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. R. Reese
Report of the Field Inspection is filed with the Descriptive 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 -

Control:

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

b. Errors -
   Triangulation stations "Gold" and "School" were plotted incorrectly on the Aluminum Field Sheet No. "G". 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
   Lat. 41°09' 281.6 / (46.5)
   Long. 73°51' 1362.5

   Photo Plot Position
   Lat. 41°09' (38.0) 278.0
   Long. 73°51' 1362.4

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),

o. 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°08.8', Long. 73°52.2', the dock and shoreline is 8 meters in error. In Lat. 41°09.2', Long. 73°52.2', the building and dock are 10 meters in error. The azimuth is incorrect. In Lat. 41°11.3', Long. 73°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.

   [Signature: W. H. Reese, Lieut., C. & G. Survey]
REVIEW OF TOPOGRAPHIC SURVEY NO. 50

Title (Par. 56)
Chief of Party: W. M. Keese Surveyed by: T. O. Donnel Inked by: T. O.
New York Consolidation
Ship Party
Instructions dated: Nov. 15, 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 of traverses were adequate. (Par. 12, 29.)

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

5. The delineation of contour forming 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.)

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.
1. Control 3, 1000 North of Lat. 41° 10.5'
and East of a line parallel to and 500 meters
inland from the railroad tracks, the plot is weak.
This detail was taken from the aerial rectification of
photographs. The plot was adjusted to points
located from the aerial rectification, but due to the
lack of ground control it is liable to some
error.

See Par. b under Control on page 1
of the deck, right. Thewing position of Twin Tank
has been retained. The wing description for
iteration "lying", 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, to 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 564. (Par. 29, 30, 57, 67 except scaling of I.Ms and D.Ps, 68.) None were submitted. (continued on reverse side This page.

16. A list of landmarks for charts was furnished on Form 567 and plotting checked, (Par. 163, e, 60.) Submitted for charting, revised by the party of C.A. Copier, 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, 65.) Charted and found on recent maps. (continued.)

21. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 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.D. Whitt
Chief, Division of Charts

J. Scudder
Chief, Division of Field Work

Y. Brookmeyer
Chief, Division of Hyd. and Top.
2. **Comparison with other surveys**: See also page 2 of the descriptive index. In the absence of field notes from the 1932 field inspection, this index must be considered as of date 4, 1930, the date on which the photographs were taken.

Several differences between this index and T4700 and T4701 of 1932 are mentioned in the descriptive index on page 2. The dock in lat. 41°08'5" long 73°52'2" and the dock and building in lat. 41°09'2" long 73°52'2" are shown on photographs which are well controlled and this index probably gives the incorrect position of these objects. In the absence of field inspection notes, the wharf line mentioned in lat. 41°11'3" long 73°52'4" is considered correct as shown on T4701.

3. **Descriptions of recoverable stations**: No descriptions of recoverable topographic stations were submitted with this index. The top recoverable topographic stations shown are also shown on T4701 and T4700 of 1932 and are described within the descriptive reports for those sheets or in the descriptions on form 524 submitted with those sheets.
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, 1935.

Date of Survey.

June 29, 1933.

Scale.

1:5,000.

Photographs by Aerotopograph Corp., of America.

Reviewed and recommended for approval.

Reese.

Chief of Compilation.

M.H. Reese, June 29, 1933.

Photographs plotted by.

J. P. O'Donnell.

Inked by.

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

Heights in feet above 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,


Polyconic projection by

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

Projection verified by

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

Control plotted by

J. P. O. May 1, 1933.

Control verified by

J. R. May 2, 1933.