<table>
<thead>
<tr>
<th>Topic</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Supplemental</strong></td>
<td>T 4568a</td>
</tr>
<tr>
<td><strong>4568</strong></td>
<td></td>
</tr>
<tr>
<td><strong>State</strong></td>
<td>New Jersey</td>
</tr>
<tr>
<td><strong>Locality</strong></td>
<td>Hudson River</td>
</tr>
<tr>
<td></td>
<td>Fort Lee to Englewood Yacht Club</td>
</tr>
<tr>
<td><strong>Chief of Party</strong></td>
<td>O. S. Reading</td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>MAY 16 1931</td>
</tr>
</tbody>
</table>
DESCRIPTIVE REPORT TO ACCOMPANY
AIR PHOTO TOPOGRAPHIC SHEET No. 4568
FT. LEE TO ENGLEWOOD YACHT CLUB.

This is a compilation of two overlapping strips of single lens photographs, numbers 190 to 209, and 150 to 159, direction of flight to northward, taken with a Hugershoff 5x7 camera, with Tessar lens, by the Aerotopographic Corporation of America. Photographs Nos. 190 to 209 were taken at 10:30 A.M., September 4, 1930. Photographs Nos. 150 to 159 were taken at 12:00 noon, September 24, 1930. Low water in the Hudson River on September 4, 1930, occurred at 12:38 P.M. at Englewood Ferry.

LIMITS OF SHEET.

This sheet includes the area from the west coast of the Hudson River to about a mile inland, and from Fort Lee to Englewood Yacht Club.

CONTROL.

This sheet was controlled by several triangulation and topographic stations and also the shoreline of T-4554. Quite a few of the hydrographic stations were found to be slightly in error. The shore line of the photographs failed to check T-4554 in some places, and where the photos were sufficiently controlled, the shore line was changed to comply with them.

COMPILATION.

A 1:5000 projection was made on the celluloid sheet and all control points plotted. The shore line from T-4554 was traced in black ink.

The single lens negatives of this area were of an approximate scale of 1:10,000. The photographs from these negatives were enlarged to a scale of 1:5,000. Due to the fact that the sheet was of the Palisades, the entire area covered by each picture was not to a scale of 1:5,000. In making the radial plot it was found that the topographic stations and the shore line could not be given much weight, consequently the radial plot was made holding to the triangulation. A plot was made that tied in very well with the adjoining aerial sheet No. 4570. The shore strip (photos 190-209) had sufficient overlap. The inshore strip (photos 150-159) however, had very poor overlap—generally a scant fifty to forty-five percent. For this reason the inshore plot was necessarily weak.
CHANGES.

In general the shore line of the photographs agreed very well with T-4554, but there were a few slight changes made. Most of the piers were changed slightly. The Englewood Ferry location was moved a few meters north of the location given by T-4554. The western pier of the Fort Lee-Washington Heights bridge was altered slightly in azimuth and location. An extended projection was made which included the east side of the Hudson River and and azimuth check was made of the bridge with the eastern pier (on aerial sheet No. 4557). The agreement was found to be very good. The "camping ground" was altered slightly as was the large pier just south of it. The Englewood Yacht Club basin was moved a few meters north.

LANDMARKS FOR CHARTS.

The list of prominent objects for charts was furnished by the Ship NATOMA from a field inspection. These objects are marked on a series of 1:10,000 prints which should be consulted by the chartographer.

NAMES.

The names appearing on this sheet were taken from chart No. 281, the A.A.A. road map, and the Sanborn maps of the Palisades.

SYMBOLS.

The standard topographic symbols were used throughout this sheet except: crest of Palisades indefinite; 8000 feet; crest of Palisades definite.

