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Form 504 Rev. April 1935	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. "A"
<div>U. S. COAST & GEOD. SURV. LIBRARY AND RECORDS MAILED 10-1-35 NOV. 14</div>	
State	Washington
LOCALITY	
Vicinity Johnson Point	
Fugot Sound.	
Johnson Point & Vicinity	
1936.	
CHIEF OF PARTY	
E. C. Jones.	

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. "A"

REGISTER NO. 7352

State Washington

General locality Puget Sound

Locality Vicinity Johnson Point & Vicinity

Scale 1:10,000 Date of survey May-June, 1936.

Vessel U.S.C. & G.S. DEWEE

Chief of party G. C. Jones

Surveyed by Edwin C. Baum

Inked by Edwin C. Baum

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

~~Contours~~, Approximate contour, ~~Form line~~ interval 50 feet

Instructions dated March 29, 1934.

Remarks: Project B.T. 171

DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET "A",

FUGET SOUND - WASHINGTON

SEASON OF 1936

- o -

G. C. JONES, CHIEF OF PARTY, C. & G. S.

DESCRIPTIVE REPORT
TO ACCOMPANY TOPOGRAPHIC SHEET "A"
PUGET SOUND - WASHINGTON.

AUTHORITY:

Survey was executed in accordance with the Director's Instructions, dated March 29, 1934, Project No. E.T. - 171.

LIMITS:

This survey includes the eastern part of Dana Passage, the northern part of Henderson Inlet and the extreme southernmost portion of Case Inlet extending southward to Devils Head.

GENERAL DESCRIPTION:

The shoreline throughout this area is very irregular being broken by numerous sloughs.

Hills of varying heights, footed by steep dirt eroding bluff in general, and heavily wooded with evergreen and deciduous trees characterize the topography.

CONTROL:

Triangulation control points executed during the season of 1924 and 1936 and based on the North American 1927 datum were used.

SURVEY METHODS:

Standard plane table survey methods were used. Topographic signals were cut in from triangulation stations on the opposite shore and checked by traversing between control points.

No errors were found.

All off-lying features were rodded in with the exception of Itsami Shoal Buoy which was determined by intersections of four cuts.

CONTOURS:

Obtaining contours presented one of the most trying problems in the execution of the topography. Due to the wooded nature of the country extreme caution had to be exercised in

estimating the heights of trees. Tree heights varied up to 175 feet depending on whether second growth or virgin timber.

TOWNS:

No towns exist in this area.

During the period of this survey, a large estate located on Johnson Point, was being sold under the subdivision plan. Many sales had been consummated and the probability of a small community at this point, in the near future, exists.

JUNCTURES:

(T-6436)
Field sheet "Y - 1935", scale 20,000 extended southward to triangulation stations "TIN - 1924" and "GET - 1924". The hydrography did not extend to the extreme southern limits of the topography. This seasons topography (scale 10,000) was extended northward of triangulation stations "TIN - 1924" and "GET - 1924", to insure a satisfactory juncture for hydrography due to the overlap and differences in scale. The contours of sheet "Y - 1935", were accepted in full and junctures made as shown.

(T-6455)
Where field sheet "X-1935", vicinity triangulation station "PUG - 1924", joins this survey, the 1936 juncture as shown here must be accepted. This sheet, "A-1936", and sheet "X-1935", to southward were executed by same topographer. (T-6528) (T-6465)

Except for the contours this survey is in excellent agreement with chart.

The contours are in absolute disagreement throughout this area. This new survey must supercede all existing contour data.

ROCK AND LOW WATER LINE:

In accordance with the standard symbols, all rocks were rodded in, as shown. In cases of numerous rocks in any immediate vicinity, only those critical ones are noted as "Bares -- feet at M.L.L.W.

Chart No. 6460 shows no rocks.

The low water line was transferred from smooth hydrographic sheet.

