

6689b 6689a
6690

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic 668928b
Field No. Office No. 6690-

LOCALITY
State Washington
General locality East Side
Locality Northern Puget
Sound Swinomish
Slough 1939

CHIEF OF PARTY
Robert W. Knox

LIBRARY & ARCHIVES

DATE

6689 a&b
6690

Form 504
Rev. April 1936

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic } Sheet No. "I" * "J" * "K"
Hydrographic }

T-6689a
T-6689b
T-6690
U. S. COAST AND GEODETIC SURVEY
LIBRARY AND ARCHIVES

MAR 18 1940

At. N. _____
State Washington

LOCALITY

East Side Northern Puget Sound
Swinomish Slough

1939.

CHIEF OF PARTY

Robert W. Knox

U. S. GOVERNMENT PRINTING OFFICE

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. "I"

T6689a

REGISTER NO. T-6689a

State Washington

General locality East Side Northern Puget Sound

Locality South End of Swinomish Slough

Scale 1:5,000 Date of survey July & August, 19 39.

Vessel U.S.C. & G.S.S. EXPLORER

Chief of party Robert W. Knox

Surveyed by Harold J. Oliver

Inked by Harold J. Oliver

Heights in feet above M.H.W. to ground ~~ten thousand feet~~

~~contours~~ Approximate contour, ~~surviving~~ interval 50 feet

Instructions dated April 12, and June 24, 19 39.

Remarks:

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form,
filled in as completely as possible, when the sheet is for-
warded to the Office.

Field No. "J"

REGISTER NO. T-6689b

T6689 b

State. Washington

General locality. East Side Northern Puget Sound

Locality. *Fidalgo Island* Swinomish Slough

Scale 1:5,000 Date of survey August 1939.

Vessel. U.S.C. & G.S.S. EXPLORER

Chief of party. Robert W. Knox

Surveyed by. Harold J. Oliver

Inked by. Harold J. Oliver

Heights in feet above M.H.W. to ground to tops of trees

Contour. Approximate contour, ~~Boundary~~ interval 50 feet

Instructions dated April 12, and June 24, 1939.

Remarks:

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. "K"

REGISTER NO. T-6690

T6690

State..... Washington

General locality..... East Side Northern Puget Sound
Off Fidalgo Island

Locality..... *Northern End of* Swinomish Slough

Scale 1:5,000 Date of survey Aug. & Sept., 19 39.

Vessel..... U.S.C. & G.S.S. EXPLORER

Chief of party..... Robert W. Knox

Surveyed by..... Harold J. Oliver

Inked by..... Harold J. Oliver

Heights in feet above M.H.W. to ground ~~tops of trees~~

~~contours~~ Approximate contour, ~~down~~ interval 50 feet

Instructions dated..... April 12, and June 24, 19 39.

Remarks:

DESCRIPTIVE REPORT

TO ACCOMPANY

TOPOGRAPHIC SHEETS

T-6689a, T-6689b, and T-6690

U.S.C. & G.S.S. EXPLORER

PROJECT HT-233

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- 0 -

Robert W. Knox, Chief of Party, C. & G. S.

DESCRIPTIVE REPORT

TO ACCOMPANY

TOPOGRAPHIC SHEETS

T-6689a, T-6689b, and T-6690

U.S.C. & G.S.S. EXPLORER

PROJECT HT-233

1939

AUTHORITY:

These surveys were accomplished in accordance with the Director's instructions dated April 12, 1939, and "Interpretation of Instructions", dated June 24, 1939.

LIMITS AND SCALE:

These three sheets of topographic surveys extend from the south entrance of Swinomish Slough, in Latitude $48^{\circ}22.3'$, between Longitude $122^{\circ}29.0'$ and $122^{\circ}31.0'$, and extend northward through the Slough and include the Railway Bridge at the north entrance to Swinomish Slough in Latitude $48^{\circ}27.5'$.

The most southern sheet, T-6689a, shows Sullivan Slough from its southern end to the county road near LaConner and a portion of the entrance to the North Fork of the Skagit River.

All three sheets were on a scale of 1:5,000. ✓

CONTROL:

The control consisted of second order triangulation stations, both main scheme and intersection. The triangulation was executed during the field season of 1939, and is computed on the North American 1927 Datum.

Supplementary control was obtained by recovering, connecting to triangulation, and adjusting a U. S. Engineer's Corps traverse on the east side of Swinomish Slough. Connections were made at triangulation station "OFFSET - 1939", "SWIN - 1939", and "B109 + 89.0 - 1939", "B81 + 20.8", "B25 + 19.4", and "B3 + 20.8". ✓

The distances and angles were taken from the U. S. Engineer's computations of their traverse. A blue print of their survey is forwarded with the field sheets. B.P.'s 34356 to 34370, inc.

The geodetic position of common points to traverse and triangulation was determined. A polygon closure was made between U.S.E. "315 + 00.0", near "OFFSET", and U.S.E. "B109 + 89.0", using the observed angles from the U. S. Engineer's computations, 1939 observations by this party, and inverse computations between U.S.E. "315 + 00.0", and U.S.E. "109 + 89.0". A correction of twenty-six seconds per angle was then applied to reduce the closure to zero. Using the corrected angles and the distance from the U. S. Engineer's computations, geodetic computations were made for the points on the Engineer's traverse. A point connection was made at triangulation station "SWIN-1939", near "188 + 00.0", on the Engineer's traverse. At this point the divergence from the triangulation was 2.74 meters in Longitude and 0.04 meter in Latitude. Using 3871 meters as the length of traverse this would give a probable accuracy of one part in 1400. This error was distributed through the traverse proportionally to the accumulated distance along the traverse. Using the same azimuth the computations were continued to U.S.E. "109 + 89.0", 1939. The divergence there was 1.52 meters in Latitude and 0.89 meters in Longitude. Using the hypotenuse or 1.57 meters and the distance of 2381 the probable accuracy is 1 part in 1500. This error was also adjusted proportionally to the accumulated distance along the traverse. It is believed that after the adjustment a better probable accuracy was obtained. Every opportunity was taken to check the location of these marks and no excessive errors were noted during the progress of the topography. The computations herewith indicated are attached to this report. From U.S.E. "B109 + 89" to U.S.E. "B3 + 20.8", a slightly different method of adjustment was used. The polygon closure was determined as before and gave a total correction of 1'38" or about 9" per angle. The inverse distance between the stations was computed from both the U. S. Engineer's coordinates and the Coast and Geodetic Survey's geodetic positions, showing a discrepancy of 5.8 feet. This error was then distributed throughout the traverse proportionally to the length and angle the several tangents comprising the traverse makes with respect to the inverse azimuth between the tie points. After the geographic positions had been computed and the d.m's and d.p's determined, a straight line adjustment of the latter was made to eliminate the remaining discrepancies.

All of the points computed were not used in the control for the sheets. Descriptions are enclosed on Form 524, of all those points which were used and which were so marked that they may be recovered.

SURVEY METHODS AND PARTY ORGANIZATION:

The work on these sheets was accomplished by a topographer and two or sometimes three men with a skiff and outboard motor operating

from various locations convenient to highway connections.

The usual plane-table survey methods were used in the surveys on this sheet. Plane-table positions were determined by traverse and checked by resection and three point fixes. Traverses were extended as follows on Sheet T-6689a. From "OFFSET - 1939", southward through "The Hole in the Wall", to Swinomish Slough Beacon 1, and U.S.E. Monument No.3 and from Monument No. 3 around the east end of McGlinn Island to "OFFSET 1939". From "OFFSET", northwest along the treeline to U. S. E. "278 + 80.6". From U.S.E. "296 + 39.2", to "SULLIVAN - 1939", via signal "Teed", and from "SULLIVAN", around Bald Island and north along east side of Sullivan Slough to LaConner Pioneer Monument 1939, and from signal "Teed", along the west side of Sullivan Slough to LaConner Pioneer Monument. From Pioneer Monument to U.S.E. "278+ 80.6", via Maple street and also via U.S.E. "252 + 19.1". From U.S. E. "278 + 80.6", along the west side of the Slough to signal "Barn", and from U.S.E. "252 + 19.1" to signal "Barn". At signal "Barn" a tie was effected to a traverse from "SWIN-1939", on Sheet T-6689b to signal "Barn". A discrepancy of two meters was adjusted proportionally between the two sheets. On sheet T-6689b a traverse was extended along the east side of the slough northward to signal "Flag". The position of signal "Flag", and signal "Set", were determined by cuts from U.S.E. "109 + 89.0" and resection from the plane-table set-ups at those points.

Flag

The positions of "Barn" and "Set", were transferred to sheet T-6690 from sheet T-6689b, and their positions checked by three point fixes and found to be satisfactory. From signal "Set", a traverse was run west along the dike and north along the treeline to "DELLA-1939". From signal "Set" to Signal "DELLA", along the west side of Swinomish Slough. From signal "Barn" to signal "DELLA", via Padilla Bay Radio Pole with branches up Higgins Slough and Blind Slough. The positions of Padilla Bay Radio Pole, U.S.E. "B3 + 20.8", and the lights on the bridge towers were computed after the topography had been completed. A field examination was made with the locations of the signals on the sheet. The only discrepancy found was 2.5 meters in Latitude at Padilla Bay Flag Pole. This discrepancy was adjusted by swinging the highway about the point where the traverse up Blind Slough joined the traverse along the highway. The detail in Telegraph Slough was adjusted to reconcile this divergence. No discrepancies other than those mentioned were observed.

The low water line was rodded in at low water and is the estimated mean of the lower low water.

FORM LINES:

The form lines were drawn from elevations determined by cuts to identifiable and strategic points. Cuts were also taken to ridge lines and changes in gradient.

The elevations indicated on these sheets are ground elevations. The elevations were determined by observing the ground level or estimating the ground level at the base of the trees at the time of reading the vertical angles. In some cases the top of the ridge fell off the sheet and the vegetation made it impossible to identify points between the cliff line and the top of the ridge. Wherever possible cuts to the tops of the ridge were taken and intersected off the sheet and the elevations used to extend the contours to the limits of the sheet. Where it was practical to obtain elevations only along the beach those contours adjacent to the beach were the only ones indicated.

