waterways, location of topographical features and study of tide characteristics. Upon completion of the field work and sub-project map, the most feasible and economical project plan is made and presented with an estimate of cost for the approval of the Board.

RIPARIAN SURVEYS: Physical survey and mapping of riparian lands to assist in the establishment of the exterior pierhead and bulkhead lines and issuance of grants, leases, licenses, and permits. The survey includes establishment of horizontal and vertical control; location of the mean high and low water lines and the navigation channels; survey ties to existing property monuments and street systems.

COAST PROTECTION SURVEYS: Consist of physical survey and mapping of the ocean beach front, including establishment of

horizontal and vertical controls; inspection of existing shore protection structures; beach cross-sections; off-shore soundings; survey ties to existing property monuments and street systems; tide and current study.

DREDGING INSPECTION-ENGINEERING: Supervision of dredging contracts including soundings before dredging; establishment of reference datum and lines of work; inspection of work in progress and upon completion; soundings after dredging; preparation of estimates for payment.

INSPECTION OF RIPARIAN LANDS: Consist of inspection and report to the Board of illegal use of riparian lands.

AUTOMATIC TIDE GAUGE STUDIES: Consist of establishment and operation of automatic tide gauge at strategic points and compilation of data therefrom for use in setting vertical control used in dredging, riparian, and coast protection surveys.

SUMMARY OF SURVEYS MADE AND PLANS PREPARED BY THE ENGINEERING CORPS, JULY 1st, 1937 to JUNE 30, 1938.

MONMOUTH COUNTY

BUXTON CREEK- (Branch of Pleasure Bay) City of Long Branch.

Inland Waterway survey: Sub-project map dated February 1938 covered Buxton Creek from the War Department channel in Pleasure Bay upstream to Patton Avenue, including the meadows on both sides. Project plan and report submitted to the Board March 7th, 1938. Report and estimate for 1938 project summary May 12, 1938.

OYSTER BAY: (Branch of Shrewsbury River) Borough of Rumson.

Inland Waterway survey: Sub-project map dated October 30, 1937 covered the side river channel from the War Department channel up to and into Oyster Bay and included the entire Bay area. Report and estimate for 1938 project summary May 12, 1938.

SHARK RIVER: (Borough of Belmar). Dredging survey: Dredging Contract No. 120. Dredging of a 6 ft. channel from the Belmar Yacht Basin upstream to the Belmar Yacht Club. Map of after dredging soundings submitted April 12, 1938.

Inland waterway survey: Reconnaissance soundings from the Belmar Yacht Club upstream to the narrows on west branch of Shark River. Project map is incomplete. Report and estimate for 1938 project summary May 12, 1938.



OCEAN COUNTY

BARNEGAT BAY at Berkeley Township near Barnegat Pier. Inland Waterway Survey: Sub-Project map dated July 21, 1937 covered the main Inland Waterway route through Barnegat Bay from Barnegat Pier, south for 1-1/2 miles.

WILLS HOLE THOROFARE: (Tributary of Manasquan River) Borough of Point Pleasant Beach. Inland Waterway Survey: Sub-project map dated August 25, 1937 covered from the War Department channel in Manasquan River upstream through the Thorofare to the Railroad fixed bridge. Report and estimate for the 1938 project summary, May 12, 1938.

DEBBIES CREEK: (Tributary of Manasquan River) Boroughs of Brielle and Manasquan. Dredging survey Contract No. 116, for dredging a 6 ft. channel from Manasquan River through Debbies Creek into Watson's Creek. After dredging soundings submitted on map dated August 20, 1938.

MANASQUAN RIVER: (Railroad Bridge upstream to Canal) Borough of Point Pleasant Beach). Inland Waterway Survey: Sub-project map dated August 27, 1937 covered the main Inland Waterway channel through the Manasquan River upstream to the Bay Head-Manasquan Canal. Report and estimate for 1938 project summary May 12, 1938.

MANASQUAN RIVER: (Route 34 Bridge upstream) Townships of Brick and Wall. Inland Waterway Survey: Sub-project map dated Sept. 1, 1937 covered the main river channel from the Bridge route 34 upstream for a distance of 4500 feet.

Dredging Survey: Contract 119 for the dredging of a 6 ft. channel from Highway Bridge route 34 upstream for 4200 feet. After dredging soundings submitted June 1938.

