

# 6203

U. S. COAST & GEODETIC SURVEY  
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Form 504  
Rev. Dec. 1933

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
R. S. PATTON, DIRECTOR

## DESCRIPTIVE REPORT

*Topographic* } Sheet No. B 6203  
~~*Hydrographic*~~ }

State New York

LOCALITY

Hudson River

Port Ewen to Cruger Island

Project HT-190

193 4

CHIEF OF PARTY

John A. Bond

U. S. GOVERNMENT PRINTING OFFICE: 1934

# 6203

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

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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. "B"

REGISTER NO. 6203

State New York

General locality Hudson River

Locality Port Ewen  
Rhinecliff to Cruger Island

Scale 1:10000 Date of survey August, 19 34

Vessel MIKAWA

Chief of party John A. Bond, H. & G. Engr.

Surveyed by C. F. Chenworth, Aid

Inked by C. F. Chenworth, Aid

Heights in feet above \_\_\_\_\_ to ground to tops of trees

Contour; Approximate contour, Form line interval \_\_\_\_\_ feet

Instructions dated July 25, 19 34

Remarks: \_\_\_\_\_

## DESCRIPTIVE REPORT

To Accompany Topographic Sheet B

Hudson River  
Project No. HT-190

Instructions dated July 25, 1934

### GENERAL DESCRIPTIONS

This sheet consists of two strips covering the Hudson River from a point about one mile south of Rondout Lighthouse to Cruger Island.

On the east side of the river the tracks of the New York Central railroad extend along the shoreline for nearly the whole extent of the sheet, while east of the tracks the general appearance of the country is wooded.

The west side of the river is more built up than the east side. The area left blank on this sheet was surveyed on Sheet "C" on a 1:5,000 scale and includes Rondout Creek, which is the entrance to Kingston, the largest town in the vicinity. North of Kingston Point there are numerous brick making factories. Just north of Kingston Point there are some rather high hills for a distance of about two miles and north of these hills the country presents a low and wooded appearance.

In compliance with the instructions only the shoreline and the topographic detail immediately adjacent thereto were surveyed.

### LANDMARKS

The landmarks falling within the limits of this sheet are being submitted on a separate report.

### CONTROL

The control was adequate. Triangulation stations were numerous and several could be seen from nearly all points on the sheet.

### SURVEY METHODS

Standard Coast Survey methods were used throughout. Little or no traverse was run as all triangulation stations were set up over first and signals on the opposite shore were located by cuts. The positions of these signals, thus obtained, were later used as points to set-up over.

### BUILDINGS

Buildings were not rodded in, nor accurately located, however, in some instances a dotted line, in pencil, is drawn around the areas occupied by buildings, for the aid of the photo-compilation.


### GRASS SYMBOL IN WATER AREA

It will be noted that in several coves, the grass symbol is given in water areas. This is not marsh but tall grass and lilies which grow up through the water in shoal areas and which probably die out in the winter-time.

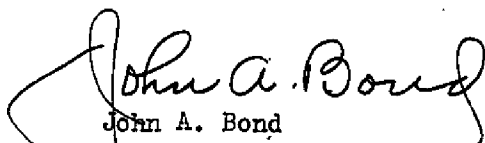
### DATUM

The datum used is North American, carried forward through the unadjusted third order triangulation of C. A. Egner, 1933, and J. A. Bond, 1934. At station Terry, near Kingston, there is a discrepancy of about 4 meters between the third order work and the 1858 second order triangulation. At station Mt. Merino, near Hudson, the discrepancy between the third order and 1858 second order triangulation is about 8 meters. As a scheme of first order triangulation is contemplated over the area in the near future, which will permit adjustment of the third order triangulation as well as establishing the N.A. 1927 datum, projection lines have been left in pencil, (their extremities indicated by short inked lines) the final projection on the N.A. 1927 datum to be supplied by the office.

Submitted by:

  
C. F. Chenworth  
Aid, U.S.C. & G.S.

Approved by:

  
John A. Bond  
H. & G. Engineer  
Chief of Party



To: H.M. Strong  
From: C.F.M.

Survey No. T 6203

GEOGRAPHIC NAMES

Date. Feb. 21, 1935

NEW YORK

Chart No. 283

Names approved Feb. 21, 1935.

Diagram No. 283

Approved by the Division of Geographic Names, Department of Interior. \*

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	-----	Port Ewen ✓			
	<u>Rhinecliff</u> ✓	Same			
	<u>Kingston Point</u> ✓	"			
	<u>Clifton Pt.</u> ✓	"			
	<u>East Kingston</u> ✓	"			
	<u>Astor Pt.</u> ✓	"			
	<u>Tyler Pt.</u> ✓	"			
	<u>Barrytown</u> ✓	"			
	----- ✓	Trap Cliff			
	<u>Turkey Pt.</u> ✓	Same			
	<u>South Bay</u> ✓	"			
	----- ✓	Rondout Creek ✓			
The Names on this Sheet were inked on the Sheet by the Field.					
	-----	Rondout ✓ *			
	-----	<del>Heath</del> ✓ <u>Ulster Landing</u> USGB decision			
	<u>Cruzer Id.</u>	<u>Cruzer I</u> ✓			
	<u>Picnic Point</u>	<u>Picnic Point</u> ✓			
	-----	<u>Goose Island</u> ✓			
	-----	<u>Heath</u> ✓			
	<u>Hudson River</u> ✓	Same			
* Letter 327-1927 states that Rondout is now a part of Kingston.					

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6203(1934)

Port Ewen to Cruger Island, Hudson River, N. Y.

Surveyed August 1934

Instructions dated July 25, 1934(MIKAWA)

Plane Table Survey - Aluminum Mounted

Chief of Party - J. A. Bond.

Surveyed by - C. F. Chenworth.

1. Condition of Records.

The records are complete with the following exceptions:

a. The projection lines were left in pencil by the field party pending the adjustment of triangulation. (See D. R. page 2)  
This has now been inked in the office.

b. Landmarks for Charts, Form 567, although mentioned in the Descriptive Report, has not yet been received in the office.

2. Compliance with Instructions for the Project.

The survey complies with instructions in every respect.

3. Junctions with Contemporary Surveys.

The junction with T-6202(1934), T-6204(1934) and T-6205(1934) are satisfactory.

4. Comparison with Prior Surveys.

a. T-727(1858).

This survey is a reconnaissance survey on scale of 1:5000. No discrepancy was discovered by close comparison, except for a few docks which were not built at the time of the prior survey.

b. T-1533a (1868).

There is only about 0.3 miles of shoreline common to the surveys. There is no discrepancy except that it appears that the spit in Lat.  $41^{\circ}54.9'$ , long.  $73^{\circ}58.4'$  has built out since the time of the former survey.

5. Field Drafting.

The field inking of the survey is satisfactory.

6. Additional Work Recommended.

The survey is complete and no additional work is required.

7. Superseding Old Surveys.

Insofar as the topography actually included on the present survey is concerned, it supersedes the following surveys for charting purposes:

T-727(1858) in part  
T-1533a(1868) in part

8. Reviewed by - A. F. Jankowski, February 1934.

Inspected by - A. L. Shalowitz.

Examined and approved:

C. K. Green, *C. K. Green*  
Chief, Section of Field Records.

*R. O. Lohr*  
Chief, Div. of Charts.

*J. S. Borden*  
Chief, Section of Field Work.

*G. W. de*  
Chief, Div. of H & T.