GENERAL DESCRIPTION OF TOPOGRAPHIC FEATURES:

The area covered by this survey is of delta formation. Marsh covers the level low lands and the fast land rises abruptly from the marsh. The line between the marsh and rocky higher land is definite and abrupt. Much of the low land has been diked and drained. The surface water flowing into shallow drainage ditches and escapes at low water through tide gates which prevent the salt water from flowing in at high water.

The fast land is covered with a heavy growth of coniferous and deciduous trees. In those places where the original growth still stands the predominant vegetation is tall pines and fir. In the places where the original timber has been cut the vegetation is predominantly deciduous trees and brush with some tall snags of the old growth rising to a considerable height above the general level of the vegetation.

In general Swinomish Slough is now a dredged channel through the marsh. The dikes along both sides of the channel serve to maintain the channel and protect the adjacent areas from tidal inundation. The slough improvement was started in 1890 by the U. S. Engineering Department and has been dredged from time to time since then. The later ones of which occurred in 1931, 1936-37, 1938, and 1939-40. The cause for the silting and shoaling of the channel was believed to be due to the flood waters of the North Fork of the Skagit River backing up into the slough. In 1938 a rock levee was constructed outside the Hole in the Wall from McGinn Island to Goat Island. The levee starts from Monument No. 3 on McGinn Island. The loca-

tion of the levees and its connection with Goat Island is shown on sheet T-6687. It is believed by the U. S. Engineer's that this protective work and the present dredging operations will serve to establish channel of an effective depth of 12 feet through Swinomish Slough. This route from Skagit to Padilla Bay would be much shorter and safer than the alternate route through Deception Pass.

The shore line varies from extensive tide flats to abrupt cliffs. At the south entrance to Swinomish Slough the "Hole in the Wall", is a rock chasm. Northward through the slough the shore line is a marsh berm about five feet above low water and covered by two to three feet at high water. The dikes are in general the highwater line.

The marsh between McGlinn and Bald Island is subject to overflow from the Skagit River and strewn with drift and large tree stumps. Both sides of the channel from the "Hole in the Wall", to rocky bluffs at the south end of LaConner are piled high with driftwood and tree stumps. The driftwood and stumps are an accumulation from floods and dredging spoils. Ever effort was made to locate all of the piles adjacent to navigational areas and any which may appear on previous surveys either by this Bureau or any other bureau and do not appear on this survey probably do not exist.

No effort was made to indicate all of the detail which might have been shown on a scale of 1:5,000. Only those features were located which appeared most desirable or which were convenient to plan-table set-ups and which might later be used for the control of photographic surveys referred to in paragraph nine of the Instructions.

A contract for dredging to be completed in early 1940 is in progress under the supervision of the U. S. Engineers. It is likely that portions of the topographic features may be considerably changed by the dredging operations. Since this work is for clearing and maintaining the channel it is likely that most of the changes will occur in areas where spoils are deposited rather than by the widening or changing of the channel.

MAGNETIC MERIDIANS:

One declinatoire observation was made. Magnetic declination of $23^{\circ}30'$ was observed at triangulation station "SULLIVAN 1939", on August 8, 1939, at 12:40 P.M., 135th Meridian time. The observation was made with Declinatoire No. 182, which had an index ~~error~~^{Correction} of plus eighteen minutes on May 3, 1939, at 2:45 P.M., at Lincoln Park Magnetic Station, Seattle, Washington. No other declinatoire observations were made on these sheets due to the presence of local attraction at triangulation stations. A power line of temporary character extends along the west side of the slough and fences extend parallel

On T-6689a
Declination normal.

to the dikes on the east side of the slough. The power line on the west side of the slough was installed to supply electricity to the dredge which is working in the channel.

JUNCTIONS:

On the south, Sheet T-6689a made a point tie with sheet T-6687, at Swinomish Slough Beacon 1 and U.S.E. Monument No. 3. The topographic detail made a satisfactory junction in the field and no adjustment was necessary. *Also joins farm lines of T-6684b on southwest.*

On the east, Sheet T-6689a, made a tie with Sheet T-6685b, on the dike east of Bald Island. The detail made a satisfactory junction and no adjustment was necessary. Sheet T-6689a, made a tie with Sheet T-6689b, the adjustment in this connection was taken up under "Survey Methods and Party Organization". Sheet T-6689b made a tie with sheet T-6690, at signal "Flag", and signal "Set". No adjustment was necessary in the detail. Sheet T-6690 made a point tie with Sheet T-6691 at Padilla Bay Flag Pole, and the east end of the draw span of the railway bridge over Swinomish Slough. The detail made a satisfactory junction in the field and no adjustment was necessary. On the west, sheet T-6690 made point ties with sheet T-6692 at U.S.E. "B3 + 20.8", the west end of the trestle of the highway bridge, and the south end of a culvert at the west end of the sheet. A satisfactory junction was made in the field with the topographic detail and no adjustment was necessary.

BRIDGES:

Three draw bridges cross the channel of Swinomish Slough as follows:

1. In Latitude $48^{\circ}24.1'$ at LaConner, Washington, a highway bridge with a swing span. The dredged channel is on the east side of the center pier. There is a horizontal clearance of 97 feet. When closed there is a vertical clearance of 18.2 feet at M.L.W., and 6.7 feet clearance at M.H.W. There is a small boat passage on the east side of the east pier with a horizontal clearance of about 25 feet and a vertical clearance of about 10.0 feet at M.H.W. Small boats which might not clear the bridge at high water are routed through this passage by the bridge tender. The bridge is hand operated and opens quite slowly. It should be approached at reduced speed making full allowance for the current and signaling for an open bridge at some distance.

2. In Latitude $48^{\circ}27.3'$, a highway lift span with a horizontal

clearance of 100 feet. When closed the lift has a vertical clearance of 24 feet at M.L.W., and 14 feet at M.H.W. When open it has a clearance of 87 feet at M.L.W., and 77 feet at M.H.W. Boats with a height of this amount should not attempt to pass through Swinomish Slough. U.S. E. Bridge Book lists this as a swing bridge. Accept survey.

3. In Latitude $48^{\circ}27.5'$ the Great Northern Railway swing span. It has a horizontal clearance of 94 feet. When closed it has a vertical clearance of 16 feet at M.L.W., and 6 feet at M.W.H.

This bridge is hand operated and should be approached at reduced speed making full allowance for the current and slow operation of the bridge. Four long blasts is the signal for opening all the bridges in the slough.

COMPARISON WITH PREVIOUS WORK:

An accurate comparison with Chart No. 6380 was impossible due to the difference in scale.

The topographic survey of the southern end of Swinomish Slough which borders on Skagit Bay was made on Sheet No. 2108 in 1892 on a scale of 1:4,800. The topography and hydrography of this area was accomplished on the same sheet.

A comparison was made between the current survey and the previous survey. The unchangeable areas appear to be identical, both in configuration and in position. There has been so much change by dredging and diking that it is impossible to make a complete comparison.

The topographic survey of the north end of the Slough, bordering on Padilla Bay, was made on Sheet No. 1747 in 1886, on a scale of 1:10,000. Several point comparisons were made at location which could be identified on both sheets and the unchangeable areas appear to be the same both in configuration and position. There has been so much change in the marsh areas due to diking and dredging that any comparison of those areas is doubtful. And since a detailed comparison would have served no useful navigational purpose it was not attempted.

Some topography and hydrography has been extended in a recent survey by the U. S. Engineering Department. Blueprints of this work are forwarded with the topographic sheets. A comparison was made with this work insofar as possible without constructing a datum on the blueprints. Considering the difference in scale and the distortion of the blueprint paper the topographic detail agreed quite closely.

It is to be noted that on sheet T-6689a in Latitude 48°25.2' the pipe line crossing is now about 65 meters north of the location indicated by the U. S. Engineers.

SIGNALS:

Since the hydrography for most of this area was dependent upon the current dredging operations only a few signals were established on the south end of Sheet T-6689a, and in Sullivan Slough.

Those signals on rocky cliffs were whitewashes on rocks. Those signals along the slough were flags nailed to driftwood or uprooted and overturned stumps.

The following is a list of signals outside the high water line:

TOPOGRAPHIC

<u>Name</u>	<u>Description</u>
LaConner Range Front	White square day mark with red vertical stripe on skeleton structure.
Swinomish Slough Beacon 2	Red diamond day mark on pile.
Swinomish Slough Beacon 4	Red diamond day mark on pile.
Swinomish Slough Beacon 8	Red diamond day mark on pile.
Tum	Flag on stump.

TRIANGULATION

<u>Name</u>	<u>Description</u>
Swinomish Slough Beacon 3, 1939	Red diamond day mark on pile.
Swinomish Slough Beacon 10, 1939	Red diamond day mark on pile.
Swinomish Slough Beacon 12, 1939	Red diamond day mark on pile.
Swinomish Slough Beacon 14, 1939	Red diamond day mark on pile.
Swinomish Slough Beacon 16, 1939	Red diamond day mark on pile.

The following is a list of signals for which descriptions on form No. 524 are furnished:

U.S.E. Mon. 3	U.S.E. 278 + 80.6
Swinomish Slough Beacon 1	U.S.E. 263 + 27.2
Hole in the Wall Light	U.S.E. 54 + 01.9
Whiz Cannery Chimney	U.S.E. 252 + 91.1
Power Pole	U.S.E. 243 + 35.9
Indian Church Cupola	U.S.E. 205 + 87.4
Totem Pole	U.S.E. 188 + 00.0
Lumber Mill Chimney	U.S.E. 186 + 68.8
Shingle Mill Chimney	U.S.E. 150 + 10.7
Swinomish Slough Beacon 2	U.S.E. 136 + 49.9
Swinomish Slough Beacon 4	U.S.E. 131 + 82.5
LaConner Range Front	U.S.E. B101 + 74.5
Swinomish Slough Beacon 8	U.S.E. B62 + 38.8
U.S.E. 315 + 00.0	U.S.E. B53 + 03.6
U.S.E. 296 + 39.2	U.S.E. B3 + 20.8
U.S.E. 288 + 50.9	Various

Sufficient rod readings were taken on houses to determine size and shape. Fence lines indicated were also rodded in. It is believed this detail is of sufficient accuracy to be used for photographic or hydrographic surveys.

