

6451

U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: WASHINGTON

DESCRIPTIVE REPORT

Topographic } Sheet No. T - 1935
~~Hydrographic~~

LOCALITY

~~VICINITY OF ANDERSON ISLAND.~~

KETRON ISLAND and Vicinity

~~SPILLACOM~~

PUGET SOUND.

1935.

CHIEF OF PARTY

Jack Senior

U. S. GOVERNMENT PRINTING OFFICE: 1923

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T

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. T - 1935

REGISTER NO.

State Washington

General locality Puget Sound¹¹

Locality Vicinity of Anderson Island, Ketron Island & Steilacoom²²

Scale 1:10,000 Date of survey August, 1935

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

Chief of Party Jack Senior

Surveyed by H. F. Garber

Inked by H. F. Garber

Heights in feet above M.H.W. to ground ~~to top of rocks~~

Contour, ~~Approximate contour, 500000~~ interval 50 feet

Instructions dated March 29, 1934.

Remarks:

DESCRIPTIVE REPORT
TO ACCOMPANY TOPOGRAPHIC SHEET "T" - 1935
VICINITY OF ANDERSON ISLAND, KETRON ISLAND,
& STEILACOOM
PUGET SOUND - WASHINGTON

AUTHORITY:

This survey was made in accordance with the Director's Instructions dated, March 29, 1934, Project H.T. - 171.

LIMITS:

The area surveyed includes the east shore of Anderson Island from Yoman to Sandy Points, Ketron Island, and the shore from Steilacoom to Tatsolo Point.

SURVEY METHODS:

Standard plane table practices were followed throughout. Traverses were run between triangulation stations, with the intermediate set-ups checked by resection. The traverse was carried along the railroad track on the eastern shore. The outside track was rodged in and the adjacent tracks were placed in juxtaposition. The location of the outside track was carefully determined and can be used for adjusting aerial photographs.

TOPOGRAPHIC SIGNALS:

Those topographic signals falling between the high and low water lines are targets placed on trees or logs fallen across the beach, and are not of a chartable nature.

CONTOURS:

Owing to the wooded nature of the country, elevations and contours could not be determined as accurately as in open country. See Descriptive Report for Sheet "P" - 1935, for more detailed explanations.

CHARACTER OF COUNTRY:

The land rises quite abruptly along the shores of Anderson Island to elevations from 250 to 300 feet where it flattens out to slightly rolling country. The slopes are heavily wooded terminating in dirt bluffs at the beach.

Ketron Island is entirely wooded, with abrupt outstanding dirt bluffs except at its northern tip.

Along the eastern shore, the land rises quite abruptly, south of Steilacoom, to elevations from 200 to 300 feet where it levels off to rolling country.

The railroad is supported by a rock fill terminating at the high water line. The railroad cuts were made in sand and gravel material, which has become partially covered by bushes.

COMPARISON WITH CHARTS:

Owing to the small scale of chart No. 6460 a detailed comparison of the shoreline could not be made. The points and bights of Anderson and Ketron Islands have the same characteristics on both the chart and topographic sheet. The shoreline along the mainland has become very regular owing to the rock fill made during the construction of the railroad. The high water line follows the curves and tangents of the railroad except where the railroad cuts across small points.

The contours on the chart are very sketchy, but the general trend is common to the chart and topographic sheet. The 100 foot contour appears only on Ketron Island, whereas the 200 foot contour should be included.

The 1926 edition of the Coast Pilot, Pacific Coast, records the elevation of Ketron Island at 80 feet, which is greatly in error.

The chart shows the symbol for the town of Steilacoom entirely on the waterfront, while it covers quite a large area. From seaward, at night, the lights of Steilacoom present the appearance of a large community, while in reality, there are only a few houses scattered over a considerable area, having no defined business center. Vehicle ferry service is maintained to Longbranch in Filuce Bay, and Steilacoom is the point of debarkation to the Federal Penitentiary on McNeil Island.

GEOGRAPHIC NAMES:

Anderson Island, Ketron Island, Steilacoom, Cormorant Passage, Yoman Point, Tatsolo Point: These are names shown on chart 6460 and are known locally throughout as charted.

Salters Point: A sandy point making out just southwest of Steilacoom, shown on chart 6460 as Gordon Point. Local pilots and the townspeople of Steilacoom know this as Salters Point, named after an early settler on this point. No one was familiar with the name "Gordon Point" as shown on the chart. This change is recommended for charting purposes.

