

6005

Form 504 Ed. June, 1928	
DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
R. S. Patton, Director	
<div></div>	
State: <u>New York</u>	
DESCRIPTIVE REPORT	
<div>Topographic Hydrographic</div>	Sheet No. "G" 6005
LOCALITY	
<u>Hudson River</u>	
<u>Camelot to Poughkeepsie</u>	
<div></div>	
19 <u>33</u>	
CHIEF OF PARTY	
<u>C. A. Egnar</u>	

6005

D E S C R I P T I V E R E P O R T
T O A C C O M P A N Y
T O P O G R A P H I C S H E E T " G " .
H U D S O N R I V E R , N E W Y O R K ,
P R O J E C T N O . 1 4 7 , 1 9 3 3 .

M. V. N A T O M A ,

C. A. E G N E R , C O M ' D G .

I N S T R U C T I O N S :

There are no instructions issued for work on this project. Similar work was executed on the lower sections of the river in 1929 and 1932. Those instructions were considered to apply.

M E T H O D
O F S U R V E Y :

The usual plane-table methods were used. Hydrographic signals were located by plane-table intersection from triangulation stations and intersection from located hydrographic signals. Topography along the shore line was done directly from these signals. All roads and towns back from the river were located by traverse.

No elevations were taken on this project as this area is covered by Geological Survey Quadrangle maps.

E X T E N T :

This sheet comprises a survey of the shore line and adjacent topography 500 meters south of triangulation stations BISHOP and HORN (Lat. $41^{\circ} 38' 28''$) to triangulation station CORNELL (Lat. $41^{\circ} 42' 25''$).

D E S C R I P T I O N :

The shore line on both sides of the river is generally rocky. The high and low water line, except in few spots, are identical.

All roads and streets were located by traverse with exception of road leading north and east from dock just south of triangulation station BISHOP to intersection of road leading east from triangulation station RUD to main highway U.S. 9 on east side of the river and road leading south and west from topographic signal JOE to main highway 9 W on the west side of the river. These short roads are unimportant and were located by a needle traverse. Traverse along 9-W was connected, on the south, with traverse from sheet "F". The closing error was six meters. Proper adjustment was made. The traverse along 9-W from station LOFFREDO (Lat. $41^{\circ} 39' 40''$, Long. $73^{\circ} 57' 30''$) north to triangulation station DEYO (Lat. $41^{\circ} 42' 30''$, Long. $73^{\circ} 58' 15''$) closed to eight meters. Proper adjustment was made. Traverse from triangulation station "56" (Lat. $41^{\circ} 39' 00''$, Long. $73^{\circ} 56' 40''$) to triangulation station TOLL closed flat. The portion of the main highway, U.S. 9, on the east side of the river south of Lat. $41^{\circ} 39' 05''$, Long. $73^{\circ} 55' 40''$ was traversed but was not connected to any triangulation station and no fix could be taken so it was not checked.

The general outline of bluffs were located by rod readings and sketched in from nearby topographic signals and triangulation stations.

Buoys on this sheet were located by hydrographic parties.

There seems to be some confusion as to the correct placing of the names of Railroad stations on the charts. The name STONECO in pencil on this sheet is now correctly placed at the Railroad station of that name. *In error, see previous*

Telephone lines parallel the railroads on both sides of the river.

JUNCTION:

This sheet joins sheet "F" on the south about 200 meters north of triangulation station GREEN on the west bank, and at hydrographic signal RICE on the east bank, and sheet "H" on the north at triangulation station CORNELL on the west bank, and hydrographic signal HER on the east bank.

AERIAL

PHOTOGRAPHS:

This area was not photographed, therefore a detail topographic survey was made to cover area from banks of the river to main highways.

CONTROL:

The control for this sheet consist of second, third and fourth order triangulation brought forward from control executed in 1933 Hudson River, N.Y.

STATISTICS:

Shore line, statute miles of,	14.0
Traverse, statute miles of,	18.5
Area, in square miles,	5.75

LANDMARKS:

Landmarks are shown on Form No. 567 "Landmarks for Charts".

Respectfully submitted,

John C. Bull
John C. Bull,
Aid, U.S.C. & G. Survey.

Approved and forwarded;

Jack C. Sammons
Jack C. Sammons,
Hyd. & Geod. Engineer,
Chief of Party.

POSITION OF HYDROGRAPHIC SIGNALS
HUDSON RIVER- TOPOGRAPHIC SHEET "G".