Signals "Old", "Tip", and "Yel", shown on Sheet T-6690 were located on field sheet T-6691, and description on form No. 524 are forwarded with the descriptive report for that sheet.

AIDS TO NAVIGATION AND PERMANENT LAND MARKS TO CHARTS:

The above subject is taken up in a separate report by the Chief of Party. *Chart Letter 172 of 1940.*

GEOGRAPHIC NAMES:

The following names were taken from chart No. 6380:

Swinomish Slough	Sullivan Slough
McGlinn Island	Fidalgo Island
LaConner	Telegraph Slough
North Fork, Skagit River	

The following are names in local use and are also recognized by the U. S. Engineers:

Hole in the Wall

Pioneer Park

Swinomish Indian Reservation	Bald Island
Swinomish Indian Village	Higgins Slough
Old Channel	Blind Slough

The following name is of recognized permanency:

Skagit County, Washington.

STATISTICS:

	Sheet T6689a	Sheet T6689b	Sheet T6690
Statute miles of shoreline	25.8	6.6	15.5
Statute miles of dikes	5.4	3.7	13.1
Statute miles of railroads			1.8
Statute miles of roads	7.2	0.5	4.2
Statute miles of fresh water marsh line	0.7	0.9	6.5
Area, in square statute miles	3.1	1.4	3.7

Respectfully submitted,

Harold J. Oliver
Harold J. Oliver,
Jr. H. & G. Engr.

APPROVED AND FORWARDED:

Robert W. Knox

Robert W. Knox,
Chief of Party, C. & G. S.

Topo only
LIST OF DIRECTIONS

Station USE B 315 +00 (Offset, ecc) State Wash

Chief of party RWK

Date 1932

Computed by RWK

Observer EAD

Instrument 245

Checked by RWK

U. S. GOVERNMENT PRINTING OFFICE: 1932 11-9503

OBSERVED STATION	Observed direction	Eccentric reduction	Sea level reduction*	Corrected direction with zero initial	Adjusted direction*
	° ' "	° ' "	"	° ' "	° ' "
SULLIVAN 1939	0 00 00.00	+07 06.0	-	0 00 00.00	-
DELTA RK 3 1939	23 28 09.2	+01 56.0	-	23 22 59.2	-
OFFSET 1939				59 32 22	-
USE B 296+39.2	254 33 54.5	+05 42.1	-	254 32 31	-
USE 106+60.8 (comp)				233 43 76	-
DIKEN 1939	350 06 39.6	+05 09.3	-	350 04 42.9	-
USE B 109+89 (comp)				253 50 33.1	-
USE B 188+00 (comp)				261 18 39.6	-

*These columns are for office use and should be left blank in the field.

Station: Ken

State: Maryland

Chief of party: C. V. H.

Date: 1917

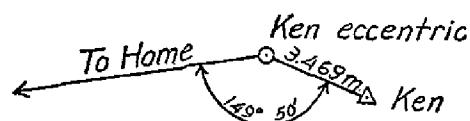
Computed by: O. P. S.

Observer: C. V. H.

Instrument: No. 168

Checked by: W. F. R.

OBSERVED STATION	Observed direction	Eccentric reduction	Sea level reduction	Corrected direction with zero initial	Adjusted direction
Chevy	0 00 00.00	- 7.31	"	0 00 00.00	"
Tank west of Δ Dulce	29 03 37.0	-1 09.8	"	29 02 34.5	"
Ken (center), 3.469 meters	176 42	+3 01.2	"	313 28 01.5	"
Forest Glen standpipe	313 24 53.0	+ 31.93	"	326 32 09.45	"
Home	326 31 30.21	+ 5.7	"	352 17 33.8	"
Bureau of Standards, wireless pole	352 17 20.8	- 1.16	"	357 28 54.78	"
Reno	357 28 48.63				
Reference mark, 16.32 m	358 31 20				



This form, with the first three and fifth columns properly filled out and checked, must be furnished by field parties. To be acceptable it must contain every direction observed at the station.

It should be used for observations with both repeating and direction theodolites.

The directions at only one station should be placed on a page.

If a repeating theodolite is used, do not abstract the angles in tertiary triangulation. The local adjustment corrections (to close horizon only) are to be written in the Horizontal Angle Record, and the List of Directions is to be made from that record directly.

Choose as an initial for Form 24A some station involved in the local adjustment, and preferably one which has been used as an initial for a round of directions on objects not in the main scheme. Use but one initial at a station. Call the direction of the initial $0^{\circ} 00' 00.^{\prime\prime} 00$, and by applying the corrected angles to this, fill in opposite each station its direction reckoned clockwise around the whole circumference regardless of the direction of graduation of the instrument. The clockwise reckoning is necessary for uniformity and to make the directions comparable with azimuths.

If a station has been occupied eccentrically, reduce to the center and enter in this form, in ink, the resulting corrections to the observed directions in the column provided for them. If an eccentric reduction is necessary, but not made in the field, leave the column blank. If the station was occupied centrally, and no eccentric reduction is required, put dashes in the column to show that no corrections are necessary.

Directions in the main scheme should be entered to hundredths of seconds in first-order triangulation; otherwise to tenths only. Points observed upon but once, direct and reverse, should be carried to tenths in first-order and second-order triangulation, and to even seconds only in third-order triangulation. In general, but two uncertain figures should be given.

It is recommended that the following simple plan of observing be used with a repeating instrument: Measure each single angle in the scheme at each station and the outside angle necessary to close the horizon. *Measure no sum angles.* Follow each measurement of every angle immediately by a measurement of its complement. Six repetitions are to constitute a measurement. The local adjustment will consist simply of the distribution of the error of closure of the horizon.

REDUCTION TO CENTER

$$262.393 m = \\ 2.418955$$

Eccentric Station: 4.S.E. - 315+00

$$\log d = 0.562771$$

Colog sin 1" = 5 . 3 1 4 4 3

$$d = 3.654' \text{ meters}$$

$$\text{Sum} = \underline{\underline{5.87720'}}$$

STATION	a	LOG SIN a	LOG s (s in meters)	LOG $\left(\frac{\sin a}{s}\right)$	LOGARITHM OF REDUCTION IN SECONDS	REDUCTION $= c$
Center	0 00					"
4.S.E. 296+39.v	14 55'	9.410 63'	75391	6.6842	53412	342.09
Diken 1939	110 28'	9.991 68'	3.35823	6.61345	2.49065	+739.39
Sullivan 1939	120 21'	9.935 99	3.18377	6.75222	2.62942	+426.01
Delta Rock 3 1939	143 47'	9.771 12	3.58351	6.18761	2.06481	116.10
Diken		9.991 68	3.35847	6.61321	2.49041	309.39
Delta Rock 3		9.771 12	3.58384	6.18738	2.06458	116.09
(1)						
d 4.S.E - Diken	- 283-16-09.9'				283 11 00.6	
L Diken - 4.S.E 293139.v	- 95 32 123'				95 32 45.1	
					187 38 15.5	
					35 45.1	
4.S.E 315+00 - 4.S.E 293+35.v	187-43 57.6'				187 43 57.6	
VCD - US Eng	187 37 10					
Sullivan	00 00 00.0 + 07 06.9	07 = 06.0				
Delta Rock 3	23 28 09' + 1-56.623-30 05.2'					
4.S.E 296+39.v	254 33 59.5 + 5-42.1	254 39 36.6				
Diken	350 06 39.6 + 5 09.3350-11 48.9'	95 32 123.				

INSTRUCTIONS

The required reduction to center is, in seconds, $c = \frac{d \sin a}{s \sin 1^\circ}$, in which d is the distance from the eccentric station to the true station, and s is the length in meters of the line between the true stations involved, and therefore, $\log s$ is taken directly from the computation of triangle sides. a is the direction of the distant station involved, reckoned in a clockwise direction as usual, but referred to the direction from the eccentric to the true station, or center, taken as zero. This definition of a is true for the case in which the object pointed upon is eccentric, as well as for the case in which the instrument is eccentric.

Carry a to minutes only and all logarithms to five decimal places only. Do not in any case carry the derived reductions to more than two decimal places. There is no advantage in carrying them to more decimal places than the directions to which they are to be applied are carried on Form 24 A.

REDUCTIONS FOR AN ECCENTRIC INSTRUMENT

If the instrument is eccentric the first column of this form should contain the names of the stations observed from that eccentric position of the instrument.

The values in the fifth column are derived by subtracting those in the fourth column from those in the third. The values in the fourth column may need to be derived by successive approximations from the triangle side computations if the eccentric reductions are large. The values in the sixth column are obtained from those in the fifth by adding $\log \frac{d}{\sin 1^\circ}$ derived as indicated in the heading of the form, if d is expressed in meters. If d is expressed in feet, to the other two logarithms add also 9.48402 to convert to meters. To obtain a direction as shown on Form 24 A, subtract the reduction c for the station which is the initial on Form 24 A from the reduction c for the required direction and apply the difference to the observed direction. Similarly, the correction to any angle is the difference of the reductions on this form to the two directions involved in that angle.

REDUCTIONS FOR AN ECCENTRIC OBJECT OBSERVED

If the object observed is eccentric the heading "Eccentric Station ——" should be changed to "Eccentric Observed Object at Station —," the first column should contain the names of the stations from which this eccentric object was observed, and in each case a is the direction from the eccentric object to the distant station involved, reckoned in a clockwise direction as usual, but referred to the direction from the eccentric object to the true station, or center, taken as zero. (No distinction need be made between the direction from the eccentric object to the distant station and the direction from the true station to the distant station except when the eccentric reduction is more than one minute.) The remainder of the computation on this form is made in the manner indicated above with reference to an eccentric instrument. The reductions to directions are, however, to be applied to observed directions, at the stations named in the first column, to the eccentric object at the station named in the heading. The directions to which these reductions are to be applied are therefore found in various of the lists of directions on Form 24 A, not all in one list as is the case when the instrument is eccentric.

