

6454

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. W - 1935
~~Hydrographic~~

LOCALITY

~~ANDERSON ISLAND & NISQUALLY FLATS~~
~~PUGET SOUND~~
~~PUGET SOUND~~

Reach

1935.

CHIEF OF PARTY

Jack Senior

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. W. - 1935

REGISTER NO.

State Washington
General locality Puget Sound
Locality ~~Anderson Island & Nisqually Flats~~ REACH
Scale 1:10,000 Date of survey September, 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 ~~tops of trees~~
Contour, ~~Approximate contouring~~ interval 50 feet
Instructions dated March 22, 1934
Remarks:

DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET "W" - 1935

ANDERSON ISLAND and NISQUALLY FLATS,

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 includes the southeast portion of Anderson Island, and the mainland from Tatsolo Point to Nisqually Head.

SURVEY METHODS:

Standard planetable practices were used throughout. Short closed traverses were run, checking the intermediate set-ups by resection. The traverse was carried along the railroad track on the mainland. The outside track was carefully rodged in, and the adjacent track was placed in juxtaposition. The outside track can be used for the reduction of aerial photographs.

The high water line in portions of the Nisqually Flats was rather indeterminate. The slope is very gradual and the grass line is indefinite. The rivers and sloughs were definite as there was a two or three foot drop-off at the edge of the grass.

TOPOGRAPHIC SIGNALS:

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

CHARACTER OF COUNTRY:

Anderson Island is wooded except in some parts of Or^d Bay, where the land is used for poultry and vegetable farming.

The land from Tatsolo Point to Nisqually Flats rises abruptly and very evenly to an elevation of 240 feet where it levels off to a plateau. This is broken by a deep ravine at Sequelichew Creek. The land has been logged off leaving a few scattered trees. The slope has been cut for the construction of the railroad, leaving a sand and gravel bare bluff. A fill has been made along the beach with rock foundation, forming the high water line. To the south of signal "Band", the country becomes more rugged with numerous ravines, and is heavily wooded. A great part of Nisqually marsh has been reclaimed through the erection of a levee as shown. The levee joins the west bank of Nisqually River and follows its windings off the sheet. It likewise follows the east shore of McAllister Creek. The material for the levee was taken from just inside it, leaving a ditch used for drainage.

The plant of the Dupont Powder Works is on the uplands and does not show from seaward. A small gage railway runs from the plant to the wharf through the ravine at Sequelichew Creek.

COMPARISON WITH CHART:

Owing to the small scale of chart No. 6460, a detailed comparison of the chart and topographic sheet was not made, but the general trend of the shoreline and contours were the same except the following:-

The shoreline along the railroad has become quite even and regular owing to the rock fill foundation of the roadbed.

The detail of the Nisqually marsh differs in places from that shown on the chart, probably due to changes and different interpretation of the high water line.

The chart does not show the location of the levee, which was probably built since the last survey.

GEOGRAPHIC NAMES:

The following names are shown on chart No. 6460 and are locally known as such:-

Anderson Island - Ore⁰ Bay - Nisqually Reach - Nisqually River - McAllister Creek - Sequelichew Creek - Nisqually Flats - Lyle Point - Tatsolo Point - Nisqually Head - Cole Point.

For discussion of the name "Sandy Point" see descriptive report for Field Sheet "T" - 1935.

Vega, located in Ora Bay, Anderson Island, is a small post settlement, with bi-weekly mail service. It is known as shown on chart No. 6460.

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,
Commanding Officer,
U.S.C. & G.S.S. EXPLORER.

