

6261

U. S. COAST & GEODETIC SURVEY  
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Form 504 Ed. June, 1928	
DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
R. S. Patton, Director	
<div></div>	
State: Washington	
DESCRIPTIVE REPORT	
Topographic <del>Hydrographic</del>	Sheet No. "C"
LOCALITY	
Meadow Point to Y <sup>CM</sup> Salt Point	
Puget Sound.	
19 34.	
CHIEF OF PARTY	
Jack Senior.	

U. S. GOVERNMENT PRINTING OFFICE: 1931

6261

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 forwarded to the Office.

Field No. "C"

REGISTER NO. 6261

State Washington

General locality Puget Sound

Locality Meadow Point to Yemelt Point

Scale 1:10,000 Date of survey June 27 to July 11, 1934.

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

Chief of Party Jack Senior

Surveyed by William F. Malnate.

Inked by William F. Malnate and Francis S. Butler

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

Contour, Approximate contour, ~~Form line~~ interval 20 feet

Instructions dated March 29, 1934.

Remarks:

DESCRIPTIVE REPORT  
TO ACCOMPANY TOPOGRAPHIC SHEET "C"  
MEADOW POINT to YEMOALT POINT  
PUGET SOUND, WASHINGTON

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JACK SENIOR, CHIEF OF PARTY,

1934.

DESCRIPTIVE REPORT  
TO ACCOMPANY TOPOGRAPHY SHEET "C",  
MEADOW POINT to YEMOALT POINT  
PUGET SOUND - WASHINGTON

INSTRUCTIONS:

The survey was made in accordance with the Director's Instructions for Project No. HT-171, dated March 29, 1934.

LIMITS:

The east shore of Puget Sound between Meadow Point, Latitude  $47^{\circ}41.7'$  north and Four Mile Rock, Latitude  $47^{\circ}38.4'$  north, and the west shore of Puget Sound between Latitude  $47^{\circ}41.7'$  north and Yemoalt Point, Latitude  $41^{\circ}38.0'$  north.

Junctions are made with Topographic Sheet "A" - 1934 at triangulation station "MEADOW, 1933", at Latitude  $47^{\circ}41.65'$  N., Longitude  $122^{\circ}24.27'$  west; with Topographic Sheet "B" - 1934, at triangulation station "ELDER<sub>2</sub> - 1934" at Latitude  $47^{\circ}41.67'$  N., Longitude  $122^{\circ}30.15'$  west; with Topographic Sheet "D" - 1934, at triangulation station "YEMOALT<sub>2</sub> - 1913", at Latitude  $47^{\circ}38.00'$  north, Longitude  $122^{\circ}29.30'$  west, and with Topographic Sheet "M" 1934, at triangulation station "FULMER - 1934", at Latitude  $47^{\circ}38.45'$  north, Longitude  $122^{\circ}24.83'$  west.

METHODS:

The standard survey methods outlined in the "Topographic Manual, Special Publication No. 144", were used throughout.

All offlying rocks or dangers were located by rod readings when visible.

CONTROL:

The topography was controlled by first order triangulation established in 1921 and a supplemental scheme of triangulation established in 1934.

TRAVERSE CLOSURES:

There were no closing errors of traverse.



CONTOURS:

The contours were transferred from Charts Nos. 6443, 6444, and 6449, and were checked wherever possible by either vertical angles using an alidade on shore or a sextant off-shore.

The agreement where checked were good so that the old contour lines were retained.

MAGNETIC OBSERVATIONS:

Observations with a magnetic declinoire were made at triangulation stations "MEADOW" and "MURDEN".

GENERAL DESCRIPTION:

EAST SHORE.

Meadow Point is a low grassy point enclosing a small marshy lagoon and with high ground behind it.

West Point is a low sandspit about six hundred meters long and has a marsh within it. A lighthouse is located at the western tip of the spit. Inshore the land rises abruptly and is heavily wooded.

The bight between these points forms Shilshole Bay, at which is located the entrance to the Lake Washington Ship Canal.

