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4567a

Diag. Ch't. No. 281-2

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey *Topographic*
Field No. *4567* Office No. *4567 A*

LOCALITY

State *New York*
General locality *Hallam River*
Locality *High Bridge to
Spartan Island Creek*
1930

CHIEF OF PARTY

O. S. Reading

LIBRARY & ARCHIVES

DATE *November 5, 1931*

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

DESCRIPTIVE REPORT

Air Photo

Topographic

Hydrographic

Sheet No. 4567

GEODETIC SURVEY
ARCHIVES

1931

State New York

LOCALITY

Harlem River

High Bridge to Spuyten Duyvil

Creek

193 0

CHIEF OF PARTY

O. S. Reading

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4567

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. 4567

State New York

General locality Harlem River

Locality High Bridge to Spuyten Duyvil Creek

Scale 1:5000 Date of survey Aug. 19 to Aug. 24 1930 (photos taken)

Vessel Aerotopograph Corp. of America's airplane

Chief of Party O. S. Reading

Surveyed by W. J. Chovan

Inked by W. J. Chovan

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated (control and compilation) July 22, 1930

Remarks: Compilation of single lens air photographs Nos. 1-17, 29-47 and 51-64, and printed by photolithographic process in Printing Section.

DESCRIPTIVE REPORT TO ACCOMPANY

AIR PHOTO TOPOGRAPHIC SHEET

No. 4567 - High Bridge to Spuyten Duyvil Creek.

This is a compilation of three overlapping strips of single lens photographs, numbers 1 to 17, 29 to 47 and 51 to 64, direction of flight to northward, taken with a Hugerhoff 5 x 7 tassar lens, by the Aerotopograph Corporation of America. Photographs Nos. 1 to 17 and 29 to 47 were taken on August 19, 1930. No. 1 was taken at 10:30 A.M., No. 47 at 10:40 A.M. Low water in Harlem River at the 207th Street Bridge, as per predicted tide tables, occurred at 10:50 A.M., height, 0.6 foot.

Photographs Nos. 51 to 74 were taken on August 24, 1930. No. 51 was taken at 12:10 P.M. and No. 64 at 12:15 P.M. High water in Harlem River at the 207th Street Bridge occurred at 9:53 A.M., height, 4.5 feet.

LIMITS OF SHEET No. 4567.

This sheet includes the area from the east coast of the Hudson River to about one and one-half miles inland, and from High Bridge, over the Harlem River, to Spuyten Duyvil Creek.

CONTROL.

This sheet was controlled by well distributed triangulation stations. The photo-topographic control sheet No. 4554 was used to control the Hudson River shoreline.

COMPILATION.

A 1:5000 projection was made on the celluloid sheet and all control points plotted. The shoreline from the photo-topographic sheet No. 4554 was traced in black ink. Photostat enlargement of U. S. C. & G. S. chart No. 274 was made and the shoreline of the Harlem River and the streets of New York were traced in blue ink from the photostat.

The single lens negatives of this area were of an approximate scale of 1:10,000. The photographs from these negatives were made to a scale of 1:5,000. A radial line graphic traverse was then plotted holding to this plotted control. The features of the photo-topographic map were obtained by adjustment between the points determined by the radial plot.

CHANGES.

The shoreline in the Harlem River checked very well with the old.

On the Hudson River, quite a few changes were made in the shoreline as shown on photo control topo-sheet No. 4554, especially the docks and topo signals. These changes were due to the distortion of the topo sheet, which has a distortion of 17 meters per mile. The position of the topo signals which were changed will be found in the list of landmarks for charts.

LANDMARKS FOR CHARTS.

The list of landmarks for charts was furnished by the Ship NATOMA. Those landmarks which had a definite point to be located were determined by the radial plot, the positions of which are shown on Form 567. Those landmarks as apartment houses, lone house, etc., with no definite point to locate are listed on Form 567 and shown as buildings on the map.

NAMES.

The names appearing on this sheet were taken from the U. S. Coast and Geodetic Survey chart No. 274 and the map of the city of New York of the Board of Estimate and Apportionment.

SYMBOLS.

The standard topographic symbols were used throughout this sheet. The widths of roads on this sheet are the distances between curb lines.