TOPOGRAPHIC SIGNALS:

Except as noted on sheet, all topographic signals shown outside of high water line are targets attached to stumps, fallen trees and etc., and are not of a permanent nature.

DOCKS AND BRIDGES:

A floating, small boat landing of no importance is shown in slough whose entrance is marked by topographic signal "PACK".

Between signals "FED"^R and "GROP", a small boat landing privately owned is shown. (Vic. of Dickerson Pt.)

Between signals "BACK" and "EYE", a floating, small boat landing, privately owned, is shown. (W. Shore of Henderson Inlet)

On Johnson Point, east side, is shown a privately owned small boat landing.

At signal "TIG", a floating, small boat landing, privately owned, is shown. Lat. 47°-09'6" Long. 122°-48.5'

Immediately N.E. of signal "MBL", is shown a highway bridge in good condition. Lat. 47°-11.3' Long. 122°-46.2'

On sand spit northward of signal "NAG", is shown a small foot bridge. Lat. 47°-09'6" Long. 122°-47.48'

Signal "LAM" is located on piling of ruins of old bridge. Lat. 47°-10.1' Long. 122°-48.7'

Respectfully submitted,

Edwin C. Baum

Edwin C. Baum,
Jr. H. & G. Engr., C. & G. S.,
U.S.C. & G.S.S. EXPLORER.

APPROVED AND FORWARDED: *Sheet examined and approved*
G. C. Jones
G. C. Jones,
Commanding Officer,
U.S.C. & G.S.S. EXPLORER.

STATISTICS

Statute miles of shoreline	21.1
Statute miles of railroads	0.0
Statute miles of highways	0.2
Area, square statute miles (contoured)	4.0

Remarks

Decisions

1		
2	originally named "DICHENSON PT" by the	Submitted to
3	Wilkes Exp. See Mearney pg. 69.	USGB
4		USGB decision
5		see it
6	For Title	USGB decision
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GEOGRAPHIC NAMES

Survey No. T-6528

GEOGRAPHIC NAMES											
Survey No. T-6528											
Name on Survey	<div>On Chart No. 6460</div> <div>On previous survey No. T-1672</div> <div>On U.S. Quadrangle Map Meany Dict</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div> <div>VSCP</div>										
	A	B	C	D	E	F	G	H	K		
✓ <u>Dana Passage</u>	✓	Dana's Passage	Dana's Passage						✓	1	
✓ <u>Dickerson Point</u>	✓	H-14460	see Note							2	
✓ <u>Henderson Inlet</u>	✓ app'd									3	
✓ <u>Johnson Pt</u>	✓ app'd	Johnson's Pt	✓					✓	✓	4	
✓ <u>Nisqually Reach</u>	✓ app'd	✓	✓						✓	5	
<u>Puget Sound</u>	✓ app'd									6	
<u>Washington (state)</u>	✓ app'd									7	
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Names underlined in red approved

by

YHE

on

5/26/37

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

~~No. 11~~

No. T-6528

received May 18, 1937
registered May 20, 1937
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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✓ 25		CKG	sent memo
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RETURN TO

82	C. K. Green
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Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6528 (1936) FIELD NO. A

Johnson Point and Vicinity, Puget Sound, Washington
Surveyed in May - June, 1936, Scale 1:10,000
Instructions dated Mar. 29, 1934.

Plane Table Survey.

Aluminum Mounted.