REDUCTION TO CENTER

Eccentric Station: Chase.

$$\begin{aligned} \text{Log } d &= 1.04088 \\ \text{Colog } \sin 1^\circ &= 5.31443 \end{aligned}$$

$d = 10.987$ meters

Sum = 6.35531

STATION	a	LOG SIN a	LOG s (s in meters)	LOG $(\frac{\sin a}{s})$	LOGARITHM OF REDUCTION IN SECONDS	REDUCTION $= c$
Center	0 00					"
Bossing	179 18	8.08696	4.49198	3.59498	9.95029	+ 0.89
Central	224 27	9.84528	4.40254	5.44274	1.79805	- 62.81
Little River	242 47	9.94904	4.51928	5.42976	1.78507	- 60.96
Lyons, salt works	249 02	9.97025	4.30616	5.66409	2.01940	- 104.57

LIST OF DIRECTIONS

Station SWIN 1939

State Washington

Chief of party R. W. Knox

Date July 6 & 7, 1939

Computed by J.E.W.

Observer R.W.K.

Instrument No. 317

Checked by R.W.K.

U. S. GOVERNMENT PRINTING OFFICE: 1937 11-9503

U. S. GOVERNMENT PRINTING OFFICE: 1933 11-9503

* These columns are for office use and should be left blank in the field.

Station: Ken

State: Maryland

Chief of party: C. V. H.

Date: 1917

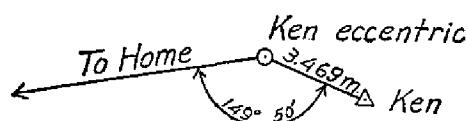
Computed by: O. P. S.

Observer: C. V. H.

Instrument: No. 168

Checked by: W. F. R.

OBSERVED STATION	Observed direction	Eccentric reduction	Sea level reduction	Corrected direction with zero initial	Adjusted direction
Chevy	0 00 00.00	- 7.31	"	0 00 00.00	"
Tank west of Δ Dulce	29 03 37.0	-1 09.8	"	29 02 34.5	"
Ken (center), 3,469 meters	176 42	+3 01.2	"	313 28 01.5	"
Forest Glen standpipe	313 24 53.0	+ 31.93	"	326 32 09.45	"
Home	326 31 30.21	+ 5.7	"	352 17 33.8	"
Bureau of Standards, wireless pole	352 17 20.8	- 1.16	"	357 28 54.78	"
Reno	357 28 48.63	"	"	"	"
Reference mark, 16.32 m	358 31 20	"	"	"	"



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It should be used for observations with both repeating and direction theodolites.

The directions at only one station should be placed on a page.

If a repeating theodolite is used, do not abstract the angles in tertiary triangulation. The local adjustment corrections (to close horizon only) are to be written in the Horizontal Angle Record, and the List of Directions is to be made from that record directly.

Choose as an initial for Form 24A some station involved in the local adjustment, and preferably one which has been used as an initial for a round of directions on objects not in the main scheme. Use but one initial at a station. Call the direction of the initial 0° 00' 00." 00, and by applying the corrected angles to this, fill in opposite each station its direction reckoned clockwise around the whole circumference regardless of the direction of graduation of the instrument. The clockwise reckoning is necessary for uniformity and to make the directions comparable with azimuths.

If a station has been occupied eccentrically, reduce to the center and enter in this form, in ink, the resulting corrections to the observed directions in the column provided for them. If an eccentric reduction is necessary, but not made in the field, leave the column blank. If the station was occupied centrally, and no eccentric reduction is required, put dashes in the column to show that no corrections are necessary.

Directions in the main scheme should be entered to hundredths of seconds in first-order triangulation; otherwise to tenths only. Points observed upon but once, direct and reverse, should be carried to tenths in first-order and second-order triangulation, and to even seconds only in third-order triangulation. In general, but two uncertain figures should be given.

It is recommended that the following simple plan of observing be used with a repeating instrument: Measure each single angle in the scheme at each station and the outside angle necessary to close the horizon. *Measure no sum angles.* Follow each measurement of every angle immediately by a measurement of its complement. Six repetitions are to constitute a measurement. The local adjustment will consist simply of the distribution of the error of closure of the horizon.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Form 24A

Rev. Oct., 1932

Swin RM No 1, which is

Topo only

LIST OF DIRECTIONS

Pg 10
Vol 7

Station USE B 188 +00

State Washington

Chief of party R.W.K.

Date 7-5-39

Computed by R.W.K.

Observer R.W.K.

Instrument 245

Checked by J.E.W.

U. S. GOVERNMENT PRINTING OFFICE: 1932

11-9503

OBSERVED STATION	Observed direction	Eccentric reduction	Sea level reduction*	Corrected direction with zero initial	Adjusted direction*
USE B 205 +00	0 00 00.00	" "	"	0 00 00.00	" "
Swin d = 26.516 m	124 02 10 ✓				
USE B 315 +00 (comp)	11 30 42	28 34 ✓			

*These columns are for office use and should be left blank in the field.

Station: Ken

State: Maryland

Chief of party: C. V. H.

Date: 1917

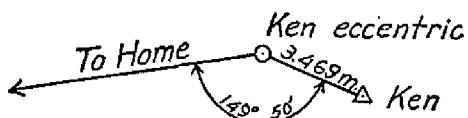
Computed by: O. P. S.

Observer: C. V. H.

Instrument: No. 168

Checked by: W. F. R.

OBSERVED STATION	Observed direction	Eccentric reduction	Sea level reduction	Corrected direction with zero initial	Adjusted direction
Chevy	0 00 00.00	- 7.31	"	0 00 00.00	"
Tank west of Δ Dulce	29 03 37.0	-1 09.8		29 02 34.5	
Ken (center), 3.469 meters	176 42				
Forest Glen standpipe	313 24 53.0	+3 01.2		313 28 01.5	
Home	326 31 30.21	+ 31.93		326 32 09.45	
Bureau of Standards, wireless pole	352 17 20.8	+ 5.7		352 17 33.8	
Reno	357 28 48.63	- 1.16		357 28 54.78	
Reference mark, 16.32 m	358 31 20				



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The directions at only one station should be placed on a page.

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LIST OF DIRECTIONS

Station U.S.E. 109 + 89 State Washington

Chief of party R. W. Knox Date July 10 - Sept. 5, 1939. Computed by R.W.K.-J.E.W.

Observer R.W.K. & J.E.W. *Instrument No. 317* *Checked by H.J.O.-R.W.K.*

V. A. GOVERNMENT PRINTING OFFICE: 1933 11-9503

* These columns are for office use and should be left blank in the field.

Station: Ken

State: Maryland

Chief of party: C. V. H.

Date: 1917

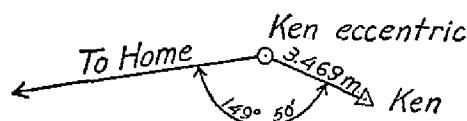
Computed by: O. P. S.

Observer: C. V. H.

Instrument: No. 163

Checked by: W. F. R.

OBSERVED STATION	Observed direction	Eccentric reduction	Sea level reduction	Corrected direction with zero initial	Adjusted direction
Chevy	0 00 00.00	- 7.31	"	0 00 00.00	"
Tank west of Δ Dulce	29 03 37.0	-1 09.8	"	29 02 34.5	"
Ken (center), 3,469 meters	176 42	+3 01.2	"	313 28 01.5	"
Forest Glen standpipe	313 24 53.0	+ 31.93	"	326 32 09.45	"
Home	326 31 30.21	+ 5.7	"	352 17 33.8	"
Bureau of Standards, wireless pole	352 17 20.8	- 1.16	"	357 28 54.78	"
Reno	357 28 48.63	"	"	"	"
Reference mark, 16.32 m	358 31 20	"	"	"	"



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POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

186 + 64.8

α	2 Offset to 3 Delt α Rk 3	.376	-32	-30.2	α	3 S'w in @ S'w in USE 188+00 & $\angle \alpha$	to 2 $\angle \alpha$	357	08	19.2
2d \angle	&	+	:		3d \angle	3 S'w in @ S'w in USE 188+00 & $\angle \alpha$		- 50	04	04
α	2 to 1	172	43	49.1	α	3 S'w in @ S'w in USE 188+00 & $\angle \alpha$		307	04	15.1
$\Delta\alpha$					$\Delta\alpha$				+	1
α'	1 to 2	352	43.	49	α'	1 USE 188+00 to 3 S'w in		180	00	00.0
o . , " FIRST ANGLE OF TRIANGLE o . , "										
ϕ	48 22 40.034	2 Offset	30	20.659	ϕ	48 24	36.918	3 S'w in	122	29 36.548
$\Delta\phi$	117	$d = 3.654 m.$		0.022	$\Delta\phi$	48	-0.518	$d = 26.516 m.$	$\Delta\lambda$	01.029
ϕ'	48 22 40.151	1 USE 315+00	30	20.681	ϕ'	48 24	36.400	1 USE 389+00	122	29 35.579
Values in seconds Logarithms										
s	0.562 768	1(ϕ+ϕ')	48 22 40.04	s	1.423 508	1(ϕ+ϕ')	48 24 36.6			
$\cos \alpha$	0.996 495			$\cos \alpha$	0.780 175					
B	8.510 207			B	8.510 205					
h	9.06.9 470	1st term	-0.1173	h	9.713 888	1st term	+0.5175	$\sin \alpha$	- 9.901 944	
s^2	1.1 255	A'	8.508 904	s^2	2.8470			A'	8.508 903	
$\sin^2 \alpha$	1.9 883	Sec ϕ'	0.177 691	$\sin^2 \alpha$	0.8039			Sec ϕ'	0.177 968	
C	1.4 549	$\Delta\lambda$	8.351 592	C	1.4554			$\Delta\lambda$	- 0.02323	-1.02887
h^2		2d term	+	h^2	4.1063	2d term	+	$\sin \frac{1}{2}(\phi+\phi')$	9.873 8542	
D				D				$-\Delta\alpha$	9.886 174	-1
		3d term	+			3d term	+	$-\Delta\phi$	10.5175	
		-Δϕ	-0.1173							

