

5025

U. S. COAST & GEODETIC SURVEY
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Acc. No.

Form 504
Ed. June, 1928
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Patton, Director

State: New York.

DESCRIPTIVE REPORT

Air-photo
Topographic
Hydrographic

Sheet No. T-5025.

LOCALITY

Hudson River.

Sparta to Harmon.

1933.

CHIEF OF PARTY

M. H. Reese.

U. S. GOVERNMENT PRINTING OFFICE: 1923

5025

Report of the Field Inspection is filed
with the Desc. Report for T 5024.

Descriptive Report to Accompany
Air-Photo Topographic Sheet T-5025.

General Information:

- a. Date of Instructions- November 15, 1932.
- b. Statistics-
 - Area of sheet: 4.3 square statute miles.
 - Miles of shoreline: 11.8 statute miles.
- c. Reports affecting sheet-
 - Aluminum mounted topographic sheet by C. A. Egner, 1932.
- d. Numbers, time, and date of flights-
 - 15-526 - 15-537, 12:30 P. M., September 4, 1930.
 - 15-456 - 15-464, 11:50 A. M., September 4, 1930.
 - 15-543-551-558-562-567-570, 12:45 P. M., Sept. 4, 1930.

Control:

- a. Sources-
 - 1. Triangulation by C. A. Egner, 1932. The computations have not been adjusted to the N. A. datum, 1927.
 - 2. Aluminum sheet control by C. A. Egner, 1932.

b. Errors-

Triangulation stations "Gold" and "School" were plotted incorrectly on the Aluminum Field Sheet No. "C". Station "Twin Tank" is either plotted incorrectly or there is an error in the location. There is a possibility that the tank shown in the photographs may have been taken down and rebuilt since the pictures were taken. The position given by the geographic position does not agree with the position obtained from the photographs -

Computed Position
(1569.3)
Lat. 41° 09' 281.6
(46.5)
Long. 73° 51' 1352.6

Photo Plot Position
(-647.5) (1575.0)
Lat. 41° 09' 1208.5 278.0
(36.0)
Long. 73° 51' 1362.4

See Review
in regard to this
station. →

Compilation:

a. Method-

The radial line plot as applied to single lens photographs was used throughout the sheet.

b. Adjustment of plot-

Some difficulty was experienced in making the plot due to broken and irregular flight lines. The control was fairly well distributed over the sheet, and with this information a satisfactory plot was obtained.

Compilation: (continued),

c. Information from other sources-

The shoreline was traced from Aluminum Field Sheet "C" by C. A. Egner, 1932.

Comparison with other surveys:

a. Junction with adjoining sheets-

A satisfactory junction was obtained with Sheet T-5022.

The detail traced from the field sheet agreed with detail from the photographs, except in the following cases: In Lat. $41^{\circ}08.8$, Long. $73^{\circ}52.2$, the dock and shoreline is 8 meters in error. In Lat. $41^{\circ}09.2$, Long. $73^{\circ}52.2$, the building and dock are 10 meters in error. The azimuth is incorrect. In Lat. $41^{\circ}11.3$, Long. $73^{\circ}52.4$, the shoreline is 15 meters in error, this may be due to misinterpretation of the shoreline. The field party did not make any notes on the field photographs as to the condition of the shoreline or construction changes that had taken place since the area was photographed.

Landmarks:

Landmarks for charts were submitted by the field party of 1932.

M. H. Reese

M. H. Reese,
Lieut.(j.g.), C. & G. Survey.

photo.
REVIEW OF TOPOGRAPHIC SURVEY No. 50

✓ Title (Par. 56)

Chief of Party *M. H. Reese* Surveyed by *J. P. O. Connel* Inked by *J. P. O.*

New York compilation

Ship Party

Instructions dated *Nov. 15, 1932* *Photographs taken Sept. 4 1930*
~~Surveyed in~~

✓ 1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 7, 8, 9, 13, 16.)

✓ 2. The character and scope of the survey satisfy the instructions.

3. The control and ~~closures~~ *adjusted theodolite* of traverses were adequate. (Par. 12, 29.)
see remarks on reverse side of this page.

4. ~~The amount of vertical control that the Manual specifies for contours form lines was accomplished.~~ (Par. 18, 19, 20, 21, 22, 23.)

5. ~~The delineation of contours form lines is satisfactory.~~ (Par. 49, 50.)

6. There is sufficient control on maps from other sources that were transmitted by the field party to enable their application to the charts. (Par. 28.) *none submitted*

✓ 7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)

✓ 8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.)

✓ 9. Rocks and other important details shown on previous surveys and on the chart were verified. (Par. 25, 26, 27.)

see remarks on reverse side of this page.

10. The span, draw and clearance of bridges are shown. (Par. 16c.) *None*

11. ~~Locations and elevations of summits are given.~~ (Par. 19, 51.)