METEDECONK RIVER: Brick Township. Inland Waterway Survey: Sub-project map dated September 29, 1937 covered the River from the Main Inland Waterway channel through Barnegat Bay in the vicinity of Bayhead upstream, to deep water west of Wardwell's Neck. Report and estimate in 1938 project summary May 12, 1938.

BARNEGAT BAY BEACH CHANNEL: Borough of Mantoloking south to Borough of Seaside Park. Inland Waterway Survey: Survey covered the easterly side of Barnegat Bay from Mantoloking to Seaside Park. Sub-project map incomplete. Report and estimate in 1938 project summary May 12, 1938.

BARNEGAT BAY: (Main Inland Waterway). Bayhead to the mouth of Toms River. Inland Waterway Survey: The main Inland Waterway through Barnegat Bay from Bayhead to the mouth of Toms River was surveyed and plotted on a 500 scale map to enable a study of present channel with a view to improving the channel route and marking of this section of the main Inland Waterway.

FORKED RIVER: (Lacey Township) Inland Waterway Survey: Sub-project map dated July 1937 covered the river channel from deep water on Barnegat Bay upstream to the Forked River Yacht Basin.

Dredging: Contract No. 119. Dredging an 8 ft. channel from deep water in Barnegat Bay upstream to the Yacht Basin. Final soundings submitted on May 31, 1938.

LIBERTY AND BECK'S CREEK THOROUGHFARE, Borough of Beach Haven.

Inland Waterway Survey: Sub-project map dated January 31, 1938 covered completely both Thoroughfares east of Mordecai Island. Report and estimate in 1938 project summary May 12, 1938.

PARKER RUN (Parkertown) Dredging Survey: Contract 119. Dredging a 6 ft. channel from deep water in Little Egg Harbor upstream to the public wharf at Parkertown. Final soundings on map dated March 11, 1938.

NACOTE CREEK: Port Republic. Inland Waterway Survey: Sub-project map dated Sept. 22, 1937, covered for one mile below the County Road drawbridge, upstream to the dam. Report and estimate in the 1938 project summary May 12, 1938.

Dredging Contract No. 121; Dredging 6 ft. channel from deep water 800 feet west of County Road drawbridge upstream to the dam. Final soundings incomplete June 30, 1938.

LAKES BAY: City of Pleasantville, Inland Waterway Survey: Sub-project map dated April 21, 1938 covered the westerly and northerly sections to Lakes Bay from the mouth of Great Channel into Tunis Basin in Pleasantville. Report and estimate in the 1938 project summary May 12, 1938.

BEACH THOROFARE: Egg Harbor Township. Inland Waterway Survey: Sub-project map submitted June 1938 showed soundings on meadow sections for a cut-off channel through southerly point of Pork Island, west of Margate City in Egg Harbor Township. Report and estimate in 1938 project summary May 12, 1938.



Dredging: Contract 119: Dredging a 9 ft. channel through the northerly point of Pork Island. Final Soundings submitted May 2, 1938.

COOK'S CREEK: (Tributary of Manasquan River) Borough of Point Pleasant Beach. Riparian Survey: Map dated June 23, 1938 covered from Manasquan River through Cook's Creek into Lake Louise.

BOROUGH OF BERKELEY BASIN: Seaside Park. Inland Waterway Survey: Sub-project map dated September 2nd, 1937 covered the shoal at the mouth of the southerly basin. Report and estimate in the 1938 project summary May 12, 1938.

LITTLE EGG HARBOR: Borough of Beach Haven. Inland Waterway Survey: Sub-project map May 5, 1938 covers the arm of Little Egg Harbor in the vicinity of 12th Street, Beach Haven. Report and estimate in the 1938 project summary May 12, 1938.

#### CAPE MAY COUNTY

GREAT SOUND AND GULL THOROFARE, near Avalon. Dredging Survey: Contract 115: Redredging to 7 feet the main Inland Waterway channel through Gull Thorofare and northward for approximately 1 mile in Great Sound. After dredging map incomplete June 30, 1938.

HEREFORD INLET- City of North Wildwood. Dredging Survey: Contract 115; dredging a 9 ft. channel from deep water in the Inlet channel into the Fish Wharf at North Wildwood. Final soundings May 3, 1938.