Comp Recd.
1/19/0

Angles
LIST OF PRELIMINARY-GRID-AZIMUTHS

(1)

State Washington

Locality Swinomish Island Line Offset - 109 + 89.0

(815+00)

From station-	To station-	Preliminary azimuth	Correction for closure	Corrected azimuth
		° ' "	° ' "	° ' "
	109 + 89			187 02 00
4 315 + 00 1860.8 567.17	296 + 39.2	00 41 58	-26	00 41 32
2.753 713				
L 296 + 39.2	788.3 ft 240.27 M.	199 07 40	-26	199 - 07 - 14 °
	2.380 700 Log			
L 288 + 50.9	970.3 295.75	202 44 40	-26	202 44 - 14 °
	2.470 925			
L 278 + 80.6	211.7	195 10 40	-26	195 10 - 14 °
	64.53 1.809 762			
L 276 + 68.9	1341.7	146 39 20	-26	146 38 - 54
	408.95 2.611 660			
L 263 + 27.2	925.3 282.03	179 58 20	-26	179 57 - 54
	2.450 295			
L 254 + 01.9	110.8 33.77 1.528 531	149 00 00	-26	148 - 59 - 34
L 252 + 91.1	955.2 291.14 2.464 102	181 45 30	-26	181 - 45 - 04
L 243 + 35.9	856.0	174 29 30	-26	174 - 29 - 04
	260.91 2.416 491			
L 234 + 79.9	1538.8 469.03	184 58 40	-26	184 58 - 14
	2.671 201			
L 219 + 41.1	1353.7 412.61	187 35 00	-26	187 34 - 34
	2.615 540			
L 205 + 87.4	544.80 399.9	173 58 40	-26	173 58 - 14
	2.767 000			
186 + 68.8				

... Exterior \angle $N(360) - N-2(180) = Z$ angles in Polygon
 $N = \text{Number of sides.}$ (2)

2

LIST OF PRELIMINARY GRID-AZIMUTHS

Ang/00

State

Locality

Line

Adjustment of Traverse G.P.s
LIST OF PRELIMINARY GRID AZIMUTHS.

State _____ Locality Swinomish Slough. Line offset to 188+00

From station	To station	Preliminary azimuth	Correction for closure	Corrected azimuth
station	Distance M.	Accumulated dist.	Accumulated "Corrections to φ"	Accumulated "Corrections to A"
L 815 + 00.0	00	00	00	00
296 + 89.2	567.17	567.17	0m	.020
288 + 50.9	240.27	807.44	00	.028
L 278 + 80.6	295.75	11.08.19	00	.038
277 + 68.9	64.53	1167.72	00	.040
263 + 27.2	408.95	1526.67	-00 1	.054
L 254 + 01.9	282.03	1858.70	.00 1	.064
252 + 91.1	33.77	1892.47	.00 1	.065
243 + 35.9	291.14	2182.61	.00 1	.075
L 234 + 79.9	260.91	2444.52	.00 1	.084
219 + 41.1	469.03	2913.55	.00 1	.100
205 + 87.4	412.61	3326.16	.00 1	.114
L 188 + 00.0	544.80	3870.96	-0.002	+.133
			.0000344 Factor	

188 + 00 to 109 + 89.0

$188 + 0.0$	0.0	0.0	0.0	0.0
$186 + 68.8$	39.99	39.99	- .001	0.0
$150 + 10.7$	1114.99	1154.98	- .024	+ .009
$136 + 49.9$	414.77	1369.75	- .032	+ .012
$131 + 82.5$	142.46	1712.21	- .035	+ .014
$109 + 89.0$	668.58	2380.79	- .049	+ .019
		Factor	.0000206	.00000798

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
FORM 27

MENT OF COMMERCE
AND GEODETIC SURVEY
Form 27

POSITION COMPUTATION: THIRD-ORDER TRIANGULATION

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

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Form 27
Ed. April, 1929

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

α	2 288 + 50.9 to 3 596 + 39.2	26 510	$\lambda \frac{5}{8} 3$	α	3	to 2				
2d \angle	&	44	14	3d \angle	&					
α	2 to 1	229 35	07	α	3	to 1				
$\Delta\alpha$		+ 0.8		$\Delta\alpha$						
α'	1 to 2	-49 35	15	α'	1	to 3				
FIRST ANGLE OF TRIANGLE										
ϕ	48 23 06.287	2 288 + 50.9	λ 122 30 11.702	ϕ	48 23 11.494	3				
$\Delta\phi$	+ 0.6.207		$\Delta\lambda$	- 10.944	$\Delta\phi$	- 06.207				
ϕ'	48 23 14.944	1 278 + 80.6	λ' 122 30 06.758	ϕ'	48 33 06.287	1				
Values in seconds										
s	2.470 925	$\frac{1}{2}(\phi+\phi')$	48 - 23 09.390	s	2.470 925					
Cosec	9.811 786	- (1498.29)		Cosec α	9.811 788					
B	4.510 207	" 6.2086	s 2.470 925	B	8.510 207	"				
h	0.792 918	1st term	$\sin \alpha$ 9.881 843		1st term	6.2072				
s^2	4.942		+ 16.37							
$\sin^2 \alpha$	9.763		- (1218.11)							
C	1.455		A' 8.508 904							
h^2	6.160		Sec ϕ' 0.177 768							
D			$\sin^2 \alpha$ 9.763							
			$\Delta\lambda$ 1.039 194							
			$\sin \frac{1}{2}(\phi+\phi')$ 9.873 6.90							
			- $\Delta\alpha$ 0.912 884							
			h^2							
			D							
			3d term +							
			$-\Delta\phi$ - 6.207							



DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
FORM 27
Ed. April, 1929

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
FORM 27
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DEPARTMENT OF COMMERCE
U.S. COMPTROLLER OF THE CURRENCY

AND EDITION FORM 27

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

	o	'	"	o	'	"	o	'	"	o	'	"				
α	2	26	3	+ 27.2	to 3	276	+ 68.9	24	33	α	3	to 2				
$2d\angle$				+ 17.9	5.7.	54	-	3d \angle	&							
α	2			21.1	2.2	2.7		α	3	to 1						
$\Delta\alpha$					+	0.5		$\Delta\alpha$								
α'	1			180	0.0	0.0				180	0.0	00.0				
				31	22	32		α'	1	to 3						
										211	22	27				
	o	'	"	First Angle of Triangle	o	'	"	o	'	"	o	'	"			
ϕ	48	23	28	68	4	2	26	3	+ 27.2	λ	122	29	47.533			
$\Delta\phi$		+	07	79	6					$\Delta\lambda$	-	07.137				
ϕ'	48	13	32	48	1	254	+ 01.9	λ'	112	29	40.426	ϕ'	48	13	24.684	1
s	2.450	295	31.481	Values in seconds	1/2($\phi+\phi'$)	48	23	- 28.58	+ 0.064	Logarithms	Values in seconds	1/2($\phi+\phi'$)				
$\cos\alpha$	9.931	342	7972.41	Logarithms	2.450	295				$\cos\alpha$	9.931	342				
B	8.510	207	(880.91)	Values in seconds						B	8.510	207				
h	0.891	851	1st term	7.7156	s	9.716	525	+ 832.96	+ 832.96	h	0.891	844	1st term	07.7949		
s^3	4.900				$\sin\alpha$	-		- (401.36)	- (401.36)	s^3						
$\sin^2\alpha$	9.433				A'	8.508	903			$\sin^2\alpha$						
C	1.455				Sec ϕ'	0.177	815			C						
h ³	5.788				$\Delta\lambda$	0.653	538	7.1388		2d term	+					
D					Sin 1/2($\phi+\phi')$	9.873	726			D						
					- $\Delta\alpha$	0.727264	- 5338	h^3								
					3d term	+										
					- $\Delta\phi$	-										

**DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Form 27**

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

**DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY**
Form 27
Ed. April, 1929

POSITION COMPUTATION THIRD-ORDER TRIANGULATION

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U. S. COAST AND GEODETIC SURVEY**
Form 27
Ed. April, 1929

U. S. G. S. AND GEODETIC SURVEY
Form 27
Ed. April, 1929

AND GEODETIC
FORM 27
ED. APRIL, 1929

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION



**DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY**
Form 27 **Ed. April, 1929**

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

$$\begin{array}{r}
 20587.4 \\
 1880.0 \\
 \hline
 1787.4 \text{ ft.}
 \end{array}
 \quad
 \begin{array}{r}
 5425.45 \\
 2.2555 \\
 \hline
 544.8006 - 11
 \end{array}
 \quad
 \begin{array}{r}
 03-07-44 \\
 124-02-0 \\
 \hline
 127-09-54
 \end{array}
 \quad
 \begin{array}{r}
 05-36 \\
 04-16
 \end{array}$$

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
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Ed. April, 1929

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

POSITION COMPUTED

Take New Position
and use same Azimuth
and $\begin{array}{r} 188 \\ 186 \end{array}$ + $\begin{array}{r} 70 \\ 68 \end{array}$ $\overline{\begin{array}{r} 0 \\ 8 \end{array}}$

$\frac{3}{3/2}$

DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS
U.S. COAST AND GEODETIC SURVEY
FORT ST. LOUIS, D.C.
Revised April 1926

Assume 188+00 is on line
etc 2054 87.4 and 186+6.8

DEPARTMENT OF COMMERCE 1/60/951

U.S. DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
Form 27
Ed. April 1920