Sandy Point: A name appearing on the May, 1935 edition of chart 6460. This name was determined by W. M. Scaife in 1933, but no information could be gathered as knowing this point by any name.

Ketron: A small railroad way station. No community is at this point, only a railroad building with "Ketron" lettered on the gable. It is not recommended for charting.

LANDMARKS:

There are no outstanding landmarks within the area covered by this sheet.

Respectfully submitted,

Harry F. Garber
Harry F. Garber,
Jr. H. & G. E., C. & G. S.,
U.S.C. & G.S.S. EXPLORER.

Approved and forwarded,

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

STATISTICS

TO ACCOMPANY TOPOGRAPHIC SHEET "T" - 1935

Statute miles of shoreline.....	9.3
Area, in square statute miles.....	4.6
Statute miles of railroad.....	4.0
Statute miles of streets and roads.....	2.0

Remarks

Decisions

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8	really " <u>Gordon Pt</u> "	
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21	This name has a historical background, since 1846. It is a geographic, not a political, feature; and navigators have long been familiar with its name, and charted position. The fact that, ashore, some may know the locality as Salters Point would have scant significance meaning to the pilot aboard ship. <i>old</i>	
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GEOGRAPHIC NAMES

Survey No. **6451**

Name on Survey

	A	B	C	D	E	F	G	H	K	
<u>Puget Sound</u> ✓	*		✓	✓	✓		✓	✓		1
<u>Cormorant Passage</u> ✓	*						✓			2
<u>Ketron Island</u> ✓	*									3
<u>Anderson Island</u> ✓	*						✓			4
<u>Yoman Point</u> ✓	*									5
<u>Sandy Point</u> ✓	*									6
<u>Tatsolo Point</u> ✓ #	*							✓		7
Salter's Pt.								ref. only		8
<u>Steilacoom</u> ✓	*					✓				9
<u>Gordon Pt</u> ✓	*			✓				✓	✓	10
<u>Ketron (R.A. sta)</u> ✓	*			✓	✓			✓		11
										12
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also in Origin Wash. Geog. Names.

Names underlined in red approved
by *[Signature]* on 5/26/36

MEMORANDUM

IMMEDIATE ATTENTION

~~SURVEY~~

DESCRIPTIVE REPORT

~~PHOTOSTAT OF~~~~No. H~~

No. T

6451

{	received	APR 17 1936
	registered	MAY 18 1936
	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			
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90			

RETURN TO

82	
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C. K. Green

REVIEW OF TOPOGRAPHIC SURVEY No. 6451

Title (Par. 56) *Netron Island and Vicinity, Washington*Chief of Party *Jack Senior* Surveyed by *H.F. Garber* Inked by *H.F. Garber*Ship *Explorer* Instructions dated *March 29, 1934* Surveyed in *August 1935*

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.)
No closures listed
4. The amount of vertical control that the Manual specifies for -contours-~~fermlines~~ was accomplished. (Par. 18, 19, 20, 21, 22, 23.) ✓
5. The delineation of -contours-~~fermlines~~ 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.)
Only vertical clearance shown
11. ~~Locations and elevations of summits are given.~~ (Par. 19, 51.)
12. ~~The tree line was 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

H499 (1855)

This survey is primarily a preliminary hydrographic survey and is of little value in making a very general comparison of a small portion of the present survey.

T1671 (1877-8)

This survey is on a scale of 1:20,000 whereas the present survey is on 1:10,000. The general shore line is in good agreement but due to many man-made changes, details are different. The fill along the railroad has smoothed out the highwater line on the East side of Cormorant Passage. Bridge, docks and piling also have changed the details on the present survey over T1671.

T1671-a (1910)

This revision survey shows no changes in the area covered by the present survey.

An adequate comparison of the present survey with Chart 6460 is made on page 2 of the Descriptive Report

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 DMS and DPs, 68.) *None Submitted*
16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16d, e, 60.) *None Submitted*
17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.) *2 Meridians shown 1 being 10-15' East of the other
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 6449 (1935) and T 6447 (1935) on the North
Joins T 6454 (1935) 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 30, 1936

Examined and approved:

C. H. Green
Chief, Section of Field Records

L. O. Pollock
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work

Stude
Chief, Division of Hyd. and Top.