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9-19-1998

Diag. Cht. No. 282

Form 504	
U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	<i>Hydrographic</i>
Field No.	Office No. <i>2564</i>
LOCALITY	
State	<i>New York</i>
General locality	<i>Hudson River</i>
Locality	<i>Grassy Point to Anthony Nose</i>
<u>1901</u>	
CHIEF OF PARTY	
<i>J. B. Boutelle</i>	
LIBRARY & ARCHIVES	
DATE	

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U. S. COAST AND GEODETIC SURVEY.

O. N. Fittmann Superintendent.

State: *N. Y.*

U. S. C. & G. SURVEY.
LIBRARY AND ARCHIVES.

APR 14 1902

Acc. No. *2564*
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DESCRIPTIVE REPORT.

Hydrographic Sheet No. 2564

LOCALITY:

*Hudson River, from
Cruzers to Anthony's Nose*

1901.

CHIEF OF PARTY:

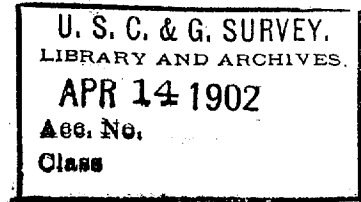
J. B. Boutelle

2564

DESCRIPTIVE REPORT

HUDSON RIVER

Grassy Point to Anthony's Nose



This sheet comprises a re-survey of the Hudson River from Grassy Point to Anthony's Nose. The triangulation points of 1900 at Grassy Pt., Belfry and Stony Pt. L.H. were recovered and new triangulation extended up the river to the limits of the sheet at about lat. 41 20 . The old stations at Boliver Dock and Anthony's Nose North were also recovered and connected with. Sounding lines were run about 500 metres apart and a comparison with the previous survey shows practically no change with the exception of the two dredged channels at Peekskill, one to the steamboat dock and the other to the wharf of Fleischmann's Brewery just below Peekskill. These channels were closely developed. About 12 ft. of water can be carried through them at high water. The channel to the Peekskill steamboat dock has a front target range on the N.W. corner of the dock and a similar rear range on the hillside about a half a mile back. There were no changes found in the geographical names.

There is a daily steamboat line at Peekskill and considerable traffic in schooners and barges with coal, lumber, stone etc.

Respectfully submitted by

Asst. C. & G. S., Chief of party



All communications should be forwarded
under cover to the "Superintendent U. S.
Coast and Geodetic Survey, Washington, D. C."

TREASURY DEPARTMENT
OFFICE OF THE COAST AND GEODETIC SURVEY

Mr Ogden
Note Mem. by
Washington also
A.B.

Washington, Jan. 27, 1913. 9/13

Mem. for Assistant in Charge

Hyd. Sheet No. 2564

Cruiser to Anthony's Nose. Hudson River.

I cannot recommend this sheet, as a whole,
for approval.

The respective depths at some of the soundings of
the sounding lines are so discordant that it
is impossible to draw the curves satisfactorily.

I have marked in pencil the most notable of these
1, 2, 3, 4. A comparison with Hyd. Sheet 458, survey of
1854 at these places (^{related with sheet 12} see appended tracing) shows
differences which can hardly be accounted for on
the theory of change in the meantime.

The vessel was run, in many cases, at a speed
too great for up and down soundings; there are
many no bottom depths, which is inadmissible.

Treasury Department,

OFFICE OF THE COAST AND GEODETIC SURVEY,

Washington, D. C., 190.....

SUBJECT:

No. of Inclosures,

in a survey of this character.

The work above Jones Point may, I think, be accepted, but I would recommend a new survey of the space below Jones Point, including the spot marked 4, but excluding the bay at Peekskill inside the 18-foot curve, the new survey to reach to a junction with sheet 2549 i.e. to the lower limit of sheet 2564. The lines need not necessarily be run closer together than in the work but there should be no question as to their direction nor as to the crossing depths. All soundings should be plumb, and so numerous and so well located as to leave no doubt as to the direction of the curves. Spots where soundings are apparently abnormal should be examined, verified and developed if need be.

I append a memorandum by Mr. J. J. Watkins on the above subject.

I recommend that this paper be kept with the sheet until action be taken and then returned to me for file.

In No 4 a distance of over 1/4 mile was run in 1 1/2 minutes ^{at a rate of} or about 11 miles per hour - according to the record
Genl. Bradford
Asst. & Insp. of Charts

Treasury Department,

OFFICE OF THE COAST AND GEODETIC SURVEY,

Washington, D. C., 1

SUBJECT:

Mr Bradford
Inapt of Highy & Top'y.

(Ed. 6-9-'99-1,000,000.)

No. 19. TREASURY DEPARTMENT

This note in regard to
the speed is misleading,
It is quite evident from
the records that the time
is incorrectly recorded.

The facts show that
the run began at the shore at

4-68 1847 } approx speed 10 knots
" 69 1930 } " " 3 knots
" 70 148 } " " "

The course was normal to
the current and the tide etc.
The engine speed about 4 knots

It is doubtful if we have a
cannon that could make 10 knots
and certain that we have none
that could make it in the first
quarter from rest
F.M.P.