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

Td April 1920

First Angle of Triangle											
α	2	188+00	to 3	205+894	03	07	18	α	3	to 2	"
2d \angle		&			+160			3d \angle		&	
α	2		to 1		183	07	18	α	3	to 1	03 07 18
$\Delta\alpha$								$\Delta\alpha$			
α'	1		to 2		180	00	00.0			180	00 00.0
					03	07	18	α'	1	to 3	18
Values in seconds											
s	37.692		$\frac{1}{2}(\phi+\phi')$	48-24-37.04		s	1601.951		$\frac{1}{2}(\phi+\phi')$	Logarithms	
$\cos \alpha$	9.9993584		+1164.26	-1689.08)		s	Cos α		s	Logarithms	
B	8.510105		"	35.413		s	9.999354		s	Values in seconds	
h	0.111510		1st term	1.29273		h	B		s	Logarithms	
s^2				Sin α		s	8.570205		s	Values in seconds	
$\sin^2 \alpha$				A'		s^2	1.2927		s	Logarithms	
C				Sec ϕ'		$\sin^2 \alpha$	-505.73		s	Values in seconds	
h^2				$\Delta\alpha$		A'	-728.27		s	Logarithms	
D				2d term +		C	10589		s	Values in seconds	
				$\Delta\alpha$		D	10588		s	Logarithms	
				- $\Delta\alpha$			180		s	Values in seconds	
				3d term +			0.0		s	Logarithms	
				$-\Delta\phi$			180		s	Values in seconds	

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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
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POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

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POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

α	2	150 + 10.7	to 3	186 + 68.8	340	10	38	α	3	3	to 2	"	"	"	"
2d \angle			&		+ 198	26.	54	3d \angle			&	-			
α	2		to 1		178	37	32	α	3		to 1	358	37	32	
$\Delta\alpha$							0	$\Delta\alpha$							
α'	1		to 2		180	00	00.0				180	00	00.0		
					358	37	32	α'	1		to 3	178	37	32	
FIRST ANGLE OF TRIANGLE															
ϕ	48	25°	11.653	2	150 - 10.7	λ	122	29	53.799	ϕ	48	25°	25.077	3	"
$\Delta\phi$			13.424			$\Delta\lambda$			+ 0.484	$\Delta\phi$		-	13.424		- 0.484
ϕ'	48	25°	25.077	1	136 + 49.9	λ'	112	29	54.283	ϕ'	48	15	11.653	1	
s	2617807	$\frac{1}{2}(\phi+\phi')$				48	25°	18.365	+0.012	Logarithms	Values in seconds				"
Cos α	9909870	25.045				+ 773.68				s	2.617807				$\frac{1}{2}(\phi+\phi')$
B	8510104	- (1079.71)								Cosec	9.999870				Logarithms
h	1127881	1st term				13424"	Sin α	+	54.295	B	8.510204				Values in seconds
s^2	5.236						A'	8.508903		h	1.127881				Logarithms
sin ³ α	6.755						Sec ϕ'	0.178082			1st term				Values in seconds
C	1.455						$\Delta\lambda$	9.684755			13.424				Logarithms
3446							2d term	1.48390			4				Values in seconds
h^2								-		D	Sin $\frac{1}{2}(\phi+\phi')$				Logarithms
D											9.873931				Sec ϕ'
											- $\Delta\alpha$				Sec ϕ'
											9.558653				Sec ϕ'
											3d term				Sec ϕ'
											+ $\Delta\phi$				Sec ϕ'

U. S. COAST AND GEODETIC SURVEY
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POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

Azimuth
+
A2nd diff 109 + 89.0 70 315 + 00' - 07-02-26 Computed.
+ 314 82.5 + 3154.00 3154.00
A2nd diff 109 + 89.0 70 315 + 00' - 06-16 Adjusted single. See Page 12

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
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POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

	o	'	"	o	'	"	o	'	"	o	'	"	o	'	"		
α	2	131 + 82.5	to 3	136 + 49.9	359	46	37	α	3	to 2							
$2d\angle$		&		+ 196	09	55	$3d\angle$	&									
α	2	131 + 82.5	to 1	109 + 89.0	195	56	02	α	3	to 1	15'	56	09				
$\Delta\alpha$					+ 07		$\Delta\alpha$				-	07					
α'	1	109 + 89.0	to 2	131 + 82.5	15	56	09	α'	1	to 3	15	56	02				
FIRST ANGLE OF TRIANGLE																	
ϕ	48	25	29.689	2	131 + 82.5	λ	122	19	54 38'	ϕ	48	25	30	122	29	45.382	
$\Delta\phi$		+ 20.813	- .049			$\Delta\lambda$	-	08.928	$\Delta\phi$	-	20.813					+ 08.928	
ϕ'	48	25	30.502	1	109 + 89.0	λ'	122	19	45.383	ϕ'	48	25	29.689	λ'	122	29	54.311
.0 Values in seconds																	
s	2,825.153	50.453	+ 15.6843		$\frac{1}{2}(\phi+\phi')$	48 - 25' - 40.096	s	2,825' - 53		$\frac{1}{2}(\phi+\phi')$							
$\cos\alpha$	9.982485	(2.9414)			Values in seconds		$\cos\alpha$	9.982981		Logarithms							
B	8.510204				s	2,825' / 53	B	8.510203		s	2,825' / 53						
h	1318342				1st term	20.813	"	1st term	20.813	$\sin\alpha$	+ 9.438631						
s^2							h	1318337		A'	8.508902						
$\sin^2\alpha$							$\sin^2\alpha$	(300.08)		$\sec\phi'$	0.178093						
C							$\Delta\lambda$	0.950784	"	$\Delta\lambda$	0.950779	"					
h^2							$2d$ term	+	$\sin\frac{1}{2}(\phi+\phi')$	$g.873.971$							
D							$3d$ term	+	$-\Delta\alpha$	0.824750	6.680						

Use
48-25' - 50.445'
+ 933.82
+ 1558.2
- (295.1)

122 + 29 - 45.403
+ 933.82
+ 1558.2
- (295.1)

Lotter Position of 109 + 89.0 after recomputation
of triangulation. Tavore was not readjusted for
this difference but 5 mill or error observed in
last computation between 131 + 83.5 and 109 + 89.0

11-9362 U. S. GOVERNMENT PRINTING OFFICE 1917

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**DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY**
Form 25
Ed. Jan., 1929

COMPUTATION OF TRIANGLES

11-9121

State:

NO.	STATION	OBSERVED ANGLE	CORR'N	SPHER'L ANGLE	SPHER'L EXCESS	PLANE ANGLE AND DISTANCE	LOGARITHM
2-3	USE	186+68.8	N	69, 946.4			
1			E	61, 220.1			
2							
3	AZ	188+00 = 03-05-10 186+68.8					
1-3		d =		131.2			
1-2							
2-3					Log d = 131.2	2.117 934	
1					Log Sin 03-05-10	8.731 079	
2					Log C = "	9.999 370	
3	USE	186+68.8 = N 69, 946.4 E 61, 220.1			Log DE	0.849 013 = -7.06 ft	
1-3		- 131.0 - - 7.1			Log ON	2.117 304 = -131.01	
1-2	USE	188+00.0 = N 69, 815.4 E 61, 213.0					
2-3 USE	188+00	N 69, 815.4		E 61, 213.0			
1	U.S.E. 315+00	N 58, 029.8		58, 169.5			
2		11,785.6		3,043.5			
3							
1-3							
1-2	109 11,785.6 = 4.07135174 x 2 = 8.14270348 =					1.38900407.7	
	109 3,043.5 = 3.4933733 x 2 = 6.9667466					9,262,891.5	
						148,163,299.2	
2-3					Log d^2	8.170 7407	
1					Log	4.085 3704	
2					Factor	9.484 0158	
3		d. Trav = 3711.05			Log d - m.M.	3.569 3862	
1-3		d - Δ = 3708.95 M.			Log d - m.M.D	3.569 2561	
1-2		2.10					

**DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
FOUNTAIN PEN
Ed. April, 1929**

**DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Form 27
17 April 1900**

C H E C K
INVERSE
POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

$$\begin{array}{rcl} \sin \alpha = 2.967\ 904\ m & \sin \beta = 2.967\ 904 & \text{second: } 3.555\ 189 \\ \cos \alpha = 3.555\ 189\ m & \cos \beta = 9.398\ 653 / & \text{first: } 9.985\ 938 \\ \hline 9.412\ 715,6 & - & \hline 3.569\ 251 \\ 194\ 36\ 06,56 & . & d = 3.569\ 251 \end{array}$$

N V E R S E

CHECK.

Topo only

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Form 27
Ed. April, 1929

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

α	2	to 3				α	3	to 2					
$2d\angle$		&	+			$2d\angle$		&		-			
α	2	to 1		0.7	0.2	26.47	α	3	to 1	18.7	0.2	0.0.9	
$\Delta\alpha$						26.38	$\Delta\alpha$						
α'	1	to 2		1.87	0.2	00.09	α'	1	to 3	18.0	0.0	00.0	

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COMPUTATION OF TRIANGLES

11-9121

State: _____

NO.	STATION	OBSERVED ANGLE	CORR'N	SPHER'L ANGLE	SPHER'L EXCESS	PLANE ANGLE AND DISTANCE	LOGARITHM
2-3	USE $109^{\circ} 489'$	N	77	324.2	/		
1		E	60	545.1	/		
2							
3							
1-3							
1-2	USE $315^{\circ} 55.6'$	N	57	974.7	/		
		E	58	162.1	/		
2-3	USE $315^{\circ} 00'$	N	58	029.8	/		
1		E	58	169.5	/		
2						$\log 55.6 = 1.745\ 075$	
3						$\log \sin 73710' = 9.122\ 520$	
1-3						$\log \cos do = 9.996\ 148$	
1-2						$\log dE = 0.867\ 595 = +7.37\ ft$	
						$\log dN = 1.741\ 223 = +55.11'$	
2-3	$109^{\circ} 489'$	N	77	324.2	/		
1	$315^{\circ} 00'$		58	029.8	/		
2			19	294.4	/	2 375.6	
3							
1-3	$\log 19294.4 = 4.285\ 4313 \times 2 =$		8.570	86.26	/	$= 372,273,931.6$	
1-2	$\log 2,375.6 = 3.375\ 7733 \times 2 =$		6.751	546.6	/	$5,643,475.3$	
						$377,917,406.9$	
2-3						$\log d^2 = 8.577\ 396.9$	
1						$\log d(\text{ft}) = 4.288\ 6984$	
2						Factor $9.484\ 0158$	
3			5925.35			$\log d(m) = 3.772\ 7142$	
1-3			5922.7			From inv. $\log d$	
1-2	diff.		2.62				

comp. Pauls
✓ N.J.O.