CAPE ISLAND CREEK AND SPICERS CREEK- Lower Township. Contract 115, dredging a 13 ft. channel in Cape Island Creek from the

mouth to the Highway Drawbridge and a 9 ft. channel for Spicers Creek from Cape Island Creek upstream to the fish docks. Inland Waterway Survey. Sub-project map dated June 6, 1938 covered from the Fish Wharves upstream to the head of navigation at Railroad culvert. Report and estimate in the 1938 project summary May 12, 1938.

OTTENS HARBOR: Grassy Sound Channel and Richardsons Channel, Lower Township. Inland Waterway Survey: Sub-project map dated May 17, 1938 covered from the Wildwood City line at Ottens Harbor south along the main Inland Waterway channel through Grassy Sound Channel and Richardsons Channel to Swans Channel. Report and estimate in the 1938 project summary May 12, 1938.

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## RIPARIAN STREAM AND WATERWAY SURVEYS

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The Riparian Stream and Waterway Surveys was inaugurated in August 1934, first as an E.R.A. Project and, continued after January 16, 1936, as a W. P. A. Project.

The project was organized primarily for the purpose of giving relief to unemployed engineers and others of the "White Collar" class, who could be effectively employed on work of real and permanent value to the State.

The Riparian branch of this project in which this Board has a direct interest embraces a survey of the coast line, inland waters and streams to the head of tidewater. The Board itself has not been able to carry on these surveys except to a rather limited extent, because of lack of resources.

A comprehensive detail survey of the entire coast line from Manasquan Inlet to Cape May Point, and continuing up Delaware Bay to Bidwells Creek, has already been completed and mapped.

All jetties, seawalls, bulkheads, boardwalks and other structures are carefully located and described. Cross-sections of the beach are measured at frequent intervals. The traverse survey lines are permanently referenced to the United States Coast and Geodetic Survey Triangulation System,



and all elevations are determined by leveling from the Bench Marks of the United States Coast and Geodetic Survey Precise Level Net. This survey is of special importance in the study of beach erosion and protection.

The surveys of the inland tidal waterways are especially valuable for the riparian work of the Board. Many of the streams have not heretofore been surveyed and the information obtained can be used for determining a judicious location of the Pierhead and Bulkhead Lines and boundaries of riparian grants and leases. In addition, these surveys will form the basis for the unmapped sheets of the Board's Atlas of Riparian Conveyances. Lack of the necessary survey information and insufficient drafting personnel has delayed the completion of this Atlas.

The work on this project has, during the past year, been confined mainly to the survey of the streams and waterways above tidewater to obtain data for projects in which the State Water Policy has an interest, and also to referencing the traverse lines of the surveys heretofore made to the newly established monuments of the State Geodetic Plane Coordinate Survey.

## COAST PROTECTION

There is little to add to the statements contained in the Board's Report for the fiscal year ending June 30, 1937.

No funds have been received either from the State or the Federal Government for coast protection. The Board, however, has been unremitting in its efforts to present to the State and Federal authorities the need for protecting the beach frontage.

Owing to the failure of the Legislature to appropriate State funds for coast protection, many of the municipalities bordering on the Monmouth County Coast Line have prepared plans for jetties and bulkheads and made application to the Public Works administration for a Federal grant of moneys to augment the local appropriations for the purpose.

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## BARNEGAT LIGHTHOUSE

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The preservation of this structure of historic and legendary fame now seems assured as a result of the appropriations made by the State, County of Ocean, and the Federal Government, for the permanent improvement of Barnegat Inlet.

The State, by Chapter 48, Laws of 1937, appropriated the sum of \$275,000. towards this improvement. The County of Ocean also appropriated the sum of \$25,000. 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 jetty 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 linear feet of the inshore end of the existing stone jetty 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 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.

Work on the construction of the small protective jetty and repair of the existing stone jetty commenced early in 1938.

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## FORKED RIVER PUBLIC YACHT BASIN

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### BASIN IMPROVEMENTS

A number of improvements were made at the Basin during the past year; the most important, perhaps, was the construction of a driveway and a parking area for automobiles on the north side of the Basin. Here there are 32 berths for boats, about one-third of the capacity of the Basin, which were undesirable and idle because of the inconvenient automobile accommodations. Now, it is possible to park cars within a few feet of the boats.