Respectfully submitted,

Walter J. Chovan

Walter J. Chovan,
Jr. H. & G. Engineer.

*Approved & forwarded
A. Reading*

K.T. Adams
FIELD RECORDS (C)

L.O. Lobbert
Chief, Division of Charts

APPROVED

J.S. Borden

Chief, Section Field Work

G. Glude
Chief, Div. of Hyd'y and Top'y

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Washington, D. C.

March 11, 1931

DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

Chief of Party.

DESCRIPTION	POSITION ^s all N.A. Datum				Photo DATUM Nos.	METHOD OF DETER- MINATION	CHARTS AFFECTED	
	LATITUDE		LONGITUDE					
	° ' "	D. M. METERS	° ' "	D. P. METERS				
Riverside Flag Pole Drive	40 51	(903.3) 947.4	73 58	(1051.1) 354.6	15-8	Tri.	✓ 274-281 747	
Rotunda on house	40 51 52	(780)	73 56 27	(687)	15-8	Photo	✓ " " 747	
Gra. Turret cupola on stilts	40 51 30	145	73 56 00	78	15-8	Topo.	✓ " " 747	
Apartment overhanging					15-9	Photo	✓ " " 747	
Memorial Promenade	40 51 62	(97)	73 56 12	(450)	15-10	"	✓ " " 747	
Red Cupola	40 51 00	828 (836)	73 56 00	253	15-10	"	✓ " " 747	
Tin, stack on house	40 51 30	689 (779)	73 56 00	110 (332)	15-11	*	✓ " " (house only shown) 747	
Watch, watchman shanty	40 51 30	148 (708)	73 56 00	371 (370)	15-11	Topo.	✓ " " 747	
Go, tin shack St. Ferry landing	40 51 30	217	73 56 00	333 (85)	15-11	"	✓ " " 747	
Man, flag at Dyckman chmy. N. end	40 52 00	254 (483)	73 55 30	617	15-13	*	✓ " " 747	
Gray house, green roof	40 51 30	442	73 56 00	28	15-13	Photo	✓ " " 747	
* Inwood Church	40 52	738.0	73 56 ⁵	916.6	15-16	Tri.	✓ " " 747	
Black house S. Chmy.		(29)			15-17	Photo	✓ " " 747	
House, two chmys.	40 52 00	896	73 55 30	108	15-17	"	✓ " " 747	
Red brick house					15-17	"	✓ " " 747	
See photos when no positions are given.							✓ FGE	
* Topo positions changed by radial plot.							Copy JHW	

A list of objects which are of sufficient prominence for use on the charts, together with a description of the same, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report. The selection, determination, and description of these points are of primary importance.

The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstaves and like objects are not sufficiently permanent to chart.

* see vertical files for adjusted position

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	LATITUDE			LONGITUDE				
	° ' "	D. M. METERS	° ' "	D. P. METERS	Photo DRAWN NO.			
North end of Mile, measured mile	40 50	(999.4) 851.3	73 56	(174.1) 1231.7	15-1	Tri.	874-281	
✓ Green Cupola, N.Y. Inst. for Blind	40 50 00	(144) 781	73 56 30	(427) 276	15-1	Photo	" "	
✓ Stack on Pres- Presby. byterian Hosp.	40 50	(943.9) 906.8	73 56	658.0 747.4	15-1	Tri.	✓ " "	
✓ Black pipe on Psychiatric Hosp.	40 50 30	(841) 84	73 56 30	(516) 187	15-1	Photo	" "	
✓ Gen. Small green house	40 50 00	785	73 56 30	513	15-1	Topo.	✓ " "	
✓ Lar. boat house	40 50 30	(744) 181	73 56 30	(273) 429	15-1	*	✓ " "	
✓ Sat. Boat house	40 50 30	(401) 524	73 56 30	(290) 413	15-1	*	✓ " "	
✓ Red Light Lite. House	40 51	(1221.4) 29.3	73 56	(223.5) 1182.0	15-3	Tri.	✓ " " 747	
✓ East Tower Hudson River Bridge					15-3	Photo	✓ " " 747	
Projects out towards Apartment House (river Tower on dwelling		(1492.0)		(779.3)	15-4	"	✓ " "	
✓ Castle, round, gray	40 51	358.7	73 56	626.3	15-5	Tri.	✓ " " 747	
✓ Gal. Green boat house	40 51 00	264	73 56 30	192	15-5	*	✓ " " 747	
House, stands alone					15-5	Photo	✓ " "	
✓ Dutch architecture Part, tower on large apt.	40 51 00	(580) 345	73 56 00	(219) 484	15-5	Topo	✓ " " 747	
✓ Tab. Yellow boat house	40 51 00	(420) 505	73 56 30	46	15-5	*	✓ " " 747	
Stack, concrete stack	40 51 00	(68) 859	73 56 00	(438) 265	15-7	Topo	" " 747	
See photos where no positions are given.								
* Topo positions changed by radial plot.								