Signal	Description	Latitude		Longitude		Remarks
		deg & min	seconds in meters	deg & min	seconds in meters	
She	White box	41 38	--- (802)	73 56	931 (457)	
The	White pile	"	--- (593)	"	993 (395)	Not recoverable
Lit	Striped box	"	--- (380)	"	925 (463)	
No	Yellow chimney on red roof	"	--- (49)	"	767 (621)	
White	West gable of Rudco shed on dock	41 39	193 (1658)	73 56	890 (498)	
Park	West end R. R. signal	"	473 (1378)	"	799 (589)	
Rye	White tele- phone pole	"	606 (1245)	"	771 (617)	Not recoverable
Sit	White striped telephone pole	"	938 (913)	"	739 (649)	Not recoverable
Zoo	White rock on hillside	"	1152 (699)	"	741 (647)	Not recoverable
Lip	White striped box	"	1371 (480)	"	798 (590)	
Out	White tele- phone pole northern one of three	"	1526 (325)	"	826 (562)	Not recoverable
Pug	White wrap- ped bush	"	1821 (30)	"	844 (544)	Not recoverable
Rot	White box	41" 40	78 (1773)	73 56	815 (573)	
Sea	White rock cross	"	192 (1659)	"	845 (543)	Not recoverable
Toy	White rock	"	399 (1452)	"	856 (532)	Not recoverable
Ate v	White rock	"	477 (1374)	"	808 (580)	Not recoverable

POSITIONS OF HYDROGRAPHIC SIGNALS
HUDSON RIVER- TOPOGRAPHIC SHEET "G".

Signal	Description	Latitude		seconds in meters	Longitude		seconds in meters	Remarks
		deg & min			deg & min			
At	White tele- phone pole	41	40	540 (1311)	73	56	712 (676)	Not recoverable
Boy	White box	"		601 (1250)	"		692 (696)	
Bat	White rock cross	"		709 (1142)	"		682 (706)	Not recoverable
Cat	White rock triangle	"		870 (981)	"		661 (727)	Not recoverable
Cod	Twin rocks	"		1090 (761)	"		620 (768)	Not recoverable
Dot	White tele- phone pole	"		1278 (573)	"		586 (802)	Not recoverable
Dil	R. R. cross- over	"		1443 (408)	"		561 (827)	
Eva	R. R. signal	"		1612 (239)	"		522 (866)	
Eye	White strip- ed box	"		1794 (57)	"		460 (928)	
Dol	White Dol- phin	41	41	183 (1668)	73	56	496 (892)	Not recoverable
Tex	Large Texaco gas tank	"		251 (1600)	"		433 (955)	
Fun	Small sand chute	"		474 (1377)	"		466 (922)	
Red	West gable of red roof	"		516 (1335)	"		432 (956)	
Far	S.W. corner of building	"		988 (863)	"		527 (860)	
Girl	West gable just behind oval sign.	"		1540 (311)	"		612 (775)	
Go	White pile	"		1700 (151)	"		683 (704)	Not recoverable

POSITION OF HYDROGRAPHIC SIGNALS
HUBSON RIVER -TOPOGRAPHIC SHEET "G".

Signal	Description	Latitude		seconds in meters	Longitude		seconds in meters	Remarks
		deg & min			deg & min			
Ham	Flag pole Poughkeepsie Yacht Club	41	42	115 (---)	83	56	685 (702)	
Soc	Socony tank	"		314 (---)	"		648 (739)	
Her	White rock	"		481 (---)	"		686 (701)	Not recoverable
Ike	Flag pole Hudson Bay Line	"		700 (---)	"		658 (729)	
It	White cross cloth	"		857 (---)	"		626 (761)	Not recoverable
Lit	East gable on brown building	41	42	224 (---)	73	57	142 (1245)	
Low	White box	41	41	1690 (161)	73	57	175 (1212)	
Rip	White tele- phone pole	"		1467 (384)	"		163 (1224)	Not recoverable
Ray	Watchman's shanty	"		1285 (566)	"		113 (1274)	
Sal	White box	41	41	890 (961)	73	56	1345 (43)	
Sun	White rock	"		708 (1143)	"		1265 (123)	Not recoverable
Sup	Watchman's shanty	"		562 (1289)	"		1228 (160)	
To	White box	"		361 (1490)	"		1185 (203)	
Tell	White rock	"		176 (1675)	"		1179 (209)	Not recoverable
Tin	White rock cross	41	40	1763 (88)	83	56	1149 (239)	Not recoverable
Troy	White tele- phone pole	"		1445 (406)	"		1215 (173)	Not recoverable

POSITIONS OF HYDROGRAPHIC SIGNALS
HUDSON RIVER- TOPOGRAPHIC SHEET "G".

Signal	Description	Latitude		Longitude		Remarks.
		deg & min	seconds in meters	deg & min	seconds in meters	
Wet	White rock	41 40	1239 (612)	73 56	1331 (57)	Not recoverable
Lap	White tele- phone pole	41 40	1044 (807)	73 57	35 (1353)	Not recoverable
My	White circle	"	861 (990)	"	92 (1296)	Not recoverable
Lad	White flag at end of dock	"	459 (1392)	"	143 (1245)	Not recoverable
Mad	White box	"	346 (1505)	"	184 (1204)	
Max	White tele- phone pole	" c	204 (1647)	"	204 (1184)	Not recoverable
Log	Small brown shanty	41 39	1800 (51)	73 57	216 (1172)	
Lin	White box	"	1452 (399)	"	227 (1169)	
Jack	White rock	"	1287 (564)	"	223 (1165)	Not recoverable
Jug	White tele- phone pole.	"	899 (952)	"	216 (1172)	Not recoverable
Jail	Yellow gable	"	396 (1455)	"	311 (1077)	
Joy	Brown gable	"	327 (1524)	"	325 (1063)	
Lev	White box	"	232 (1619)	"	366 (1022)	
Kid	White concrete pole-black box	"	68 (1783)	"	386 (1002)	
Jay	White tele-	41 38	---- (35)	73 57	398 (990)	Not recoverable

POSITIONS OF HYDROGRAPHIC SIGNALS
HUDSON RIVER- TOPOGRAPHY SHEET "C".