A highway and railroad traverses nearly parallel to the highwater line from the Canal Entrance to Meadow Point, and a steep sand and clay bluff rises immediately back of the railroad to an average elevation of about one hundred fifty feet.

The low water line closely parallels the highwater line about seventy to one hundred meters offshore and is sandy.

The City of Seattle maintains a public bathing beach just south of Meadow Point.

Southwestward of the Canal Entrance the land rises abruptly at the highwater line forming conspicuous sand and clay cliffs for a distance of about a half mile. The area outside of highwater line is sandy with coarse gravel and a few scattered large boulders close inshore.

Southeastward of West Point for about a mile the land rises



precipitously from the highwater line to an elevation of about three hundred feet forming prominent sand and clay bluffs. The low water line closely parallels the highwater line about two hundred to two hundred fifty meters offshore and the area is boulder strewn sand and clay.

Continuing to the southward to Four Mile Rock, the land still rises abruptly but is slightly wooded and a few houses are erected back of the highwater line. The offshore area here is coarse gravel and boulders.

#### WEST SHORE.

The shoreline between triangulation station "ELDER2" and Skiff Point is heavily wooded and rises rapidly to an average elevation of about forty to sixty feet. The low water area is sand and coarse gravel with scattered boulders close inshore.

North of Skiff Point for about a half mile is a long row of summer houses. On the south side of the point are yellow bluffs for a distance of about eight hundred meters.

<sup>OM</sup>Yemoalt Point is a low, grassy sand spit about one hundred twenty meters wide and rising gradually to the level of the high land back of it. A group of summer houses is located on the north side of the point. Back of the shoreline the land is heavily wooded.

Murden Cove is an open bight, between <sup>OM</sup>Yemoalt Point and Skiff Point. It has a flat seven hundred meters broad at the head which bares at low tide.

Rollingbay at the north side of Murden Cove is a small post village. Two landing wharves are located here only one of which is in use.

There are five other ferry landings on this shore in the general vicinity of Skiff Point and Yemoalt Point.

#### COMPARISON WITH EXISTING CHARTS:

Compared with charts Nos. 6443, 6444, 6447, and 6449.

The agreement is very good and there are no changes which cannot be attributed to natural erosion, sedimentation or construction, excepting the location of the wharves in Murden Cove, which are in the wrong position on Chart No. 6444.

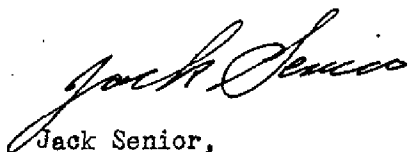
This discrepancy is apparently due to a lack of sufficient control in the previous determination. Triangulation stations a short distance from the inshore ends of the wharves make the present determination more reliable.

Respectfully submitted,

  
William F. Malnate,  
Jr. H. & G. Engr., C. & G. Survey,  
U.S.C. & G.S.S. EXPLORER.

*That "C" examined  
& approved.*

Approved and forwarded:



Jack Senior,  
Chief of Party, C. & G. Survey,  
Comdg., U.S.C. & G.S.S. EXPLORER.



STATISTICS

TOPOGRAPHIC SHEET "C".

Statute miles of shoreline.....	12.0
Statute miles of highway.....	3.0
Statute miles of railroads.....	2.2
Area, surveyed in square statute miles.....	0.7
Number of hydrographic stations located.....	84



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

Seattle, Washington

April 15, 1935.

DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

Jack Senior.

Chief of Party.

[illegible]

A list of objects which are of sufficient prominence for use on the charts, together with a description of the same, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report. The selection, determination, and description of these points are of primary importance.