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DEPARTMENT OF COMMERCE
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LANDMARKS FOR CHARTS

Washington, D. C.

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	LATITUDE		LONGITUDE					
	° ' "	D. M. METERS	° ' "	D. P. METERS				
✓ Baptist, church tower white	40 48	(526.9) 1325.9	73 57	(264.6) 1141.5			Tri. 3698	
✓ Don, frame house, 1-story	40 49 30	454	73 57 00	317			Topo. ✓ 274-281	
✓ Yel, yellow boat house	40 49 30	640	73 57 00	203			" " "	
measured mile.		(668.4)		1000.5				
✓ Post, south end of	40 49	1182.3	73 57	405.2			Tri. " "	
		(210.2)		(1379.9)				
✓ Shire (Memorial Band Stand) Club House	40 49	1040.3	73 57	25.9			" ✓ " "	
Fla, Colonial Yacht	40 49 30	887	73 57 00	111			Topo ✓ " "	
Coal Yard					15-46	Photo	✓ " "	
station, Columbia Univ.					15-46	"	✓ " " 747	
Baker Field, football and motor					15-47	"	✓ " "	
Broadway Bridge, subway								
		(131)		(202)				
• Sign board, west end	40 52 00	794	73 54 30	501	15-47	"	✓ " " 747	
				406				
Stack	40 52 30	172	73 55 00	297	15-47	*	✓ " " 747	
Brown Apt. House					14-70	Photo	✓ " " 747	
Row of Gray apt. houses					14-73	"	✓ " " 747	
black, tank on top					14-73	"	✓ " " 747	
Large white apt. house,								
		(221)		(403)				
Loading crane	40 52 00	704	73 55 00	300	14-73	*	✓ " " 747	
See photos when no positions are given							✓ FGE	
* Topo positions changed by radial plot.							Copy ✓ JHW	

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	LATITUDE		LONGITUDE					
	° ' "	D. M. METERS	° ' "	D. P. METERS				
Black building on wharf						14-73	Photo	✓ 274-281 747
Dome, N. Y. University	40 51	(877.6) 973.0	73 54	(193.5) 1211.8		15-37	Tri.	✓ " "
Overpass						15-41	Photo	✓ " "
Radio Mast	40 51 00	(105) 890	73 54 30	(160) 542		15-41	"	✓ " "
Gas reservoir	40 51	(394.4) 1456.2	73 54	(478.0) 927.2		15-41	Tri.	✓ " "
Yellow brick stack	40 52 00	(761) 164	73 54 30	(129) 573		15-42	Photo	✓ " "
Boat house spire	40 51 00	(112) 813	73 55 00	(260) 452		14-57	"	✓ " "
Coal Washer						14-61	"	✓ " "
Building supply dock						15-43	"	✓ " "
Hospital		(1734.7)		(929.8)				
Vet. cupola, Veteran's	40 52	115.9	73 54	475.4		14-67	Tri.	✓ " "
tower, Webb Inst. Naval Arch.		(183.2)		(689.5)				
Orange, dome on orange	40 51	1667.4	73 54	715.7		15-43	"	✓ " "
Two black stacks) E. stack	40 52 00	298	73 54 30	(378) 324		15-44	Photo	✓ " "
Bradley-Mahoney) W. "				(355)				
Coal Corp.)	40 52 00	311	73 54 30	347		15-44	"	✓ " "
Black Tank	40 52 00	388	73 54 30	(309) 393		15-45	"	✓ " "
See photos when no positions are given.								
								✓ FGE
								Copy ✓ JHW