On the south side of the Basin, the gravel roadways and the walkway had settled and were uneven and lacked drainage. They were resurfaced with gravel and brought to grade, 35 cubic yards were required to bring the walk to grade. The main driveway and the walk were then treated to an application of penetrating road oil. The result is now a well drained, hard, smooth surface that is free from dust and sand.

A number of changes in berth arrangements were made last spring. On the north pier ten 15 ft. berths were changed into fourteen 10 ft. berths and one 16 ft. berth. On the south side in slip #1, eight bulkhead berths have been made where formerly there were only three. In slip #4, ten bulkhead berths have been provided where formerly there were none. These changes have been made with no sacrifice of berthing space and now make it possible to segregate the commercial boats.

There are now 31 bulkhead berths, all of which are reserved for fishing party boats. The rental rates for these berths have been fixed at \$60.00 a year. All pier berths, for private boats or commercial boats, rent for \$75.00 a year. There is an additional charge of \$1.00 for each additional foot for all boats over 46 ft. long.

All berths on the north pier are reserved for private boats and the rates are \$50.00 a year for boats up to 29 ft. long, occupying the 10 ft. berths. Boats over 29 ft. long and occupying the 15 ft. berths rent for \$75.00 a year.

In late spring the bulkhead caps, the pier stringers and the tops of all pier mooring piling were painted with aluminum paint. The eight flower mounds and the border around the Terminal building were planted again with many varieties of annual and pre-annual flowers. All together, the Basin and its surroundings presents a very pleasing effect.

#### BASIN ADMINISTRATION

The Board adopted a schedule of berth rental rates, effective May 13th, 1938, fixing the rates for commercial boats at \$60.00 a year and for all private boats at \$75.00 a year, thereby supplanting the uniform rate of \$40.00 a year that applied to both classes of boats.

On May 13th, 1938, the Board also adopted a ruling to conform with the State's fiscal year policy whereby all leases for berths, effective July 1st, 1938, will expire June 30th of each year.



In order to observe the eight hour labor day for employees, it was necessary to employ another man in order to render continuous service. On March 1st, another night watchman was engaged; since then the twenty-four hour day has been divided into eight hour shifts by two night watchmen and a day man.

#### INLAND WATERWAY TERMINAL

A new fuel oil burner was installed last fall that has rendered both satisfactory and economical service during the past winter.

Preparatory to the 1938 season, the pumping plant and water system was reconditioned. One well point that did not give service was pulled and replaced by a new one. The result is a dependable supply of water for another year.

A one story frame building, a combination for garage and warehouse facilities, was constructed last winter in that area east of the Terminal building. This building affords shelter for three State automobiles that are in service here and valuable equipment and supplies that would otherwise have to be stored in the open yard or take up needed space in the Terminal Building.

ANNUAL MOTOR BOAT  
SHOW  
NEW YORK

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Again the Board participated in the educational exhibits at the Sixteenth Annual Motor Boat Show held in the Grand Central Palace, New York City, January 6th to January 14th, 1938.

The Board's display was of modernistic design representing a ship'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 of a U shape, running 40 feet across the back of the exhibit and extending outwardly 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 ft. 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 as to position and correctly divided as to color. This map is 21 feet long and 4 feet high, painted in oil 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 has been evidenced by the numerous reports and comments received from different parts of the State since the Show and the increased use of our waterways.



## APPENDIX "A"

CONVEYANCES BY BOARD OF COMMERCE AND NAVIGATION  
JULY 1, 1937 to JUNE 30, 1938GRANTS

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
June 7, 1937	Shore Acres Corp.	Kettle Creek	Ocean	\$ 60.00
June 7, 1937	James J. Neely	Beach Thor'fare	Ocean	50.00
June 7, 1937	Fidelity-Philadelphia Trust Co., Executor of and Trustee under Last Will of Silas L. Schumo, Deceased.	" "	"	400.00
June 7, 1937	Daniel Montagna and Nancy Montagna, his wife	Beach Thor'fare	Ocean	50.00
June 7, 1937	Edwin B. Garrigues and Miriam R. Garrigues, his wife	Beach Thor'fare	Ocean	50.00
May 3, 1937	State of New Jersey	New York Bay	Hudson	1,716.90
June 7, 1937	Charles J. Wadsworth, Jr.	Manasquan Riv.	M'mouth	204.50
July 12, 1937	Borough of Ship Bottom- Beach Arlington	Manahawkin Bay	Ocean	100.00
July 12, 1937	George L. Chandler, Jr. M. Evelyn Chandler, his wife	Metedeconk River	Ocean	102.38
June 7, 1937	County of Ocean	Scow Ditch	Ocean	100.00
July 12, 1937	City of Jersey City	Muddy Creek	Hudson	100.00
Sept. 16, 1935	Morgan Beach Co.	Stump Creek	Middlesex	199.29*
Aug. 2, 1937	Arno S. Farenwald	Metedeconk River	Ocean	50.00
Aug. 2, 1937	Joseph W. Johnson and Bertha G. Johnson, his wife	Metedeconk River	Ocean	100.00

