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Descriptive Report

Eastern Part of Puget Sound Naval Station

Port Orchard, Wash.

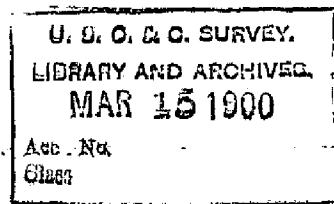
1895

Registered No 2196

J. J. Gilbert

(Topography)

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Descriptive Report
Eastern Part of Puget-Sound Naval Station
Port Orchard. Wash

1895

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Note: The Naval Engineers adopted the zero
of their tide gauge as the plane of reference
for all work. - The height of the Cap Sill
is 27 feet above this plane. -

Low water as adopted reads --- 9 feet

" " mean " 12 "

High " " " 20 "

Contours are all referred to the zero
of the tide staff.

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This topographic and hydrographic survey was made for the Navy Department, and was designed to serve as a guide in laying out the grounds, locating residences and other buildings, and estimating the amount of dredging necessary to gain access to the Dry Dock. The survey is on a scale of $\frac{1}{10,000}$.

The shore-line is low throughout, and the beach is gravel over hard pan.

Originally the site of the Dry Dock was a marsh, with a lagoon. The material taken from the Dock has been used to fill up the marsh to about the level of the cap sill, which is 7 feet above the adopted plane of mean high water, 15 feet above the adopted plane of mean low water, and 18 feet above the mean of lower low waters. ^{The zero of the tide staff} ~~which~~ is the plane of reference for all improvements, contours, and soundings. The outline of the fill, as far as yet made, is shown by hachure lines.

I believe it is intended to fill the entire marsh to the same level. for which there is plenty of material in the sand hills at N.E. corner of the Reservation. When at the station in 1899. I noticed that the fill had been considerably extended.

The contours are traced for each 3 feet of Elevation. The whole Area was first leveled over, and stakes driven on all the curves, at short intervals. These stakes were then located by the Plane-table, and the contours drawn in.

The buildings shaded by full lines were already constructed; some of them, being temporary have since been removed.

The buildings shaded by broken lines were in contemplation, and were only represented by stakes driven in the ground. The sites for the officers quarters were finally located, after the contours in that vicinity had been run.

Much of the timber (fir) represented on the sheet, has been cleared away since then.

For the purpose of getting regular soundings stakes were set up on each side of the long wharf, 27 feet apart, - as these range stakes

were only the width of the wharf apart. A man was stationed on the wharf to line the rod or lead line. Along the shore were other range stakes at right angles to those on the wharf. - These for a distance of 432 feet to the East, and 112 feet to the West, were spaced 27 feet apart.

The spaces beyond these limits, are doubled.

The soundings above low water mark, and as far below it as possible were obtained by readings with a level, on a long graduated rod. The rodman lining himself by the range poles along shore, and being placed on the East and West line by the man on the wharf. When the water became too deep to use the rod, a lead line was used, and the sounding reduced in the usual way.

Beyond the line of the wharf, lines were run in the usual way, and positions determined with the Sextant.

Commander Moring, then in charge of the Naval Station, afforded every assistance.

And I received the greatest courtesy from all connected with the Station.

J. J. Gilbert
Assist. G. S. Survey.