Signal	Description	Latitude		Longitude		Remarks.
		deg & min	seconds in meters	deg & min	seconds in meters	
Joe	Yellow chimney N. end brown roof.	41 38	--- (115)	73 57	432 (956)	
Hay	Round white rock	"	--- (233)	"	405 (983)	Not recoverable
Home	Center of two windows- red roof.	"	--- (341)	"	436 (952)	
Holy	Tong white rock.	"	--- (686)	"	415 (973)	Not recoverable

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Norfolk, Va.

December 29 _____, 1933

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.

Jack C. Sanner

Chief of Party.

[illegible]

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.

REVIEW OF TOPOGRAPHIC SURVEY No. *6005*Title (Par. 56) *Hudson River, Camelot to Poughkeepsie, New York*Chief of Party *C. A. Egner* Surveyed by *John C. Bull* Inked by *John C. Bull*Ship *Natoma* Instructions dated *June 18, 1933* Surveyed in *Sept.-Nov. 1933*

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 -contours-formlines- was accomplished. (Par. 18, 19, 20, 21, 22, 23.)
No elevations determined
5. The delineation of -contours-formlines- is satisfactory. (Par. 49, 50.) *None shown*
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 ^{*not*} shown. (Par. 16c.)
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.

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.) *Listed in Descriptive Report.*
16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16d, e, 60.) ✓
17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.) ✓
18. The geographic datum of the sheet is *North American* and the reference station is correctly noted. (Par. 34.)
Name of datum and seconds in meters added in office.
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.) ✓ *The Railway Guide, Jan. 1934 gives name of station "Carnelot" not "Stoneco" as penciled on the sheet by the field party. also see Geological Survey Map "Boughkepsie"*
21. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46, 47, 48, 49, 50.)
The special symbol for cemetery was replaced by the word CEMETERY
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 *R. J. Christman, Jan. 17, 1934.*

Examined and approved:

L. C. Colburn
Chief, Section of Field Records

L. O. Solbert
Chief, Division of Charts

J. S. Borden
Chief, Section of Field Work

G. H. Rude
Chief, Division of Hyd. and Top.

80-DRM

January 27, 1934.

To: Ensign John C. Bull,
U. S. Coast and Geodetic Survey,
Ship NATOMA,
P. O. Box 534,
Norfolk, Virginia.

Through: The Commanding Officer,
U. S. Coast and Geodetic Survey,
Ship NATOMA.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Review of Topo. Sheet 6005, Hudson River, Camelot to
Poughkeepsie.

Topographic sheet No. 6005, Hudson River between Camelot and Poughkeepsie, surveyed by you during the past season, has recently been reviewed in this office. The survey is considered a very satisfactory one but it is believed that the following criticisms may be of assistance to you in similar topographic work.

It is noted by the reviewer that no descriptions of recoverable stations were accomplished on Form 524. A list of positions of hydrographic signals is noted in the descriptive report. The use of Form 524 serves a special purpose which it would be desirable to keep up.

In inking built-up sections of Poughkeepsie, solid black blocks were shown on the sheet. It would appear that the use of section lining would improve the appearance of the sheet in the larger cases of this kind. The large square cross used as a symbol for cemetery has been removed and the word "cemetery" written within the same area.

The statements made in one paragraph of the descriptive report that there is confusion in the correct placing of the name of railroad stations on the chart, and that the name

"Stonesco" is placed correctly on the sheet, is believed by this office to be in error. From investigation made it would appear that the name "Camelot" and not "Stonesco" is the proper designation of this locality.

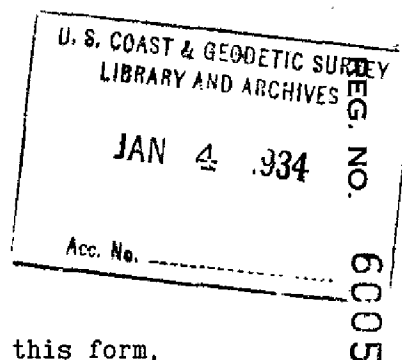
RECEIVED (pencil)

Copy to:
Lieut. C. A. Egner,
U. S. Coast and Geodetic Survey,
808 Realty Building,
Savannah, Georgia.

Acting Director.

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. G

REGISTER NO. 6005

State New York

General locality Hudson River

Locality Camelot to Poughkeepsie to Poughkeepsie Sta. Canal

Scale 1:10,000 Date of survey Sept. to Nov., 19 33

Vessel NATOMA

Chief of party C. A. Egner

Surveyed by John C. Bull

Inked by John C. Bull

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated from season of 1930, 19 _____

Remarks: _____