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
Aug. 2, 1937	J. Howard Smith	Sandy Hook Bay	M'mouth	\$ 525.00
Aug. 2, 1937	Margaret C.Hall	Beach Thor'fare	Ocean	127.64
Sept.13, 1937	Emil R.Scheunemann and Anna F.Schueneman	Sunset Lake	Cape May	30.00
Sept.13, 1937	Fred Focht	Beach Thor'fare	Cape May	64.82
Sept.13, 1937	James M.Gathercule and Sara V.Gathercule	Twilight Lake	Ocean	50.00
Sept.13, 1937	Borough of Wildwood Crest	Sunset Lake	Cape May	120.00
Sept.13,1937	Pi Delta Epsilon Fraternity Alpha Chapter	Beach Thoro'- fare	Ocean	50.00
Oct. 4, 1937	William F.Maier and Florence E.Maier,his wife	Sunset Lake	Cape May	15.00
Sept.13,1937	Jere W.Powell, Inc.	Salem River	Salem	800.00
Oct. 4, 1937	George Smith and Jane Elizabeth Smith, his wife	Sunset Lake	Cape May	15.00
Oct. 4, 1937	Max Nathan	Sunset Lake	Cape May	45.00
Sept.13, 1937	Edgar Ross Messick and Phebe Messick,his wife	Beach Thor'fare	Ocean	50.00
Oct. 14, 1937	Frederick P.Small and Clara J.Small,his wife	Barnegat Bay	Ocean	282.42
Oct.4, 1937	Maria Cicola	Sunset Lake	Cape May	30.00
Oct. 4, 1937	Theodore Riedel and Emma T. Riedel,his wife	Sunset Lake	Cape May	60.00
Nov.8, 1937	Stanley Jordan	North and South Branches Beaver Dam Creek	Ocean	403.30
Nov. 8, 1937	Aluminum Co. of America	Hudson River	Bergen	15,000.00

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
Aug. 2, 1937	American Timber Co.	Short and/or Deep Creek	Monmouth	1,500.00
Sept. 13, 1937	E.O. Howell, Jr., Receiver Ocean City National Bank	Beach Thor's fare	Cape May	1,009.80
Oct. 4, 1937	Joseph Wusinich and Margaret T. Wusinich, his wife	Sunset Lake	Cape May	15.00
Nov. 8, 1937	Anna Apsche and William Apsche, her son	Sunset Lake	Cape May	30.00
Nov. 8, 1937	Percy T. Blake and Miriam H. Blake, His wife	Sunset Lake	Cape May	45.00
Nov. 8, 1937	Thomas J. Moran	Sunset Lake	Cape May	15.00
Nov. 8, 1937	Frank L. Thomas	Sunset Lake	Cape May	15.00
Dec. 6, 1937	Arthur W. Munn and Mildred B. Munn, his wife	Barnegat Bay	Ocean	50.00
Jan. 3, 1938	Joseph C. Kuehne and Flora L. Kuehne, his wife	Metedeconk River	Ocean	50.00
Dec. 6, 1937	Ward H. Bright and Elizabeth M. Bright, his wife	Sunset Lake	Cape May	60.00
Nov. 8, 1937	Lloyd A. Good and Clara Good, his wife	Barnegat Bay	Ocean	606.06
Nov. 8, 1937	Lincoln Republic Life Insurance	Sunset Lake	Cape May	15.00
Nov. 8, 1937	Boro of Wildwood Crest	Sunset Lake	Cape May	30.00
Nov. 8, 1937	Rebecca P. Elliott	Sunset Lake	Cape May	30.00
Nov. 8, 1937	Mary Hallock Greenewalt	Sunset Lake	Cape May	30.00
Nov. 8, 1937	Mary Vogt	Sunset Lake	Cape May	30.00
Nov. 8, 1937	Paul F. Berner	Sunset Lake	Cape May	30.00
Feb. 7, 1938	Norris W. Cossaboom and John Loper	Barnegat Bay	Ocean	210.85
July 12, 1937	United States of America	Ludlam's Thoro' fare	Cape May	120.00