* more properly examination of B.

Verification of Hyd. # 2564

The record of zig-zag work in channels is insufficient to locate soundings with certainty. The speed was in excess of that indicated by good practice and was not uniform. One case noted line was made up of 7 pos and 6 spaces. The average speeds between successive positions as plotted were

4 knots, 7 knots, 4 knots, 5 knots, 5 knots & 5 knots
No mention was made in record of variation in speed.

Soundings were plotted at beginning of line where time and distance between first and second positions, as protracted, showed average speed to have been 10 knots.

As plotted in the field the soundings were located strictly in accordance with elapsed time without regard for the nature of the resulting "crossings". Apparently no attempt was made to adjust the work or satisfactorily explain the discrepancies.

In most cases where "crossings" are bad it is noted that the angles, at positions in question, possess the peculiar property of plotting on course, notwithstanding the impossibilities of speed and depth involved in the feat. With exception of zig-zag work, adjustments attempted were in all cases without result.

Plotting soundings to nearest half-foot in depths of 55 ft is a refinement not altogether warranted by the degree of precision attained in the work as a whole.

Apparently, the shortcomings of this work are attributable to methods of party-

Jan 27, 1903

J. G. W.

FEB.-2.1903. 02655

RDC.

Treasury Department,

*Act. in chg
H.E.O.
Feb 6. 1903*

Office of the Coast and Geodetic Survey,

Washington, D. C.,

Superintendent

(2564)

January 30, 1903.

To the SUPERINTENDENT,
Coast and Geodetic Survey,
Office.

Sir:-

In compliance with the request of the Assistant in Charge of the Office, I have examined hydrographic sheet No. 2564, Hudson River, 1901, by the Schooner EAGRE, Assistant J.B.Boutelle, Commanding, together with the report of Mr. J.G.Watkins, the draftsman, and the report of Mr. G. Bradford, Inspector of Charts of January 27th.

This sheet is a reexamination of the Hudson River to determine any essential changes that had taken place since the survey of 1854, as reported on hydrographic sheets 458 and 459.

Mr. Watkins has apparently been rather general in his criticisms and seems to have confused the old hydrographic sheets with the new in his references to zig-zags, reductions of sounding to half a foot in depths of ten fathoms, as these criticisms seem to apply only to the old survey of 1854. The criticism that the methods of the party were not good seems to be abundantly substantiated. The speed

*They apply as was intended to
new sheet in fact - as an examination
of that sheet will show
A.G.W.*

Superintendent #2.

was frequently too great for correct soundings and there is a very strong suspicion that many of the positions are not reliable. Furthermore there does not seem to have been the necessary care in plotting the soundings that is desirable, but the old sheets are not so reliable that we can positively condemn the new work because of its disagreement with them, and on the whole I think that the places of actual disagreement are not many and the curves along shore as a rule are more accurately defined by the resurvey. There is a large area of deep water in this work in which the 60 fathom curve has been drawn and it will be observed that the old sheets give a curve very similar to that on the new one, indicating that the general location of the sounding is substantially good on both sheets, if we could remove the errors of bad spacing. The bottom of the river is very irregular, which magnifies the discrepancy in the agreement of the lines.

Mr. Bradford recommends that the whole of the sheet below Jones Point ^{or} ~~and~~ Dunderberg, shall be rejected. I do not believe that this course is necessary. He has marked four of the localities showing the greatest discrepancies and I have included three more and believe if these places were examined when work is resumed on the river that the sheet would be found satisfactory and could be accepted. The most

Superintendent #3.

remarkable change seems to have been at Jones Point or Dunderberg, where there was formerly a sand spit projected into the River and apparently a shoal bank above it. The new survey does not show this, but there are ~~no~~ soundings to demonstrate that it has been washed away ~~and~~. The topographical resurvey shows that the sand spit, known as Kidds Humbug, no longer exists and it is possible that there has been quite a radical a change in the hydrography.

In conclusion I believe that an examination of the seven places that are marked on the sheet will be all that is necessary to render the work acceptable.

Respectfully yours,

Herbert G. Ogden

Inspector of Hyd'y and Top'y.

Report
on
Hydrographic Sheet
No. 2564a,
Hudson River,
Crugers to Anthony's Nose,
N. Y.
Assistant Boutelle,
1901 and 1903.

The work of 1901 was not plotted on ground well covered by the new work for the reason that the two surveys do not agree.

The plotting was well done and the records were kept in a satisfactory manner.

The least water found on the 24 ft. spot (old sheet) east of triangulation "Dab" was 27 ft.

Attention is called to the 20 and 39 ft. soundings southwest of triangulation "Roye Hook" and the soundings on line from 63 to 64f', northwest triangulation "Dog"; also a sounding of 58 ft. southeast of triangulation "Bat" and one of 67 ft. northeast triangulation "Gar".

The work of 1901 was plotted in red.

6/605.

H.L. Simons. (Signed).

