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Form 504 DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	U. S. COAST & GEODETIC SURVEY LIBRARY AND ARCHIVES DEC 8 1930 Acc. No.
State: N.Y. N.J.	
11-5613	
DESCRIPTIVE REPORT.	
Topographic Sheet No. "B" 4557	
LOCALITY:	
Hudson River	
Spuyten Duyvil to Yonkers	
1920	
CHIEF OF PARTY:	
C. A. Egner,	

4557

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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LIBRARY AND ARCHIVES

DEC 8 1930

REG. NO.

4557

W

TOPOGRAPHIC TITLE SHEET

Acc. No. _____

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. "B" B

REGISTER NO. 4557

State New York - Jersey

General locality Hudson River

Locality Spuyten Duyvil Creek to Yonkers
~~Spuyten Duyvil Yonkers~~

Scale 1:5000 Date of survey August 1930

Vessel Motor Vessel Natoma

Chief of Party C.A. Egner,

Surveyed by George R. Shelton

Inked by George R. Shelton

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

Contour, Approximate contour, Form line interval feet

Instructions dated July 22 1930

Remarks:

DESCRIPTIVE REPORT .

to accompany

TOPOGRAPHIC SHEET NO. "B"

HUDSON RIVER - SPUYTEN DUYVIL to

YONKERS -

INSTRUCTIONS:

This survey was made under the Director's Instructions dated July 22, 1930.

METHOD SURVEY:

The usual plane-table method of survey was used, namely, three point fixes and re-sections. No traverses were run. The control used on this sheet consisted of second and third order Triangulation.

EXTENT:

This sheet comprises a re-survey of the shorelines of the Hudson River from the south side of Spuyten Duyvil on the East and Englewood Yacht Basin on the West side of the river to Spreckel's Sugar Factory on the East and a point directly opposite on the West side of the river. It is joined on the south by topographic sheet "A" and on the north by topographic sheet "C".

DESCRIPTION:

The shoreline on the New Jersey side of the Hudson River is quite regular, with several slight indentations. It consists of a stonewall about three feet high, throughout the length of the sheet, except for breaks at piers and small streams. A path about three meters wide, and from five to fifteen meters from high water extends throughout the length of the sheet. The steep slopes of the Palisades start from ten to fifteen meters back from the high water line and terminate in an abrupt wall from fifty to one hundred meters further inland. The walls rising to a height of from three hundred to four hundred feet. The slopes at the foot of the walls are heavily wooded, the walls themselves being bare and reddish brown in color. The area from the high water line to the top of the cliffs is owned by the Interstate Park Commission. There are numerous playgrounds along the beach.

The point south of Spuyten Duyvil Creek rises in a steep slope to a height of about two hundred feet and is heavily wooded. Spuyten Duyvil Creek makes numerous turns before joining Harlem River. A marsh extends out into the creek on the south side, forming a Yacht Basin. The north shore of the creek is very irregular. A steep slope rises about twentyfive meters back of the shoreline for a height of two hundred feet.

DESCRIPTIVE REPORT - SHEET "B" Cont'd.

The shoreline on the New York side of the River is quite uniform with no pronounced breaks, and is paralleled by the New York Central Railroad. The high and low water lines are practically coincident, the high water lines being formed by a rock fill about five feet high, which is the road-bed for the N.Y.C.R.R. The railroad swings inland about a quarter of a mile north of the Yonkers-New York City line. From this point on the shoreline consists principally of private docks. The slopes in back of the N.Y.C.R.R. are heavily wooded and terminate in hills from one hundred to two hundred feet in height. This area is cut up into large estates.

COMPARISON WITH PREVIOUS SURVEYS:

All the piers and wharfs on each side of the river have been altered or removed and new ones have added except Powder Pier on the west side of the river. Apparently there has been no change in the shoreline.

STATISTICS:

Shoreline	-	9.4 miles (Statute)
Railroad	-	3.5 " "
Area	-	4.0 sq." "

LANDMARKS:

All prominent landmarks are described on Form 567,
LANDMARKS FOR CHARTS.