<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
Nov.2, 1937	Seashore Build'g & Loan Ass'n.	Beach Thor'fare	Cape May	\$ 102.94
Feb. 7,1937	Pasquale Buonanno	Barnegat Bay	Ocean	284.22
Jan. 3,1938	Wm.Kennedy and Mary Kennedy,his wife	Twilight Lake	Cape May	50.00
Feb.7, 1938	Ocean City Tabernacle Association	Atlantic Ocean	Cape May	1,269.75
Feb. 7, 1938	Prudential Insurance Co. of America	Shark River	M'mouth	125.00
Feb. 7, 1938	Albert J. Diringer and Anna Diringer, his wife	Toms River	Ocean	203.82
Feb. 7, 1938	J. Howard Smith	Compton Creek	M'mouth	640.00
Nov.8, 1937	Chas. A.Vaughn, Hannah A. Vaughn, Florence V. Howell, Devisees	Forked River	Ocean	1.00
Mar. 7, 1937	Stanley Jordan	Beaver Dam Creek	Ocean	88.00
Apr.4, 1938	City of Bayonne (Correcting de- scription)	New York Bay	Hudson	No fee
Apr. 4, 1938	Peter McClees	Navesink River	M'mouth	4,235.45
Apr. 4, 1938	Robert A.Howie and Ellen Howie,his wife	Shark River	M'mouth	96.00
Apr. 4,1938	Belmar Yacht Club	Shark River	M'mouth	121.00
Dec. 6,1938	E.I.DuPont DeNemours and Company	South River	Middlesex	5,000.00
May 2,1938	Wm.L.Jedebrock and Madeline G. Jedebrock	Outlet Creek	M'mouth	30.00
May 2,1938	Frank Cullen	Sunset Lake	Cape May	15.00
May 2,1938	Richard C.Storey and Gladys H. Storey	Bass River	Burlington	71.22
Apr. 4,1938	Edna L. Little	Sunset Lake	Cape May	30.00

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
May 2, 1938	Public Service Electric and Gas Co.	Delaware River	Burlington	\$14,103.40
June 6, 1938	Eloise Bright	Sunset Lake	Cape May	30.00
June 6, 1938	Frederick P. Small and Clara J. Small, his wife	High Point Pond or Kinsey Cove	Ocean	75.00
June 6, 1938	Lynn W. Frye	Barnegat Bay	Ocean	129.78
June 6, 1938	Boro of Ocean Gate	Toms River	Ocean	<u>150.00</u>
Total Consideration for 73 Grants.....				\$51,694.54
* Deduct for deposit heretofore paid.....				<u>100.00</u>
Net Total....				\$51,594.54

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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>
Jan. 3, 1938	Sun Oil Company	Beach Thor'fare	Atlantic	\$2,623.73
Dec. 12, 1937	Edward Liebe	Inside Thor'fare	"	450.98
Feb. 7, 1938	Sun Oil Company	Beach Thor'fare	"	<u>5,806.80</u>
Total Consideration for 3 Grants(Conversions).....				\$8,881.51

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>
July 12, 1937	Rumson Country Club	Shrewsbury River	M'mouth	\$50.00	\$ 714.30
July 12, 1937	Kathryn Gehrig	Metedeconk River	Ocean	12.22	174.58
Aug. 2, 1937	Ella S. Scull	Beach Thoroughfare	Ocean	36.20	517.10
Jan. 3, 1938	Harjones Holding Co., Inc.	Atlantic Ocean	Ocean	498.75	7,125.00
Mar. 7, 1938	David Beaton and Mary Beaton, his wife	Jones Tide Pond and Knot Line Ditch	Ocean	28.00	400.00
May 2, 1938	Fortescue Development Company	Delaware Bay	Cumberland	66.77	<u>953.80</u>
Total Principal Sum Value of 6 Fifteen Year Convertible Leases.....					\$9,884.78

