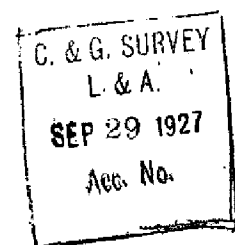


4277

Form 504	
DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
....., Director	
<div>U. S. COAST AND GEODETIC SURVEY L. &amp; A.</div>	
State: Washington	Acc. No.
DESCRIPTIVE REPORT	
<div>Topographic } <del>Hydrographic</del> }</div>	Sheet No. <sup>8</sup> 4277
LOCALITY	
Bellingham Bay	
Bellingham	
1927	
CHIEF OF PARTY	
G. C. Jones	

GOVERNMENT PRINTING OFFICE

4277



DESCRIPTIVE REPORT

To accompany Topographic Sheet Register No.

( Field Letter B )

B E L L I N G H A M, W A S H I N G T O N

S c a l e 1 : 10.000

Instructions Dated March 23, 1927.

M. V. NATOMA

G. C. JONES, Comdg.

## DESCRIPTIVE REPORT

To Accompany Topographic Sheet Register No.

( Field Letter B. )

### BELLINGHAM BAY, WASHINGTON.

INSTRUCTIONS. This survey was executed in accordance with the Director's Instructions, dated March 23, 1927.

LIMITS. The work on this sheet includes a careful revision of the waterfront from  $\Delta$  Spring on the South to the wharf and plant of the Olympic Portland Cement Co., the westernmost wharf in Bellingham Bay. Railroads and the first street from the waterfront with intersections were run in to furnish control for the adjustment of City maps or previous survey plats.

DESCRIPTION. The City of Bellingham is composed of the old towns of Whatcom and Fairhaven or South Bellingham more or less separated by a 500 foot hill. There is a narrow strip of land adjacent to the waterfront, part of which has been terraced and part reclaimed, along which railways and roads run. The city has grown up along gently sloping hill sides and on a plateau some 50 to 100 feet above sea level. Except at Whatcom Creek and to the West of Harris Ave. in South Bellingham the ground usually rises quite abruptly back of the narrow strip along the waterfront. This rise has been indicated by hachures on the sheet. ( It was not considered that the instructions for revision warranted careful location of contours ). This rise is not steep or high enough to cause much of an obstacle to traffic to the waterfront but it explains the discontinuity of certain streets at present. As the growth of the city warrants the streets will be graded out and cut thru as shown on the city plat. Several saw mills have long been located along the waterfront and the Port of Bellingham has lately filled a considerable area to make available an exceptionally desirable industrial site near Squalicum Creek.

CHANGES. In Bellingham Bay the average life of ordinary piling is about five years, tight bark piling about 10 years and creosoted piling about 20 years. This necessity for frequent renewal gives full effect to the changing commercial situation and together with the growth of the City is responsible for numerous changes in the wharves since the revision of 1914, Register No. 3480.

At the foot of Harris Ave. in South Bellingham the Pacific American Fisheries Co. constructed a shipyard at which several wooden steamers were built during the war. Work was discontinued immediately after the war and the ways and wharf are now in ruins.

The wharves at the Pacific American Fisheries Cannery have been kept in repair. The western wharf has been extended and the eastern changed in shape as shown.

The wharf of the Puget Sound Mill and Timber Co. has been re-

constructed as shown.

The trestle of the N. P. R.R. leading to the P. A. Fisheries has become dilapidated and has been cut to allow the passage of small yachts to the basin behind it just south of Taylor St.

The wharf of the Bellingham Warehouse Co. is in only fair condition and is now shaped as shown.

The Mill and a portion of the wharf of the E. K. Woods Lumber Co. burned in 1922 and the remaining part of the wharf is rapidly becoming dilapidated. The Company has moved its mill to Burrows Bay near Anacortes and is offering the Bellingham site for sale.

Fires and new construction are responsible for changes in the Bloedel-Donovan wharf. The car ferry slip of the C. M. & S. P. RR. has replaced the wharf north of the larger Bloedel-Donovan wharf. The piles of this wharf were removed by blasting off just above the bottom.

The Municipal Wharf and Warehouses have been built as shown and it is now the largest general cargo wharf of the Port.

A considerable area has been reclaimed for lumber storage on piles driven in the tidal flat inside the Municipal Wharf.

Minor changes mostly of new construction have occurred at the Morrison Mill, the Standard Oil Wharf and the Whatcom Falls Mill.

The wharf northwest of the Siemons Shingle Mill is in ruins. The Port of Bellingham has acquired the property and the structure will not be rebuilt.

The Port of Bellingham in 1926 filled a considerable area adjacent to the proposed Squalicum Waterway, (the dredging being done from the waterway) with a view of promoting the establishment of additional industry and commerce.

A fill carrying a plank roadway (Roeder or Fairview Ave.) was also made, connecting this site with F street and the Great Northern RR. Station.

The Olympic Portland Cement Co. wharf has been redriven but is now three hundred meters shorter than in 1914.

LANDMARKS FOR CHARTS. A report of landmarks for charts is submitted separately including recommendations for expunging three landmarks shown on chart 6378 edition of 1923 which no longer exist.

SURVEY METHODS. The plane table was used thruout with graphic triangulation of the principal landmarks and signals from stations Beech, Town 2 and a 3 point fix on the Olympic Cement Co. Wharf. Subsequent computation of the landmarks from 7" theodolite directions checked the planetable positions within two or three meters in all cases.

OTHER SURVEY DATA. The survey made by the Port of Bellingham is tied into this one by the station  $\Delta$  Bolt near the southern limit of the sheet and by  $\Delta$  Meander Corner near the Squalicum Waterway. B. M. No. 1 at the Woods mill is also a Meander Corner. All corners of the wharves and fills have been carefully located and will serve to orient other surveys on which they are shown. The centerline rather than the sides of streets and roads should govern.

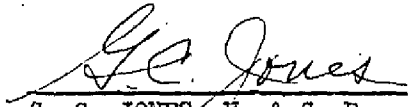
A map of Bellingham compiled by C. M. Adams C. E. in 1922 is transmitted with the sheet. It was the only map available at the time of this survey.

The Engineer of the Port of Bellingham, Mr. O. N. Munn, supplied blueprints of Port Commission plats of the Municipal Wharf, Whatcom and Squalicum Creek Waterways and the harbor lines of Bellingham which are also transmitted with the sheet.

Respectfully submitted,

  
O. S. READING, H. & G. E.

Recommended for approval,

  
G. C. JONES, H. & G. E.  
Commanding NATOMA.

Prints - Nos. 21416 to 21422 incl.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4277

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. B

REGISTER NO. **4277**

State WASHINGTON

General locality ~~WHATCOM COUNTY~~ Bellingham Bay

Locality BELLINGHAM

Scale 1:10,000 Date of survey May, 1927

Vessel M. V. NATOMA

Chief of Party G. C. JONES

Surveyed by O. S. READING

Inked by O. S. READING

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

Contour, Approximate contour, Form line interval        feet

Instructions dated March 23, 1927

Remarks: Revision of Bellingham Waterfront.

Sheet accompanied by 1 city map (C.E. Adams)

1 Report on landmarks with 1 sheet photographs.

6 Blueprints from Port Bellingham.