Respectfully submitted,

George R. Shelton

George R. Shelton
Jr. H & G Engr.,

Approved and Forwarded:

C. A. Eger
C. A. Eger,
Chief of Party.

DESCRIPTION OF TOPOGRAPHIC STATIONS

Sheet "E"

Hudson River New York -New Jersey

Name	Lat	D.M.	Long.	D.P.	Description	
Mas	(<u>Bay</u> , Sheet 1)	40 52 30	(370) 555,0	73 56 30	277 (426)	S. Entrance to Engewood Yacht Basin, lighted mast 100'
3 Pil		40 52 30	(215) 710	73 56 30	216.5 (486.5)	N.E. Corner of Dock 199
3 Abe		40 53 00	08 (917)	73 56 30	(504)	Large rock 10' high
3 Ber		40 53 00	524 (401)	73 56 00	(96) (607)	S.E. corner of Undercliff pier.
3 Nor		40 53 00	661 (264)	73 56 00	651 (52)	N.F.P. on Park Bldg. at Undercliff Beach.
Boy		40 53 30	155 (770)	73 56 00	470 (233)	On small point, W.W.
Use		40 53 30	495 (430)	73 56 00	287 (416)	Marked by USED standard sta. marker on small flat grassy point.
Cato		40 53 30	797 (128)	73 56 00	210 (492)	W.W. not recoverable.
Dog		40 54 00	30 (895)	73 56 00	158 (544)	Rock bares 5' H.W.
3 Pow		40 54 00	450 (475)	73 55 30	650 (52)	S.E. corner Powder Pier
Oat		40 54 00	727 (198)	73 55 30	630 (72)	W.W. not recoverable
Gat		40 54 30	46 (879)	73 55 30	552 (150)	" " "
Fid		40 54 30	406 (519)	73 55 30	458 (244)	" " "
3 Lan		40 54 30	783 (142)	73 55 30	250 (452)	[Pier S.E. corner of Landbire
Fal		40 55 00	280 (645)	73 55 30	190 (512)	W.W. Not recoverable.
Gren		40 55 30	250 (675)	73 55 30	32 (670)	Chmny n. end 2-story Ho (painted green.
Roc (<u>Law</u> on Sht#3)		40 55 30	622 (303)	73 55 00	(678) (24)	W.W. Not recoverable.
Sat		40 55 30	(921) (04)	73 55 00	612 (90)	Ditto
Al		40 55 30	467 (458)	73 54 00	441 (261)	F.P. on Spreckels Sugar plant
Bet		40 55 00	915 (10)	73 54 00	607 (95)	N.W. Cor. Pure Oil Bldg.

LANDMARKS FOR CHARTS

DESCRIPTION OF TOPOGRAPHIC STATIONS SHEET "B" CONT'D

SPUYTEN DUUVIL CREEK

Name	Lat	D.M.	Long.	Long.	Description.
			431	622	
Wak	40 52 30	(494]	73 55 00	(#83)	Concrete end of sewer 10' high.
		369		472	
Bal	40 52 30	(558)	73 55 00	(233)	Lone pile.
		349		440	
Can	40 52 30	(578)	73 55 00	(265)	Sign post, R.R.
		265		368	
Did	40 52 30	(660)	73 55 00	(337)	ditto
		171		322	
Est	40 52 30	(754)	73 55 00	(383)	Center of W. face of old bldg
		169		295	
Stack	40 52 30	(756)	73 55 00	(410)	Stack on old building.
		51		395	
Sit	40 52 30	(874)	73 55 00	(310)	S.W. corner of old dock
		834		281	
Tank	40 52 00	(91)	73 55 00	(424)	Oil tank, white
		793		164	
Fat	40 52 00	(132)	73 55 00	(541)	N.E. end of float
		756		186	
Gun	40 52 00	(169)	73 55 00	(519)	S.W. end of float
		707		304	
Hos	40 52 00	(218)	73 55 00	(401)	Loading crane on dock
		718		477	
Ike	40 52 00	(207)	73 55 00	(228)	F.P. at Yacht Club.
		12		546	
Kut	40 52 30	(913)	73 55 00	(159)	W.W. Not recoverable.
		165		517	
Lip	40 52 30	(760)	73 55 00	(188)	ditto
		253		582	
Mor	40 52 30	(672)	73 55 00	(123)	ditto
		250		672	
Nis	40 52 30	(675)	73 55 00	(33)	^{the most} E. of 3 small concrete manholes.
		228		79	
Oar	40 52 30	(697)	73 55 30	(626)	^{the most} N.E. of 5 large concrete manholes
		364		25	
Pat	40 52 30	(561)	73 55 30	(680)	N.E. of corner of house on east end of piles, forming pivot of swing bridge.

925
150

705
1410