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	LATITUDE		LONGITUDE					
	° ' "	D. M. METERS	° ' "	D. P. METERS				
and reservoir High Bridge, water tower	40 50	1023.8 (813)	73 55	1378.8 (70)		15-30	Tri.	✓ 274-281
Square stack, red brick yellow	40 50 30	112 (407)	73 55 30	632 (272)		15-31	Photo	✓ " "
Stone tower, grayish tower, water sta.	40 50 30	518 (395)	73 55 30	430 (196)		15-33	"	✓ " "
Large square, red brick	40 50 50	530	73 55 30	506		15-33	"	✓ " "
Apartment house						15-33	"	✓ " "
Large apt. house						15-34	"	✓ " "
Plant Knickerbocker Ice Co's.						15-34	"	✓ " "
College Dome, black, Jewish	40 51 00	(717) 208	73 55 30	(371) 331		15-34	"	✓ " "
Cupola	40 51 00	(593) 532	73 55 00	(320) 382		15-37	"	✓ " "
dated Ship Bldg. Tank, water, Consoli- ton High School	40 51	(1238.4) 612.3	73 55	(1163.0) 248.4		15-37	Tri.	✓ " "
Cupola, George Washing-	40 51	(1211.5) 639.1	73 55	(545.4) 860.2		15-37	Tri.	✓ " "
Power, S. W. Stack	40 51	(801.9) 1048.8	73 55	(1089.0) 316.2		15-37	"	✓ " "
See photos when no positions are shown.								✓ FGE Copy ✓ JHW

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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

FIELD STATION

ROOM 741, CUSTOMHOUSE

NEW YORK, N. Y.

CAE/JAS

June 24, 1937.

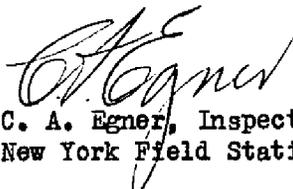
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1937 JUN 25 AM 8 28

To: The Director,
U. S. Coast and Geodetic Survey,
Washington, D. C.

From: The Inspector,
U. S. Coast and Geodetic Survey,
New York Field Station.

Subject: Report to Accompany Topographic Sheet.

There is forwarded herewith report covering topographic work on the Hudson River Parkway. As indicated in your letter of May 27th, this will be included with the reports for T - 4567 and T - 4569.


C. A. Egner, Inspector,
New York Field Station.

JUN 28 1937

Acc. No. _____

S U P P L E M E N T A R Y R E P O R T

To Accompany

T - 4567 and T - 4569

Authority

In accordance with Instructions from the Director, U. S. Coast and Geodetic Survey, Washington, D. C., dated November 12, 1936, supplemented by additional instructions dated May 27, 1937, topographic field work was executed in the vicinity of Spuyten Duyvil for the purpose of locating for charting the new steel span and approaches known as the Henry Hudson Parkway.

Locality

This steel span crossing Spuyten Duyvil is a part of the parkway system designed to relieve traffic congestion in the approaches to Manhattan Island. This particular parkway extends from a junction with Riverside Drive at Dyckman Street around Inwood Hill Park, across Spuyten Duyvil, thence through the Riverdale section, following in general the line of the former Riverdale Avenue; thence eastward crossing Broadway to an eventual junction with the Sawmill River Parkway, at Yonkers.

Extent

(1) The extent of the survey undertaken included only that part involving the bridge over Spuyten Duyvil, the grade separation layout and concrete span over Dyckman Street where this Parkway leaves Riverside Drive, and a delineation of the roadway between where it follows along Inwood Hill Park; also a short extension of the roadway toward but not reaching to Riverdale Avenue.

(2) Also, since there has been some filling in of the dump area flanking the railroad immediately south of Spuyten Duyvil, which has caused a change in the Hudson River shoreline, this new shoreline was re-surveyed for alteration of the work done here by the Natoma in 1930.

Field Methods

A preliminary sextant location of the steel span over Spuyten Duyvil was obtained in November 1936 immediately after the Parkway was opened. This was considered inadequate as it was restricted to that immediate area where fixes could be obtained. Consequently, it was considered advisable to use a planetable to permit the work to be extended to the junction with Riverside Drive; this was held up until June 1937 so that a truck and two men could be borrowed from the Ship Oceanographer.