STATISTICS

TO ACCOMPANY TOPOGRAPHIC SHEET "W" - 1935

Statute miles of shoreline.....	31.5
Area, in square statute miles.....	6.2
Statute miles of railroad.....	3.5
Statute miles of roadways.....	1.4

Remarks

Decisions

1	the name "Nisq491/y" ^{reified} in Land McNelly	
2	and also in "Orig. Geog. Names"	} <u>Nisq491/y</u>
3	" USBGN	
4		
5		
6	"Sequatchen"	
7	both reference books have this spelling: it is the correct Indian form.	} Sequatchen
8	for charts to now are wrong : an old edition has "Signallichen" where an "i" has replaced the "t": <u>by USBGN rules</u>	
9		
10		
11	"Gold" Bay: "Gold" is <u>Oro</u> , not. Oro, in Span.	<u>Oro</u>
12		
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15	see Rept (P. 4) on H 6108	
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GEOGRAPHIC NAMES

Survey No. 6454

GEOGRAPHIC NAMES											
Survey No. 6454											
Name on Survey	<div>On Chart No. 6460</div> <div>On previous survey No. T1672</div> <div>On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P.O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>Orig. Wash. Geog. Names.</div> <div>U. S. Light List</div> <div>Geog. Dict. of Wash.</div>										
	A	B	C	D	E	F	G	H	K		
<u>Nisqually Reach</u> ✓	*	✓		✓		✓	✓	✓	✓	1	
<u>Nisqually Head</u> ✓	✓*	✓		✓		✓	✓	✓	✓	2	
<u>McAllister Creek</u> ✓	✓*	✓		✓			✓	✓		3	
<u>Nisqually River</u> ✓	✓*	✓		✓		✓	✓	✓	✓	4	
<u>Nisqually Flats</u> ✓	✓*	✓		✓		✓	✓	✓	✓	5	
<u>Tatsolo Point</u> ✓	✓*			✓				✓	✓	6	
<u>Sequalitchew Creek</u> ✓	✓*	<u>Sequalitchew Cr. (5-14-41 revision)</u>								✓	7
<u>Anderson Island</u> ✓	✓*	✓		✓			✓	✓	✓	8	
<u>Sandy Point</u> ✓	✓*			✓						9	
<u>Cole Point</u> ✓	✓*			✓				✓	✓	10	
<u>Oro Bay</u> ✓	✓*	✓		HH				✓	✓	11	
<u>Vega</u> ✓	✓*			✓		✓	✓			12	
<u>Lyle Point</u> ✓	✓*	✓		✓					✓	13	
<u>Dupont Powder Works whf</u> ✓	✓*			✓						14	
<u>Thompson Cove</u> ✓	✓*			✓	✓					15	
										16	
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Names underlined in red approved
by E.P.H. on 6/1/36

M 234

Names underlined in red approved
by E. A. N. on 6/1/36

MEMORANDUM

IMMEDIATE ATTENTION

~~SURVEY~~
~~DESCRIPTIVE REPORT~~
~~PHOTOSTAT OF~~

} ~~No. H~~
 } No. T **6454**

{ 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
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RETURN TO

82	
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C. K. Green

REVIEW OF TOPOGRAPHIC SURVEY No. 6454

Title (Par. 56) *Nisqually Reach, 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 *Sept. 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-~~for~~lines- was accomplished. (Par. 18, 19, 20, 21, 22, 23.) ✓
5. The delineation of -contours-~~for~~lines- 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.) ✓
Low water line not complete on Nisqually Flats.
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 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

T1671 (1877-8)

A very small portion of the present survey between Sandy Pt. and Cole Pt. is covered by T1671 which portion is in good agreement.

T1671-b (1910)

This revision survey of T1671 does not show any additional detail.

T1672 (1878)

This survey is on a scale of 1:20,000 whereas the present survey is on 1:10,000. The present survey is much more in detail than T1672. The L. W. line on the Nisqually Flats was not completed and remains in pencil on the present survey sheet. The levee has been built, docks have been constructed and piling driven in this area. The Nisqually flats are also different. Most of the changes are either man-made or the result of man-made changes.

T1672-c (1910)

This revision of T1672 shows the Dupont Powder Works Wharf which is adequately shown on the present survey.

T6454 supersedes T1671-b and T1672-c in part.

An adequate comparison of the present survey with Chart 6460 is given 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 IMs 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.) *Declination checks value on chart*
No note of having checked declinaoire
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 6451 (1935) on the North
Joins T 6453 (1935) and T 6455 (1935) on the West
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 29, 1936

Examined and approved:

E. R. Green.
Chief, Section of Field Records

L. O. Polhart.
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work

G. W. Wade
Chief, Division of Hyd. and Top.