TOPO ONLY
LIST OF DIRECTIONS

**DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY**
Form 24A
Rev. Oct., 1932

Station U.S.E. = B 3+20.8 State WASHINGTON
Chief of party R.W.Knox Date September 6, 1939 Computed by J.E.W.
Observer R.W.K. Instrument No. 8-4" transit Checked by R.W.K.

* These columns are for office use and should be left blank in the field.

Station: Ken

State: Maryland

Chief of party: C. V. H.

Date: 1917

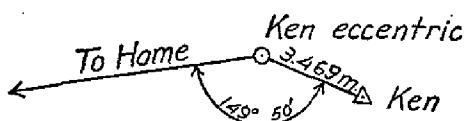
Computed by: O. P. S.

Observer: C. V. H.

Instrument: No. 168

Checked by: W. F. R.

OBSERVED STATION	Observed direction	Eccentric reduction	Sea level reduction	Corrected direction with zero initial	Adjusted direction
Chevy	0 00 00.00	- 7.31	"	0 00 00.00	"
Tank west of Δ Dulce	29 03 37.0	-1 09.8	"	29 02 34.5	"
Ken (center), 3,469 meters	176 42				
Forest Glen standpipe	313 24 53.0	+3 01.2		313 28 01.5	
Home	326 31 30.21	+ 31.93		326 32 09.45	
Bureau of Standards, wireless pole	352 17 20.8	+ 5.7		352 17 33.8	
Reno	357 28 48.63	- 1.16		357 28 54.78	
Reference mark, 16.32 m.	358 31 20				



This form, with the first three and fifth columns properly filled out and checked, must be furnished by field parties. To be acceptable it must contain every direction observed at the station.

It should be used for observations with both repeating and direction theodolites.

The directions at only one station should be placed on a page.

If a repeating theodolite is used, do not abstract the angles in tertiary triangulation. The local adjustment corrections (to close horizon only) are to be written in the Horizontal Angle Record, and the List of Directions is to be made from that record directly.

Choose as an initial for Form 24A some station involved in the local adjustment, and preferably one which has been used as an initial for a round of directions on objects not in the main scheme. Use but one initial at a station. Call the direction of the initial 0° 00' 00." 00, and by applying the corrected angles to this, fill in opposite each station its direction reckoned clockwise around the whole circumference regardless of the direction of graduation of the instrument. The clockwise reckoning is necessary for uniformity and to make the directions comparable with azimuths.

If a station has been occupied eccentrically, reduce to the center and enter in this form, in ink, the resulting corrections to the observed directions in the column provided for them. If an eccentric reduction is necessary, but not made in the field, leave the column blank. If the station was occupied centrally, and no eccentric reduction is required, put dashes in the column to show that no corrections are necessary.

Directions in the main scheme should be entered to hundredths of seconds in first-order triangulation; otherwise to tenths only. Points observed upon but once, direct and reverse, should be carried to tenths in first-order and second-order triangulation, and to even seconds only in third-order triangulation. In general, but two uncertain figures should be given.

It is recommended that the following simple plan of observing be used with a repeating instrument: Measure each single angle in the scheme at each station and the outside angle necessary to close the horizon. *Measure no sum angles.* Follow each measurement of every angle immediately by a measurement of its complement. Six repetitions are to constitute a measurement. The local adjustment will consist simply of the distribution of the error of closure of the horizon.

Topo only

COMPUTATION OF TRIANGLES

State: _____

11-9121

U. S. GOVERNMENT PRINTING OFFICE, 1929

NO.	STATION	OBSERVED ANGLE	CORR'N	SPHER'L ANGLE	SPHER'L EXCESS	PLANE ANGLE AND DISTANCE	LOGARITHM
	2-3						2.602 272 ✓
	1 USE B 3+20.8	85 15 23 ✓					0.001 490 —
	2 Della	36 05 27 ✓					9.770 165 ✓
	3 Swinomish Slough Hiway Bridge E. LT	(58 39 10) ✓					9.931 473 ✓
	1-3	179 59 60 ✓					2.373 927 ✓
	1-2					342.95	2.535 235 (1)
	2-3						2.706 640 —
c'	1 USE B 3+20.8	48 00 50 ✓					0.128 832 —
	2 Della	101 55 32 ✓					9.990 524 ✓
	3 USE B 25+19.4	(30 03 38) ✓					9.699 764 ✓
	1-3	179 18 120 ✓				669.88	2.825 996
	1-2					342.95	2.535 236 ✓
	2-3						
	1						
	2						
	3						
	1-3						
	1-2						
	2-3						
	1						
	2						
	3						
	1-3						
	1-2						

Do not write in this margin

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
FORM 27
Ed. April, 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Form 27

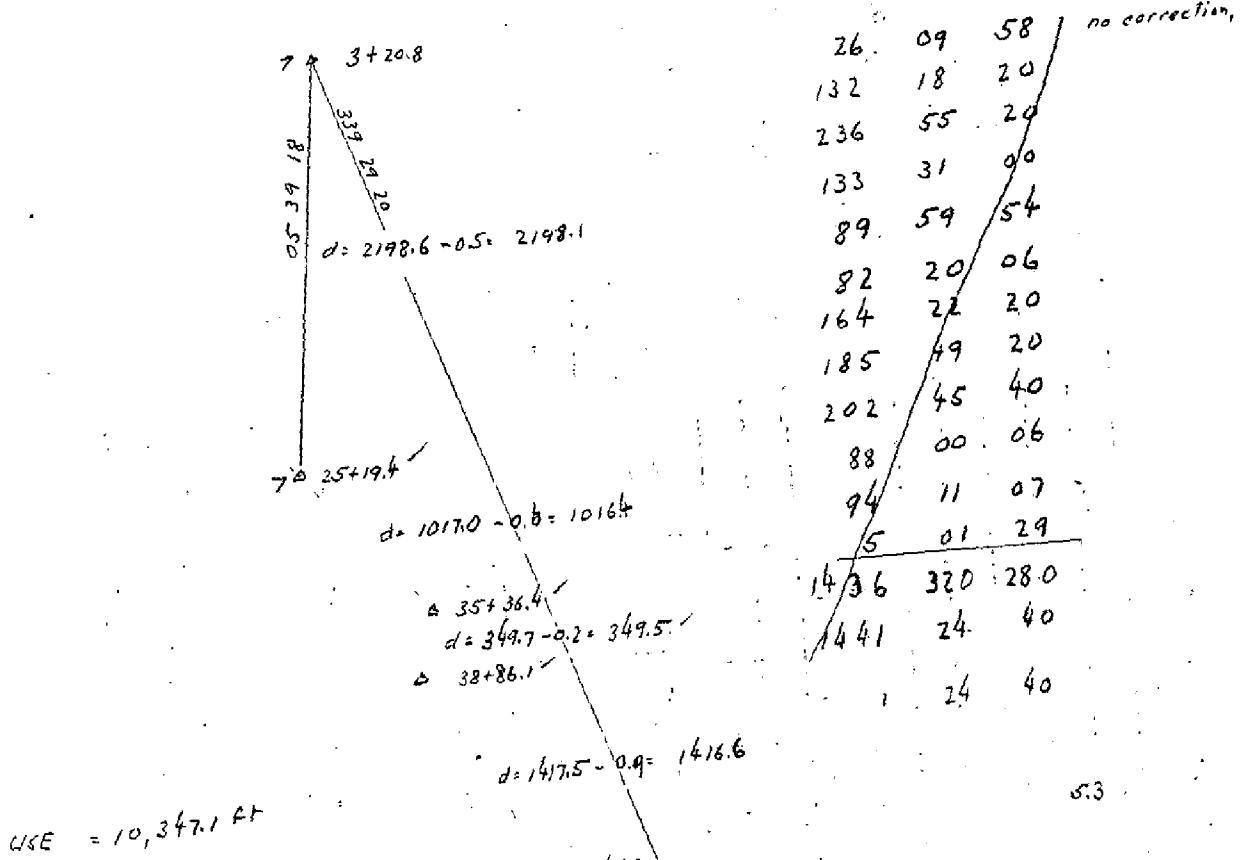
ED. APRIL 1929

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POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

comps (cont)

comps (cont)



USE
overall $d = 5.8 \text{ long}$

$$\frac{5.8}{10,347.1} = 0.56 \text{ ft/1000}$$

$$d = 346.0 - 0.1 = 345.9$$

$$\Delta 53 + 03.6 \text{ (?)}$$

$$d = 935.2 - 0.6 = 934.6$$

$$\Delta 62 + 38.8$$

$$d = 815.6 - 0.6 = 815.0$$

$$\Delta 70 + 54.4$$

$$d = 1066.4 - 0.8 = 1065.7$$

$$\Delta 81 + 20.8$$

$$d = 2053.7 - 1.0 = 2052.7$$

$$\begin{array}{c}
 d = 662.0 \\
 \Delta 675.8 \\
 101 + 74.5 \\
 \Delta 814.5 - 0.5 \\
 109 + 89.0
 \end{array}$$

**DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY**
Form 27
Ed. April 1920

FEDERAL GEOGRAPHIC SURVEY

SCHEID 24 ADRI 1020

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

COMPUTATION OF TRIANGLES

Topo only

State: _____

11-0101

U. S. GOVERNMENT PRINTING OFFICE: 1909

NO.	STATION	OBSERVED ANGLE	CORR'N	SPHER'L ANGLE	SPHER'L EXCESS	PLANE ANGLE AND DISTANCE	LOGARITHM
2-3							
1	USE 109 + 89	N	77,324.2	E	60,545.1		
2	USE B 3 + 20	8°	87,016.7		56,923.3'		
3		ΔN	9692.5	ΔE	3,621.8		
1-3							
1-2	$\log \Delta N =$	$3.9864358^x \times 2 = 7.9728716^x$		93,944,564 ^x			
	$\log \Delta E =$	$3.5589245 \times 2 = 7.1178490$		13,117,438 ^x			
2-3				$d^2 = 107062003'$			
1				$\log d^2 = 8.0296353'$			
2				$\log d$ (Feet) 4.0148176 ^v			
3				Factor 9.4840158 ^v			
1-3		3153.80'		$\log d$ (meters) 3.4988334 ^v			
1-2		3152.03		by inverse - 3.498590'			
		1.77 m					
		5.8 ft.					
2-3							
1							
2							
3							
1-3							
1-2							
2-3							
1							
2							
3							
1-3							
1-2							

Do not write in this margin

LIST OF PRELIMINARY GRID AZIMUTHS

State Washington

Locality Swinomish Slough.