This preliminary sextant survey was useful reconnaissance, however, and facilitated the topographic work. At the time of the sextant work in November 1936, a projection was made on a scale of 1/5,000, on an aluminum backed sheet for plotting the sextant fixes. This sheet was used in the topography. All available triangulation and topographic signals (determined in 1930 by the Natoma Survey) were used, the projection being laid out to include a section of the west bank of the Hudson River where several useful signals were visible.

The survey was carried on by standard topographic methods, three-point locations being used extensively, supplemented by short traverses.

The Washington office had forwarded a blue line print, on aluminum backed paper, of the air photo compilations T - 4567 and T - 4569 of this area. This was not used in the field, but a tracing made of the work and transferred to it for forwarding to the office.

Slight Discrepancies

As indicated by the office, the junction of T - 4567 and T - 4569 fell along the line of Spuyten Duyvil, with a slight but appreciable discrepancy between their alignments. This introduced a small and troublesome error in the fixes and orientation around the steel span since it was necessary to use topographic signals which did not exactly agree. This error was not large and should not be appreciable in charting.

Likewise, around the Dyckman Street grade separation layout there appeared small but appreciable errors in the 1930 location of topographic signals which had to be relied upon. Again, this should cause no charting troubles. The junctions with Riverside Drive, Dyckman Street, and other air photo compilation determinations were quite good. Small errors were adjusted to fit the compilations.

Extension of Work

It is to be noted that the survey ends abruptly a short distance north of the steel span. A radical change has been made in the Riverdale area traversed by this parkway. Beyond the point surveyed, it was obvious that these alterations, which are now incomplete, should await a future air photo recheck for proper charting, if desirable.

Marking of Stations

No new marking was done.

Landmarks

No new ones except the bridge itself.

Sketch of pt. unprinted

Left unprinted on T4567 and labelled "Extensive alterations in program"

Vertical Control

None.

Geographic Names

Parkway.

The route of this parkway is known as Henry Hudson

Magnetic Meridian

None taken.

Blue Line Print

by pencil tracing.

Transfer from field sheet to Blue line print done

Respectfully submitted,



C. A. Egner, Inspector,
New York Field Station.

T4567a

DESCRIPTIVE REPORT T-4567A

The areas outlined in red on T-4567A have been revised from a planetable survey by C. A. Egner, June 1937. This included revision of the shoreline from Spuyten Duvil south to latitude 52.2' and the addition of the bridge over Spuyten Duvil and its approaches.

The planetable sheet is filed in the air photo unit of Aluminum correction sheet 112. The planetable survey report is attached herein.

In addition to the corrections in the area outlined in red the entire eastern half of T-4567 has been dropped from T-4567A as this is now covered by T-5451 (1934). The junction with T-5451 has been checked and corrected where necessary.

Applied to plates and negatives August 1937 and new copies issued for sale.

B.G. Jones

B. G. Jones.

T 4567 A includes all
corrections previously noted on T4567 supplemental.
T4567 supplemental has been withdrawn from
the tubes and is filed in the ~~cor~~ sheet
envelope in the air photo unit.

See next page regarding corrections
subsequent to the above.

B.G. Jones

DESCRIPTIVE REPORT T-4567-A SUPPLEMENTAL

May 27, 1939

Corrections shown in red on T-4567-A Supplemental were plotted in this office from single lens Air Photographs.

Photographs

Single lens 7 x 9, scale 1:10,000, negatives on file in Washington Office. Photographs taken early in February, 1939, by the Photographic Unit, Naval Air Station, Washington, D. C.

Field Inspection

Made by the Tender GILBERT, in April, 1939. Field inspection notes made directly on the photographs and on ~~correction sheet No. 156.~~ *a copy of chart 747 filed at Blue print 32855*

Plot

Details in red plotted by L. C. Lande, radial plot with 1:5,000 scale ratio prints. These details were plotted and applied to chart No. 747 prior to receipt of the field inspection.

Details in blue plotted by L. C. Lande after receipt of the field inspection and reported to standards for additional corrections to Chart No. 747. The roads in Inwood Hill Park noted in blue for deletion are little more than trails and are not considered of value for charting. They were not covered by the field inspection.

Hydrographic Survey

The shoreline on the contemporary hydrographic survey is from T-4567-A prior to the above corrections.

B. G. Jones
6/19/39