Respectfully submitted,

Frank G. Krakine

Approved and Endorsed

J. B. Reading

Frank G. Krakine,

APPROVED

K. T. Adams
FIELD RECORDS (C)

Chief, Division of Charts

O. W. Collard
Chief, Section Field Work

Chief, Div. of Hyd'y and Top'y
LANDMARKS FOR CHARTS

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.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flag pole near red brick school house on Palisades</td>
<td>40° 50' 30&quot;</td>
<td>73° 56' 00&quot;</td>
<td>14-192</td>
<td>Topo</td>
<td>281</td>
</tr>
<tr>
<td>Red brick school house on Palisades</td>
<td>40° 50' 7&quot;</td>
<td>73° 56' 2&quot;</td>
<td>14-192</td>
<td>Photo</td>
<td>281</td>
</tr>
<tr>
<td>Dark stone house with flat roofs near edge of Palisades</td>
<td>40° 50' 8&quot;</td>
<td>73° 57' 9&quot;</td>
<td>14-191</td>
<td>Photo</td>
<td>281</td>
</tr>
<tr>
<td>Large white colonial house on top of Palisades</td>
<td>40° 50' 9&quot;</td>
<td>73° 57' 8&quot;</td>
<td>14-196</td>
<td>Photo</td>
<td>281</td>
</tr>
<tr>
<td>West tower, Ft. Lee - Washington Heights Bridge</td>
<td>40° 51' 2&quot;</td>
<td>73° 57' 5&quot;</td>
<td>14-197</td>
<td>Photo</td>
<td>747 281</td>
</tr>
<tr>
<td>Stucco house on top of Palisades</td>
<td>40° 51' 2&quot;</td>
<td>73° 57' 7&quot;</td>
<td>14-197</td>
<td>Photo</td>
<td>747 281</td>
</tr>
<tr>
<td>Pavilion on beach</td>
<td>40° 51' 4&quot;</td>
<td>73° 57' 5&quot;</td>
<td>14-198</td>
<td>Photo</td>
<td>747 281</td>
</tr>
<tr>
<td>Radio towers (north &amp; South) on Palisades</td>
<td>40° 51' 6&quot;</td>
<td>73° 57' 6&quot;</td>
<td>14-199</td>
<td>Station</td>
<td>747 281</td>
</tr>
<tr>
<td>Black house on Palisades</td>
<td>40° 51' 8&quot;</td>
<td>73° 57' 4&quot;</td>
<td>14-202</td>
<td>Photo</td>
<td>747 281</td>
</tr>
<tr>
<td>N.E. Chimney, large red roof, stucco house on Palisades</td>
<td>40° 52' 00&quot;</td>
<td>73° 57' 00&quot;</td>
<td>307(396)</td>
<td>Photo</td>
<td>747 281</td>
</tr>
<tr>
<td>Cross on southern dark hill of St. Joseph's Orphanage</td>
<td>40° 52' 00&quot;</td>
<td>688(237)</td>
<td>73° 57' 00&quot;</td>
<td>35(788)</td>
<td>14-208</td>
</tr>
<tr>
<td>Ferry building</td>
<td>40° 52' 5&quot;</td>
<td>73° 56' 8&quot;</td>
<td>14-207</td>
<td>Photo</td>
<td>747 281</td>
</tr>
<tr>
<td>Night mast, Yacht Club</td>
<td>40° 52' 30&quot;</td>
<td>73° 56' 30&quot;</td>
<td>14-207</td>
<td>Photo</td>
<td>747 281</td>
</tr>
<tr>
<td>Stack of sunken tug boat</td>
<td>40° 50' 30&quot;</td>
<td>73° 57' 30&quot;</td>
<td>14-190</td>
<td>Photo</td>
<td>281</td>
</tr>
<tr>
<td>Pavilion at Yacht Club</td>
<td>40° 52' 8&quot;</td>
<td>73° 56' 8&quot;</td>
<td>14-202</td>
<td>Photo</td>
<td>747 281</td>
</tr>
<tr>
<td>O Pea. large rock prominent</td>
<td>40° 51' 30&quot;</td>
<td>731(194)</td>
<td>73° 57' 00&quot;</td>
<td>257(442)</td>
<td>14-202</td>
</tr>
</tbody>
</table>

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, flagstaffs and like objects are not sufficiently permanent to chart.
LANDMARKS FOR CHARTS

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.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sho. north one of two small white houses</td>
<td>40 50 30 468(457) 73 57 30 521(182) 14-190</td>
<td>Topo.</td>
<td>281</td>
</tr>
<tr>
<td>Bot. Boat House</td>
<td>40 50 00 582(363) 73 56 00 258(445) 14-190</td>
<td>Topo.</td>
<td>281</td>
</tr>
<tr>
<td>Ter 2-Story *frame house</td>
<td>40 50 30 88(537) 73 58 00 573(150) 14-190</td>
<td>Topo.</td>
<td>281</td>
</tr>
</tbody>
</table>

* These objects too near limits of photographs to be included in radial plot and hence location not verified.

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DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

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. 4568

State. New Jersey

General locality. Hudson River

Locality. Ft. Lee to Englewood Yacht Club and Sept. 24/30 photos taken.

Scale. 1:5,000. Date of survey. Sept. 4/30.

Vessel. Aerograph Corporation of America's Aeroplane

Chief of Party. O. S. Reading

Surveyed by. F. G. Eakins

Inked by. F. G. Eakins

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated. 19....

Remarks: Compilation of single lens air photographs Nos. 190 to 209 and 150 to 159, and printed by Photolithographic process in Printing Section.
DESCRIPTIVE REPORT, AIR PHOTO COMPILATION T-4568A

T-4568A is identical with T-4568 except for the deletion of that area covered by T-5451 (1934) and minor corrections at the junction with T-5451.

Negatives corrected and new copies printed for sale August 1937.

B.G. JONES
B. G. JONES

9/13/37

see also next page
DESCRIPTIVE REPORT T-4568A, Supplemental

May 26, 1939

Corrections shown in red on T-4568A Supplemental were plotted in this office from single lens air photographs.

Photographs

Single lens, 7 x 9, scale 1:10,000, taken early in February 1939 by Photo Unit, Naval Air Station, Washington, D. C.

Field Inspection

Shoreline inspection of the photographs was made by the Tender GILBERT in April 1939. Field inspection notes made directly on field photographs and on copy of chart 747 filed as G. S. 156 in Air Photo Unit.

Plot

Details in red plotted by transfer of details in projector from the 1:10,000 scale contact prints.

and reported to the Cartographic Section

for correction of chart 747 in March 1939.

By Jones

6/1/39