

3556

C. & G. SURVEY  
L. & A.  
MAR 23 1916  
Acc. No.

Form 504

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

State: .....

11-5013

DESCRIPTIVE REPORT.

Sheet No. ....

LOCALITY:

0

191

CHIEF OF PARTY:

3556

3556.  
Topographic Sheet, Northern Part of  
Elliott Bay.

Beginning at Alder 2, orienting on Alders, cuts were made on every distinguishable corner of docks, gable, or other point of prominence which would fall within the limits of the sheet.

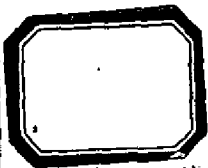
Then at Chute, orienting back on Alder 2 and resecting on Alders, cuts were similarly made on every point that could later be identified. From these two points nearly all points of importance were located but were of course checked as opportunity presented itself and the work progressed. In this part of the work the Str. Explorer furnished a man for three days to assist in transporting the instrument. Later Mr. Jones arrived to help and a man was furnished for about ten days from the crew of the Str. Gedney.

Locations were easily obtained on all pierheads and a short traverse carried back to the street for filling in detail. Numerous changes were found where docks have been torn down, new docks built, or old ones extended.

The sheets was not completed on the west side but it is probable that Luna Park is the same as shown on former sheets.

Respectfully, E. E. Smith, Act.

Mar. 1914



3556

B. & C. SURVEY  
L. & A.  
FEB 23 1916  
Acc. No.

Form 504  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

State: \_\_\_\_\_

11-3613

DESCRIPTIVE REPORT.

*3556* Sheet No. *3556*

LOCALITY:

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\_\_\_\_\_

191

CHIEF OF PARTY:

C O P Y

*Map. 3556.*



Topographic Sheet, Northern Part of Elliott Bay.

ASST. IN CHARGE (S)

Beginning at  $\Delta$  Alder 2, orienting on  $\Delta$  Albers, cuts were made on every distinguishable corner of docks, gable, or other point of prominence which would fall within the limits of the sheet.

Then at chute, orienting back on  $\Delta$  Alder 2 and resecting on  $\Delta$  Albers, cuts were similarly made on every point that could later be identified. From these two points nearly all points of importance were located but were of course checked as opportunity presented itself and the work progressed. In this part of the work the Str. Explorer furnished a man for three days to assist in transporting the instrument. Later Mr. Jones arrived to help and a man was furnished for about ten days from the crew of the Str. Gedney.

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Respectfully,

(Signed) E.E.Smith, Asst.