Chief of Party - G. C. Jones.
Surveyed by - E. C. Baum.
Inked by - E. C. Baum.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Topographic Manual except as follows:

- a. The low water line shown on this survey was transferred from H-6197 (1936). It is not the accepted practice to transfer the low water line from hydrographic surveys to contemporary topographic surveys. The low water line on hydrographic surveys is subject to office revision and changes cause difference with transferred low water line on topographic surveys. (Par. 16(a) Topographic Manual).
- b. Triangulation stations Dan, Pie, Tot, and Del are shown outside the high water line. They are not located on any topographic feature, but are standard triangulation marks established between high and low water.
- c. The topographic features on which triangulation stations Ker, Sam and Get, are located were not shown on the sheet but their descriptions state that they are on rocks covered at high water. A rock awash symbol has been added in the office to the stations as well as the note "covered at high water".
- d. Triangulation stations Hen and Rose, were erroneously represented as being on bare rocks. The description cards indicate that they are standard triangulation marks established between high and low water and imbedded in concrete.
- e. There is no evidence that the declinoire was checked at a station of known declination during the season's work (par. 17). Declinoire Correction = +08' (See letter from Chief of Party, 1-27-38, attached to Descriptive Report). Correction too small to be applied to meridian on sheet.
- f. The information giving the junction limits and junction sheet numbers (field) was inked on the sheet by the field party and should have been left in pencil. This information was superseded in the office by the proper register numbers..

- g. Signal LAM is noted in the Descriptive Report, page 3, as being "located on piling of ruins of old bridge". The bridge as shown on the sheet is in solid lines and it is assumed that this representation is in error. The plotting was changed to dashed lines in the office.
- h. The elevations and the contour numbers were shown on the sheet with the foot symbol. It is not the accepted practice to attach this symbol to these features. (par. 49 and 51).
- i. No information was furnished relative to signal Tide, where the tide gage was located (lat. $47^{\circ} 09.3'$, long. $122^{\circ} 50.2'$). This signal falls in 2 feet of water, 100 meters offshore. It is assumed to be of temporary nature and of no charting value.

The Descriptive Report satisfactorily covers all items of importance except that no information relative to the existence or non-existence of the charted roads falling on the present survey was mentioned. (See par. 5a(1), this review).

In connection with topographic stations it is desirable that an alphabetical list of all the plane table stations determined, and of all triangulation stations outside the high water line should be included in the Descriptive Report, giving a brief description of the stations and a statement as to which planetable stations are recoverable.

2. Compliance with Instructions for the Project.

The plan, character and extent of the survey satisfy the instructions for the project. Though the survey covers the shoreline area in general several of the charted roads that fall within the limits of the present survey were not shown on the sheet or mentioned in the Descriptive Report. It is assumed that since this sheet is primarily intended to be a control sheet for the hydrography, the survey of roads in the heavily wooded country was purposely avoided, and since no information is given to the contrary, the roads are considered existent as charted. (See par. 5, this review).

3. Junctions with Contemporary Surveys.

The junctions with T-6436 (1935) ~~and~~ on the north, with T-6453 (1935), T-6455 (1935) and T-6530 (1936) on the south, and with T-6529 (1936) on the west, are satisfactory.

4. Comparison with Prior Surveys.

T-1672 (1878) 1:20,000.

a. Shoreline and Associated Details.

- (1) The comparison of the old shoreline shows a general good agreement with that on the present survey.

- (2) The sunken rock (uncharted) in lat. $47^{\circ} 10.2'$, long. $122^{\circ} 49.4'$ falls on the present survey inside the low water line. The present hydrographic survey H-6197 (1936), did not locate the rock, due no doubt to the high stage of the tide when surveying in this area. This rock, which is necessarily a rock awash, was so carried forward to the present survey.

b. Contours and Inland Details.

The agreement of contours is generally poor. In a number of cases the contours on the old survey are of a different pattern from that on the present survey. In other cases the patterns are about the same but the positions of the contours are different from those of the corresponding contours on the present survey, the displacements varying from 50 to 350 meters. For example; the 80 foot contour, vicinity of Johnson Pt., and the 100 foot contour in approximate lat. $47^{\circ} 11.3'$, long. $122^{\circ} 46.7'$. No elevations are shown on the old survey and it is believed that the contours may have been greatly generalized due to the wooded character of the area. Numerous elevations are shown on the present survey and the contours shown thereon are considered the more accurate representation of the area. There is no information that is not fully covered by the present survey and since it is a later survey and on a larger scale, the old survey should be superseded for charting purposes.