\* \* \* \* \*

5-YEAR LEASES  
 (Not Convertible)

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>ANNUAL RENTAL</u>
Sept. 13, 1937	Howard H. Samuel	Bayhead-Manasquan Canal	Ocean	\$ 50.00
Nov. 8, 1937	C. Bradford Wynne and Louise H. Wynne, his wife	Bayhead	Ocean	10.00
Feb. 7, 1938	Janet Wilson Cook	Passaic River	Essex	1,546.83
Total Annual Rental for 3 Leases.....				\$1,606.83
Aggregate Full Term Rental Value.....				\$8,034.15

\* \* \* \* \*

1-YEAR LEASE

Jan. 3, 1938	Edna G. Goodwin	Salem River	Salem	\$ 75.00
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### CONFIRMATORY GRANTS

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
May 3, 1937	General Cable Co.	Arthur Kill	Middlesex	\$ 100.00
Sept.13,1937	Corn Exchange Nat'l. Bank & Trust Co. Trustee	Toms River	Ocean	50.00
Dec. 11,1937	Socony-Vacuum Oil Co. Inc.	Kill Van Kull	Hudson	700.00
Sept.13,1937	Doris Gherky Engel, Jean Gherky Killhour and Eleanor Price Devises	Beach Thor'fare	Cape May	50.00
Total Fees for 4 Confirmatory Grants.....				\$ 900.00

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### AGREEMENTS

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
Sept.17,1937	Aluminum Company of America and Manufact- urers Trust Co. of N.Y.	Hudson River	Bergen	\$1.00
Apr.4,1938	City of Bayonne, State of New Jersey by Board of Commerce and Navi- gation	New York Bay	Hudson	No fee

(Correcting description to conform with grant)

EASEMENTS AND LICENSES IN PERPETUITY

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
June 7, 1937	City of Rahway	Rahway River	Union	\$ 300.00
July 12, 1937	Public Service Electric & Gas Co.	Elizabeth River	Union	100.00
July 12, 1937	New Jersey Bell Telephone Co.	Manantico Creek	Cumberland	50.00
Sept. 13, 1937	Clifton Paper Board Company	Passaic River	Passaic	50.00
Oct. 4, 1937	Standard Oil Company of New Jersey	Staten Is- land Sound	Union	5,000.00
Oct. 4, 1937	Tide Water Pipe Company, Ltd.	Arthur Kill or Staten Island Sound	Union	1,400.00
Nov. 8, 1937	Public Service Elec- tric & Gas Company	Hackensack Meadows	Bergen Hudson	500.00
Nov. 8, 1937	Jersey Central Power & Light Co.	Deal Lake	Monmouth	50.00
Nov. 8, 1937	Boro of Neptune City	Atlantic City	Monmouth	100.00
Mar. 7, 1938	Atlantic City Sewer- age Co.	Atlantic City	Atlantic	100.00
Mar. 7, 1938	Atlantic City Sewer- age Co.	Inside Thor's fare	Atlantic	200.00
Jan. 3, 1938	Atlantic City Elec- tric Company	Beach Thor's fare	Atlantic	50.00
May 2, 1938	American Tel. & Tel. Co. of New Jersey and N.J. Bell Telephone Co.	Passaic River	Hudson & Essex	50.00
June 6, 1938	Hackensack Water Co.	Hackensack River	Bergen	<u>100.00</u>
Total Consideration for 14 Easements and..... Licenses in Perpetuity				\$8,050.00

