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C. & G. SURVEY,  
LIBRARY AND ARCHIVES  
DEC 7 1912  
Acc. No.

Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

*O. H. Tuttle*  
Superintendent.

State: *Alaska*

DESCRIPTIVE REPORT.

*T. J. P.* Sheet No. *3462*

LOCALITY:

*T. R. Villagigdo*  
*Channel*

*1914*

CHIEF OF PARTY:

*J. G. Daniels*

11-4645

3462

*242*

File in the tube.

FEB 18 1919  
FEB 22 1919

Topographic Sheet No 3462.

See correspondence filed in  
L & A mail file, "Incoming", in  
<sup>part</sup> front of drawer.

wam

~~DIRECTOR~~  
ADDRESS THE SUPERINTENDENT  
U. S. COAST AND GEODETIC SURVEY

AND REFER TO NO.

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON

H. 3552 1 boat sheet only sent out

H. 3553 1 " " " " "

H. 3569 1 " " " " "

H. 3690 1 " " " " "

H. 3712 2 " " " "

H. 3717 2 " " " "

H. 3770 1 " " " " "

H. 3772 1 tracing " " " nothing in tube

H. 3794 2 boat sheets on tracing cloth sent out

H. 2888 Returned to office but not checked off in record book. O. K.

T. 1136<sup>a</sup> Original sheet sent out

T. 3462 Original sheet (unfinished) sent out

*B.S. destroyed*

*B.S. destroyed*

*still missing*

*still missing*

The above sheets were sent out from  
the office, and have not been returned.

DESCRIPTIVE REPORT

to accompany topographic sheet #1, <sup>3462.</sup> S. E. Alaska, Revillagigedo Channel.

(Carrol Inlet to Twin Ids.)

The work on this unfinished sheet was begun by the party of Capt. F. H. Hardy when the shoreline in this region was found by the Wire Drag party under John A. Daniels to be about 5/8 mile in error on chart #8075.

Capt. Hardy's party had made the projection and started the work when it became necessary for them to sail for Seattle. The sheet was then transferred to the Wire Drag party.

This party had no plane table, so no work could be done until one could be borrowed from the Str. McARTHUR. When the instrument was finally obtained there were only a few days left in the season, during which it rained most of the time. The result was that a small portion of shoreline only was all that could be run in. Work was begun at the most critical points.

Distortions noted on Chart #8075.

In the vicinity of Cone Island the whole shoreline as far east as Lucky Cove, as represented, would be about 2/3 of a mile offshore from the actual shoreline. At Point Alava the chart appears to be about right.

Thorne Arm, as represented, should be swung about a point ( $11\frac{1}{4}^{\circ}$ ) clockwise in azimuth to make it conform to the actual shoreline.

The points and coves on the west entrance to Thorne Arm are badly distorted on the chart. At signal Wash the chart appears to be about correct again.

It will be noted that the whole shoreline from Mary Id. to Ketchikan (including Port Chester) as represented on Chart #8075 appears to be about 80 meters too far west and a little too far north to conform to the projection on this chart. This is shown by the way in which all of the triangulation points on the shoreline, when plotted on the chart, appear to lie in the water.

REFER TO NO.

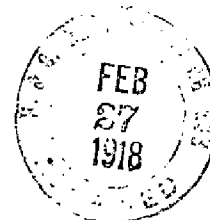
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
WASHINGTON

*Referred to L. A.  
Office Eng. in charge  
RBA*

February 26, 1918.

Chief Division of Field Work:

Topographic sheet 3462: The following work was  
done by Harry Leyboldt, party T.H. Hardy in September,  
1914.



From  $\Delta$  Luck, a traverse was run westward until  
stopped by a cliff near  $\odot$  Bare (bare spot on cliff )  
around which it was impracticable to carry a traverse.  
From  $\Delta$  Cone, a traverse was run southward with intention  
of joining the line from  $\Delta$  Luck but the sheet was turned  
over to J.A. Daniels before this was completed.

LIBRARY (9)  
*W.C.*

Party of J.A. Daniels did some topography in the  
vicinity of Coho Cove . The sheet was subsequently turned  
over to C.G. Quillian.

S.D. Winship, party of C.G. Quillian, in 1915 did the  
topography of Revillagigedo Channel in this vicinity and,  
finding Coho Cove in error, re-ran the shoreline and turned  
it in as original work. Continuing eastward from  $\Delta$  Cone, he  
traversed toward  $\Delta$  Luck and completed the gap in the previous  
work and checked the part previously done. The remainder,  
from vicinity of  $\odot$  Bare to  $\Delta$  Luck, was shown on sheet 3547 as  
a broken line, undoubtedly traced from sheet 3462, to show that  
it was not original work. In compiling the chart, the broken line  
shows the shoreline as run on sheet 3462 and does not signify sketch  
work.

*OK. J.A.D.*

*Harry Leyboldt  
for H. Eng.*