5. Comparison with Chart 6460 (New Print dated July 26, 1937).
Chart 6462 (New Print dated April 8, 1937).

a. Topography.

Within the area of the present survey the charts are based on surveys discussed in the foregoing paragraphs and the following additional information:

- (1) The charted roads originate with a Progressive Military Map of the U. S. Army Engineers (Olympia, Washington Quad. 1914). Since there is no information on the present survey to indicate that the roads are no longer in existence they are assumed to exist as shown on the present chart.
- (2) No authority could be found for the land elevations charted in this area. They appear to be the elevations to the highest contours shown on T-1672 (1878). Since the contours were found to be in disagreement with those determined on the present survey (see par. 4b, this review), the charted elevations should be disregarded in future charting.

b. Magnetic Declination.

The declination determined with the declinatoire on the present survey agrees with the charted value.

c. Aids to Navigation.

The charted position of Johnson Pt. Light is in good agreement with the position as located on the present survey. The buoy marking Itsami Ledge was located independently by the present hydrographic and topographic surveys 100 meters north of the charted position. The latter is the same as that shown on the 1st edition (1908) of the charts. The present survey's position satisfactorily marks the feature intended.

6. Field Drafting.

The inking of the shoreline and topographic features is very good. The lettering is fair. A mechanical lettering set should be used for all lettering whenever possible.

7. Additional Field Work Recommended.

The survey is complete and no additional work is required.

8. Note to Compiler.

Attention is called to par. 5a(1) and 5a(2) of this review relative to the present charted roads and land elevations.

9. Superseding Old Surveys.

In so far as the topography actually included on the present survey is concerned, the present survey supersedes the following survey for charting purposes:

T-1672 (1878) in part

10. Reviewed by - G. Risegari, Nov. 23, 1937.

Inspected by - A. L. Shalowitz.

Examined and approved:

C. K. Green, *C. K. Green*
Chief, Section of Field Records.

Frederic L. Peacock
Chief, Section of Field Work.

L. Q. Solbut
Chief, Division of Charts.

G. Thude
Chief, Div. of H. & T.

C O P Y

601 - Federal Office Building, Seattle, Washington.

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

January 27, 1938.

To: Director, U.S. Coast & Geodetic Survey,
Washington, D. C.

From: Commanding Officer, U.S.C. & G.S.S. EXPLORER,
Seattle, Washington.

Subject: Magnetic information on topographic Sheet T-6530, **T-6528, T-6529**

Reference: Director's letter of Jan. 15, 1938, 40-OLH.

On receipt of above letter the plane table outfit used by Lt. (j.g.) Edwin C. Baum in 1936, was set up at Seattle Magnetic Station (Green Lake) and pointings made on three objects. One was rejected because of uncertainty of the object. The declinoire was placed alongside the alidade, a line drawn through control point and values scaled with steel protractor. Results are given below:

Jan. 22, 1938, 9:15 A.M.

	True	Declinoire	
Apex of tank	N 56°27.5' E	N 33°35' E - 22°52' E	} 22°54' mean.
Rt. edge smokestack	S 79°17.2' E	N 77°48' E - 22°55' E	

It was intended that the magnetic meridian by declinoire should be shown at least once during the season at a station which had been occupied by compass declinometer. If such was not done determination of index error at present is all that can be furnished. The plane table outfits used by the other topographers in 1936 have been sent to Washington.

Data furnished by Magnetic Division	23° 08' in 1935	/signed/ G. C. JONES G. C. Jones, Commanding Officer, U.S.C. & G.S.S. EXPLORER.
	06'	
	23° 02' in 1938 (Jan).	
	22° 54' declin.	
	+ 08' corr.	

Original of this letter filed
in Magnetic Division.

Information added to Review.
A.L.S.