REVOCABLE LICENSES - ANNUAL FEE

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>ANNUAL FEE</u>
Sept.20,1937	Frank Ayres	Raritan River	Middlesex	\$ 10.00
Sept.25,1937	Dow Kling	Shark River	Monmouth	20.00
Sept.25,1937	Albert Von Dohn	Hudson River	Bergen	50.00
Sept.30,1937	North Hudson Yacht Club	Hudson River	Bergen	50.00
Sept.30,1937	Antonio Pinto (Revised License)	Atlantic Ocean	Cape May	10.00
Oct.25,1937	John Weller	Hackensack River	Bergen	50.00
Nov.30,1937	Northern New Jersey Oil Company (Supersediary License issued 7/19/26 due to re- location of pipe-lines)	Passaic River	Essex	50.00
Dec.14,1937	Samuel Taylor,Jr.	No.Shrewsbury River	Monmouth	10.00
Dec.14,1937	Anna M. Fales	Hudson River	Bergen	10.00
Apr.4, 1938	Eureka Yacht Club	Hackensack River	Hudson	5.00
Apr.18,1938	John I.Birdsall	Double Creek	Ocean	15.00
May 4,1938	John M. Willett	Cheesequake Creek	Middlesex	10.00
May 23,1938	Ferdinand G.Angeny	Shark River	Monmouth	20.00
June 1,1938	New Brunswick Boat Club	Raritan River	Middlesex	10.00

Total Annual Fees for 14 Revocable Licenses \$320.00

Aggregate Value of Annual Fees Computed on  
Five Year Basis.....\$1,600.00



REVOCABLE LICENSES -SINGLE FEE

<u>DATE</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>COUNTY</u>	<u>AMOUNT</u>
Sept.16,1937	Standard Oil Co. of New Jersey	Morse's Creek	Union	\$ 100.00
Sept.16,1937	Staten Island Edison Corp. and N.J. Power & Light Co.	Raritan Bay- Arthur Kill	Middle- sex	100.00
Sept.16,1937	Atlantic City Electric Co.	Big Thor'fare Little Thor'fare Big Sh'psh'd Creek Little "	Atlantic	50.00
June 7,1937	State of New Jersey National Guard	Stockton Lake	Monmouth	1.00
Nov.4,1937	Township of Haddon	Newton Creek	Camden	50.00
Nov.18,1937	Elizabethtown Consolidated Gas Co.	Elizabeth River	Union	50.00
Nov.30,1937	Northern New Jersey Oil Co.(Superseding License issued 5/13/30 due to relocation of pipe line- fee heretofore paid.)	Passaic River	Essex	-----
Dec. 8,1937	G. Hilliard Ross , Executor	Hudson River	Bergen	300.00
Dec.8,1937	G.Hilliard Ross and Adelaide Ross Smith	Hudson River	Bergen	300.00
Jan.17,1938	Palisades Interstate Park Commission	Hudson River	Bergen	50.00
Mar. 3,1938	Gulf Oil Corporation	Cohansey River	Cumberland	25.00
Mar.23,1938	John F.Gustafson and William F.Ingold,Jr.	Hudson River	Bergen	<u>100.00</u>
	Total Fees for 12 Revocable(Single Fee) Licensess			1,126.00
				<u>50.00</u>
	Fee Heretofore Paid.....			\$1,176.00

# MISCELLANEOUS RECEIPTS

## RIPARIAN FEES

Charges for redrawing grant, Mildred B. Munn  
and Suzanne Munn to Arthur Munn and Su-  
zanne Munn.....\$ 50.00

### Certified Copies of Instruments

Frances J. Crilly grant.....\$ 5.00

Frederick W. Denninger grant..... 5.00

River and Ocean Front Land Co.  
grant..... 5.00

Edgewater Development Co. grant... 5.00

Edgewater Development Co. con-  
firmatory grant... 5.00

Albert S. King et ux. lease..... 5.00

30.00

Total Riparian Fees.....\$ 80.00

## INTEREST COLLECTED ON DEFERRED PAYMENTS

Delayed payments on grants and leases.....\$ 13.00

On arrears in rentals (leases subject to  
foreclosure)..... 99.79

On arrears in annual license fees.....2,266.31

2,379.10

COLLECTION OF RENTAL ARREARAGES ON LEASES SUBJECT  
TO FORECLOSURE.....

2,745.69

COLLECTION OF LICENSE FEES IN ARREARS.....

6,478.09

## USE AND OCCUPANCY OF RIPARIAN LANDS

William Carter, Passaic River, Lyndhurst, pending  
renewal of expired license.....

100.00

TOTAL..... \$11,782.88

ROYALTIES ON SAND DREDGING

<u>DATE OF AGREEMENT</u>	<u>TO WHOM MADE</u>	<u>LOCALITY</u>	<u>DATE OF PAYMENT</u>	<u>AMOUNT</u>
Apr.15,1935	Eastern Sand and Gravel Corporation	Delaware River	4/22-5/17/37	\$450.32