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C. & G. SURVEY,
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JUN 20 1913
Acc. No. _____

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: _____

DESCRIPTIVE REPORT.

Top. Sheet No. *1254^a*

LOCALITY:

*Wharf at Coupeville
and at San de
Lucia*

1913.

CHIEF OF PARTY:

H. A. Serian

11-4945

1254^a

DESCRIPTIVE REPORT

to accompany

Photographic Copy of Register 1254. ³

H. A. Seran, Asst., Chief of Party.

The wharves at Coupeville and San de Fuca are shown on the photographic copy of original topographic sheet attached hereto. ⁽¹⁾

The wharf at Coupeville was located as follows; the position of the middle of the three wharves ⁽²⁾ shown on Register no. 2011 was transferred ⁽⁴⁾ to this sheet and the distance from the shore end of of this wharf to a point near the end of the present wharf was measured, ⁽⁵⁾ the table was oriented by tangents.

The two long wharves shown on sheet 2011 are about gone, altho their location is well defined. They are not used as boat wharves at all now. The small wharf shown on sheet 2011 is gone entirely. ⁽⁶⁾

The wharf at San de Fuca was located by determining the position from the three tangents marked on the sheet as well as a rod reading from the tangent point to the westward.

By azimuth compass the direction of the wharf at Coupeville is $333^{\circ} 15'$ (mag.) ⁽⁷⁾

(1) Discard addition of two wharves made in black ink, and use those in red instead.

(2) Note position of same, as related to streets and houses on both sheets.

(3) The most easterly, "small" wharf on sheet 2011, is shown on sheet 1254 also, immediately below the letter "v" in the legend "Coupeville". The remnant of a wharf just below the "p" this falls near the place of the long middle wharf on #2011; and is the same as the long E. wharf, as plotted from the B.L.P. used to correct Cht. 6450, falling between the "u" & "p"; being evidently the "not used" wharf Mr. Seran inserted to the left of "C", since the same correction of position applies as to the W. wharf. The old W. wharf on sheet 2011, by scale, wd fall midway between the two wharves added in red, but is gone, as stated.

(4) The transfer was erroneously made, whether tested by topography, or by projection, or by scale, or by azimuth, or by Engr. B.L.P.

(5) Distance differs by only 15 meters from Engr. B.L.P.

(6) It could not be found in the wrong place.

(7) This azimuth cannot be reconciled with Mr. Seran's plotting, nor with any other information from whatever source. The actual azimuth is about 320° (mag.)

The above recommendations were submitted to Asst. Seran and endorsed by him.

7/26/17

J. W. McQuinn
J. W. McQuinn