Line

From station		To station	Preliminary azimuth	Correction for closure	Corrected azimuth
LB 109+89	10 0151	11 153	0 1 " "	109+89 To 131+825	15 56 09
LB 101+74.5 (R)	814.0 ✓	248.11 ✓	164 31 29 (94 11 26)	-0 09	164 31 20 ✓
LB 101+74.5 (L)	675.8 ✓	265.98 ✓	(269 59 54)	-0 18	268 42 18 ✓
LB 81+20.8	2052.7 ✓	625.64 ✓	168 42 49	-0 27	168 42 22 ✓
LB 70+54.4	106.5.7 ✓	324.6 ✓	145 57 09	-36	145 56 33 ✓
LB 62+38.8	815.0 ✓	248.41 ✓	140 07 49	45	140 07 04 ✓
LB 53+03.6 (R)	934.6 ✓	284.86 ✓	155 45 29 (262 20 06)	54	155 44 35 ✓
LB 53+03.6 (L)	345.9 ✓	105.43 ✓	123 8 05 35 (89 59 54)	-1 03	238 04 32 ✓
LB 38+86.1	1416.6 ✓	431.78 ✓	148 05 29	-0 1 12	148 04 17 ✓
LB 35+36.4	349.5 ✓	106.53 ✓	194 34 19	-0 1 21	194 32 58 ✓
LB 25+19.4	1016.4 ✓	309.80 ✓	137 39 09	-0 1 30	137 37 39 ✓
LB 3+20.8	2198.1 ✓	669.98 ✓	185 40 49	-0 1 38	185 39 11 ✓

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U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE
1936

**DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Form 27
Ed. April, 1929**

$$\begin{aligned} \sin &= \frac{3.042}{3.470} = 0.842 \\ \cos &= \frac{1.77}{3.470} = 0.504 \\ \tan &= \frac{0.842}{0.504} = 1.673 \end{aligned}$$

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

FIRST ANGLE OF TRIANGLE								SECOND ANGLE OF TRIANGLE							
Logarithms				Values in seconds				Logarithms				Values in seconds			
α	2	to 3		335	44	05		α	3	to 2		58	04	05	"
$2^d \angle$		&		+ 262	19	57						+ 89	59	45	
α	2	to 1		238	04	02		α	3	to 1		148	03	50	
$\Delta\alpha$				+ 00	00	03		$\Delta\alpha$				-	00	08	
α'	1	to 2		180	00	00.0						180	00	00.0	
				58	04	05		α'	1	to 3		328	03	42	
ϕ	48	26	40.034	2 53 + 03.6 (L)	λ	122	30	26.712	ϕ	48	26	41.839	8 53 + 03.6 (R)	λ	122 30 22.358
$\Delta\phi$	+ 00	00	01.805	105.43	$\Delta\lambda$	- 00	00	04.354	$\Delta\phi$	+ 00	00	11.863	431.78	$\Delta\lambda$	+ 00 11.114
ϕ'	48	26	41.839	153 + 03.6 (R)	λ'	122	30	22.358	ϕ'	48	26	53.702	1 38 + 86.1	λ'	122 30 33.472
s	2.022964	(5609)		$\frac{1}{2}(\phi+\phi')$	48	26	40.9	s	2.635262	(194.49)		$\frac{1}{2}(\phi+\phi')$	48	26 47.8	"
$\text{Cos } \alpha$	9.723393	+ 1.292.		s	2.022964	(173.45)		$\text{Cos } \alpha$	9.928723	+ 16.5819		s	2.635262	Values in seconds	
B	8.510202							B	8.510202						
h	0.256559	1st term	- 0.1.8053	$\sin \alpha$	9.928738	(459.45)		h	1.074187	1st term	- 1.8628	$\sin \alpha$	9.723434	Values in seconds	
s^2				A'	8.508902							A'	8.508902		
$\sin^2 \alpha$	9.85748			$\sec \phi'$	0.178264							$\sec \phi'$	0.178292		
C	1.45600			$\Delta\lambda$	0.638868	- 04"						$\Delta\lambda$	1.045890	41.1145	
h^3				$\sin \frac{1}{2}(\phi+\phi')$	9.874085								9.874098		
D				- $\Delta\alpha$	0.512953	- 03.3						- $\Delta\alpha$	0.919988	+ 08.3	
								D							
								3d term	+						
								- $\Delta\phi$	- 01.8053						

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

FIRST ANGLE OF TRIANGLE									
α	2	to 3	328	03	42	/	α	8	"
$2^d \angle$		&	+ 226	28	41		$3^d \angle$		
α	2	to 1	194	32	23	/		-	
$\Delta\alpha$			+ 00	01					
α'	1	to 2	180	00	00.0				
			14	32	24	/	α'	1	"

Logarithms									
s	2.027472	$\frac{1}{2}(\phi+\phi')$	48	26	55.4	/	s		"
$\cos\alpha$	9.985864	(91.3)					$\cos\alpha$		
B	8.510207	s	2.027472	(571.6)			B		
h	0.523538	1st term	-03.3384	9.399762	+ 661.3		h		
s^3							1st term	"	
$\sin^2\alpha$								s	
C	1.45612							$\sin\alpha$	
h^2								A'	
D								$\sec\phi'$	
								$\Delta\lambda$	
								"	

Values in seconds									
s	17620	$\frac{1}{2}(\phi+\phi')$	48	26	55.4	/	$\frac{1}{2}(\phi+\phi')$		"
$\cos\alpha$									
B									
h									
s^3									
$\sin^2\alpha$									
C									
h^2									
D									

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

	Remarks.	Decisions
1		484225
2		"
3		
4	Two words	483224
5		483225 U.S.G.B
6		483224
7		"
8		483225
9		"
10		484224
11	where?	483224
12		"
13		
14		
15		
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GEOGRAPHIC NAMES

Survey No.

T6689 a

Name on Survey

	Remarks	Decisions
1		484225
2		"
3		483225 USG3
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GEOGRAPHIC NAMES

Survey No.

Survey No. T6689 b

	Remarks.	Decisions
1		484225
2		11
3		
4		483225 USGB
5		484225
6		484224
7		11
8		11
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GEOGRAPHIC NAMES

Survey No.

T6690

Name on Survey	A, On Chart No.	B, On previous Survey No.	C, On U. S. quadrangle Maps	D, From local information	E, On local Maps	F, P. O. Guide or Map	G, Rand McNally Atlas	H, U. S. Light List	K
<u>Fidalgo Island</u>									1
<u>Swinomish Indian</u>									2
<u>Reservation</u>									3
<u>Swinomish Slough</u>									4
<u>Old Channel</u>									5
<u>Blind Slough</u>									6
<u>Telegraph Slough</u>									7
<u>Higgins Slough</u>									8
									9
									10
	Name underlined in red approved								11
	by L. Heck on 4/24/46								12
									13
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MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF }

No. T T6689 a
No. T T6689 b
T6690

{ received March 18, 1940
registered April 9, 1940
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE	Initial	Attention called to
20		
22		
24		
25	✓	Pages Pages 4 to 7
26		
30		
40		
62		
63		
82		
83		
88		
90		

RETURN TO

82 T. B. Reed

✓ 8830

DIVISION OF CHARTS

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6689a&b and 6690 (1939)

Washington; Fidalgo Island; Swinomish Slough
Surveyed in July - September 1939, Scale 1:5,000
Instructions dated April 12, 1939 (EXPLORER)

Plane Table Surveys.

Aluminum Mounted

Chief of Party - R. W. Knox.
Surveyed and inked by - H. J. Oliver.
Reviewed by - J. A. McCormick, November 12, 1940.
Inspected by - H. R. Edmonston.

1. Junctions with Contemporary Surveys.

T-6689a (1939), most southerly of the three surveys, joins satisfactorily with T-6684b, T-6685b and T-6687 of 1939 on the south. T-6690 (1939), most northerly, joins satisfactorily with T-6691 and T-6692 of 1939 on the north. Junctions of the three surveys with each other are also satisfactory.

2. Comparison with Prior Surveys.

T-1747 (1886) 1:20,000; T-2108 (1892) 1:4,800;
T-2156 (1889) 1:20,000; T-2856 (1908) 1:20,000.
H-2050 (1890) 1:20,000.

The descriptive report, page 7, states quite correctly that relatively unchangeable detail on old and new surveys is in fair agreement but that diking and dredging have caused considerable change in the marsh areas. Further comment is unnecessary here. The present group of surveys supersedes the older group in the common area.

3. Comparison with Chart 6380 (New Print of April 13, 1940)

a. Topography.

Topography charted in this area is from surveys discussed in the preceding paragraph and from various surveys of the U. S. Engineers. It should be noted here that the Engineers often use the same basic topographic survey for many channel investigations without bringing the topography up to date. The latest blueprints available, 34356 to 34370 of 1939, show several instances of such procedure.

b. Navigational Aids.

Charted positions of fixed aids in the area differ by small amounts from positions shown on the surveys.

4. Condition of Survey.

Satisfactory. Low water line along mud flats is shown with a dashed line.

5. Compliance with Instructions for the Project.

Satisfactory.

6. Additional Field Work Recommended.

None.

7. Superseded Surveys.

T-1747 in part
T-2108 in part
T-2156 in part

T-2856 in part
H-2050 in part

Examined and approved:

Thos Reed

Thos. B. Reed,
Chief, Section of Field Records.

J. S. Bowden

Chief, Division of Charts.

Raymond Egan

Chief, Section of Field Work.

G. H. Glade

Chief, Division of H. & T.

Applied to chart 6380 Mar. 7/41 B.R.
" " " 6300 " 20/41 "

T 6690 applied to chart 6376 Aug 8, 1944 - JFW
T 6689 " " " " " 9, 1944 JFW