12. ~~The tree line was shown on mountains.~~ (Par. 16g.)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.

2
1. Control: 2. 1/2 mi. North of lat. $41^{\circ} 10.5'$

and East of a line parallel to and 800 meters inshore from the railroad tracks. The plot is weak. This detail was taken from the inshore strip of photographs. The plot was adjusted to points located from the shore strip but due to the lack of ground control it is liable to error.

See Par. 6 under Control on page 1 of the desc. report: The timing position of Twin Tank has been retained. The timing description for citation "ding", 1932 states that "Twin Tank was under construction in 1932. It could, therefore, not be the tank shown on the photographs which were taken in 1930

13. ✓ The descriptive report covers all details listed in the Manual, in so far as they apply to this survey. (Par. 64, 65, 66, ~~67.~~)
14. ✓ The descriptive report also contains additional information required in aero-topography relative to type of photographs, method of compilation and type of ground control.
15. The descriptions of recoverable stations and references to shore line were accomplished on Form 524. (Par. 29, 30, 57, 67 except scaling of DMs and DPs, 68.) *None were submitted. Descriptions of stations to see remarks on reverse side this page.*
16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16d, e, 60.) *Submitted for this area by the party of C.A. Egner, 1932.*
17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.) *none*
18. ✓ The geographic datum of the sheet is *North American* and the reference station is correctly noted. (Par. 34.)
19. ✓ Junctions with contemporary surveys are adequate.
20. ✓ Geographic names are shown on the sheet and are covered by the Descriptive report. (Par. 64, 66k.) *"Shasta" not found on recent maps. May have been merged into Ossining (under investigation). The weight of authority is for the name State Prison rather than Sing Sing Prison. Crater. Ponds - has been turned into a State Park. (See AAA map) official name later.*
21. ✓ The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, *NA, Oct. 1934* 39, 40, 41, 42, 45, 46, 47, 48, 49, 50.)
22. ✓ No additional surveying is recommended.
23. ✓ The Chief of Party inspected and approved the sheet and the descriptive report after review by _____

24. Remarks:

Reviewed in office by *B.G. Jones.*

Examined and approved:

K.T. Adams
Chief, Section of Field Records
L.O. Pollock
Chief, Division of Charts

J.S. Rodden
Chief, Section of Field Work
G.T. Rude
Chief, Division of Hyd. and Top.

2. Comparison with other surveys: See also page 2 of the descriptive report. In the absence of field notes from the 1932 field inspection this sheet must be considered as of Sept. 4, 1930, the date on which the photographs were taken. Several differences between this sheet and T4700 and T4701 of 1932 are mentioned in the desc. report, on page 2. The dock in lat. $41^{\circ}08.8'$ long $73^{\circ}52.2'$ and the dock and building in lat. $41^{\circ}09.2'$ long $73^{\circ}52.2'$ are shown on photographs which are well controlled and this sheet probably gives the stronger position for those objects. In the absence of field inspection notes the shoreline mentioned in lat. $41^{\circ}11.3'$ long $73^{\circ}52.4'$ is considered correct as shown on T4701.

3. Descriptions of recoverable stations. No descriptions of recoverable topographic stations were submitted with this sheet. The ~~topo~~ recoverable topographic stations shown are also shown on T4701 and T4700 of 1932 and are described either in the descriptive reports for those sheets or in the descriptions on form 524 submitted with those sheets.

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JAN 29 1934

T-5025

Acc. No. _____

AIR-PHOTO

TOPOGRAPHIC TITLE SHEET

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

Field No. _____

REGISTER NO. T-5025.

State New York

General locality Hudson River.

Locality Sparta to Harmon.

Date of Photographs- September 4, 1930.

Scale 1:5,000 Date of ~~Survey~~ Compilation June 29, 1933.

~~Vessel~~ Photographs by Aerotopograph Corp., of America.

Reviewed and recommended for approval

Chief of ~~party~~ Compilation

M. H. Reese
M. H. Reese, June 29, 1933.

Photographs plotted by

~~Surveyed by~~

J. P. O'Donnell

J. P. O'Donnell, May 11, 1933.

Inked by

J. P. O'D

J. P. O'Donnell, June 29, 1933.

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated November 15, 1932.

Remarks: Compilation of aerial photographs Nos. 15-526 - 15-537,

15-456 - 15-464, 15-543-551-558-562-567-570. Scale 1:5,000, printed
by photo lithographic process.

Polyconic projection by

M. H. R.
M. H. R. Apr. 25, 1933.

Projection verified by

E. L. F.

E. L. F. Apr. 25, 1933.

Control plotted by

J. P. O.

J. P. O. May 1, 1933.

Control verified by

J. R.

J. R. May 2, 1933.

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