The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstuffs and like objects are not sufficiently permanent to chart.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

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## REVIEW OF TOPOGRAPHIC SURVEY No. 6261

Title (Par. 56) *Meadow Point to Yeomalt Point, Washington*Chief of Party *Jack Senior* Surveyed by *W. F. Malhate* Inked by *W. F. Malhate*  
*F. S. Butler*Ship *Explorer* Instructions dated *Mar. 29, 1934* Surveyed in *June-July 1934*

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 7, 8, 9, 13, 16.) ✓
2. The character and scope of the survey satisfy the instructions. ✓
3. The control and closures of traverses were adequate. (Par. 12, 29.) ✓
4. The amount of vertical control that the Manual specifies for -contours-~~formlines~~ was accomplished. (Par. 18, 19, 20, 21, 22, 23.) ✓
5. The delineation of -contours-~~formlines~~ is satisfactory. (Par. 49, 50.) ✓
6. There is sufficient control on maps from other sources that were transmitted by the field party to enable their application to the charts. (Par. 28.) *None Submitted*
7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.) ✓
8. The representation of low water lines, reefs, ~~coral reefs~~ and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.) ✓
9. Rocks and other important details shown on previous surveys and on the chart were verified. (Par. 25, 26, 27.)

*See reverse side*

10. ~~The span, draw and clearance of bridges are shown.~~ (Par. 16c.)
11. ~~Locations and elevations of summits are given.~~ (Par. 19, 51.)
12. The tree line was <sup>not</sup> shown ~~on mountains.~~ (Par. 16g.)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.



Paragraph 9

T584 (1856)

This survey is only of Murden Cove. It is on a scale of 1:20,000 whereas the present survey, T6261, is on 1:10,000. Generally it is in fair agreement but the present survey is much more in detail.

T590 (1856)

This survey is on a scale of 1:40,000. In general it is in fair agreement with T6261 but not in detail due to the difference in scale.

T1064 (1867)

This survey covers from West Point to Meadow Point. It is a combination sheet of hydrography and topography. The detail is more complete on the present survey, especially rocks awash and man-made changes such as docks. The control is also much better on the present survey. The shore line is generally in fair agreement.

T1303-a (1872)

This survey is generally in fair agreement with the present survey, However the present survey shows much more detail. There have been many man-made changes between the two surveys.

T1390-b (1874)

This survey only covers a small part of the present survey (T6261) South of West Point. For this part of the survey it is in good agreement except for detail.

T2422 (1899)

This survey only covers a small part of the present survey north of West Point. Except for details of rocks, T2422 is in good agreement with the present survey. *within the S.W. line*

T3127-a (1911)

This survey shows only a minute part of Yeomalt Point. From a topographic standpoint it is of little value in making a comparison with the present survey, T6261.

T3684 (1917)

This is a detailed survey from Shilshole Bay into Lake Union. It is of little value in making a comparison with the present survey as very little of it comes on the present survey.

On page 3 a statement is made concerning comparison with existing charts, which is considered ample and adequate.

T6261 supersedes T584, T590, T1064, T1303-a, T1390-b, T2422, T3127-a and T3684 in part.



13. The descriptive report covers all details listed in the Manual, in so far as they apply to this survey. (Par. 64, 65, 66, 67.) ✓
14. ~~The descriptive report also contains additional information required in aero-topography relative to type of photographs, method of compilation and type of ground control.~~
15. The descriptions of recoverable stations and references to shore line were accomplished on Form 524. (Par. 29, 30, 57, 67 except scaling of IMs and DPs, 68.) *2 cards submitted*
16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16d, e, 60.) ✓
17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.) *Declination checks value on chart*  
*No note of having checked declinoire*
18. The geographic datum of the sheet is *N.A. 1927 (Adjusted)* and the reference station is correctly noted. (Par. 34.) ✓
19. Junctions with contemporary surveys are adequate. ✓  
*Joins T 6259 (1934) and T 6260 (1934) on the North*  
*Joins T 6330 (1935) and T 6262 (1934) on the South*
20. Geographic names are shown on the sheet and are covered by the Descriptive report. (Par. 64, 66k.) ✓
21. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46, 47, 48, 49, 50.) ✓
22. No additional surveying is recommended. ✓
23. The Chief of Party inspected and approved the sheet and the descriptive report ~~after review by~~ ✓
24. Remarks:

Reviewed in office by *Chas. R. Bush Jr* June 26, 1936

Examined and approved:

*E. J. Green*  
Chief, Section of Field Records

*L. O. Dolbuit*  
Chief, Division of Charts

*Fred. L. Peacock*  
Chief, Section of Field Work

*G. Hude*  
Chief, Division of Hyd. and Top.