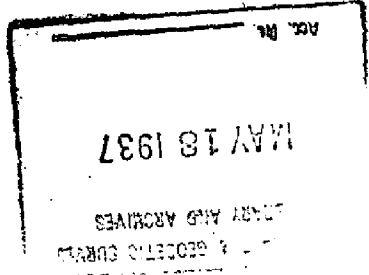


6529

6529

Form 504 Rev. April 1935	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. "B"
	
State <u>Washington</u>	
Puget Sound LOCALITY	
Brisco Point to Arcadia	
Dease and Totten Island	
Puget Sound	
193 6.	
CHIEF OF PARTY	
G. 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. "B"

REGISTER NO. T6529

State Washington

General locality Puget Sound

Locality ~~Bain Passage, Peale Passage, Squaxin Passage and Totten Inlet~~
Brisco Point to Arcadia

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

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

Chief of party G. C. Jones

Surveyed by Edwin C. Baum

Inked by Edwin C. Baum

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

Contour, Approximate contour, Form-line interval 50 feet

Instructions dated March 29, 1934.

Remarks: Project H.T.-171

DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET "B"

PUGET SOUND - WASHINGTON

SEASON OF 1936

- o -

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

- o -

CONTOURS:

Obtaining contours presented one of the most trying problems in execution of the topography. Due to the wooded nature of the country extreme caution had to be exercised in estimating the heights of trees. These heights varied up to 175 feet depending on whether second growth or virgin timber.

TOWNS:

A fishing, swimming and picnicking resort, locally known as Carlyon Beach, and privately owned is found on Sandy Point. *(Sandy Pt. is northern tip of mainland south of Steamboat I.)*

Steamboat Island immediately north of Carlyon Beach and connected to the mainland by a trestle affords one of the most ideal summer colonies in the southernmost part of the sound.

DOCKS:

The two docks shown are privately owned and of the floating type.

TRESTLE:

A sandy narrow strip of land bares between Steamboat Island and Sandy Point to southward at low water. This natural connection is supplemented by a one way wooden trestle.

COMPARISON WITH CHARTS NOS. 6460 and 6462:

Chart No. 6462, Scale 1:20,000 - Chart shows no rocks whereas this surveyed area is fairly covered with them. The contours are not in agreement although the same general shapes are evident. Recommend these contours supercede those shown on Chart No. 6462. *See Review par. 46(2)*

The area vicinity of small, well rounded hole 300 meters N. E. of Brisco Point disagrees with this survey, particularly regarding width of spit, and low neck (elevation 4 feet) connecting Brisco Point with mainland. *See Review 46(1)(c)*

The delineation of shoreline except as noted above agrees with chart.

Chart No. 6460, Scale 1:80,000 - Chart is in excellent agreement with this survey with the following exceptions. No rocks are shown on chart, whereas this survey shows existence of many.

The same disagreement as explained above pertaining to area, vicinity of Brisco Point exists.

Cognizance should be taken of additional man made features, such as docks, bridges and etc.,

Insufficient contours on chart and difference in scale between chart and this survey prohibit an intelligent comparison. These contours should supercede those existing on chart. *See Review par. 4b(2)*

LOW WATER LINE:

The low water line was transferred from smooth hydrographic sheet.

ROCKS:

The existing chart shows no rocks with one exception.

A ^{bare} ~~sunken~~ rock symbol is shown at Latitude $47^{\circ}11.15'$ and Longitude $122^{\circ}57.1'$. Inspection at low water disproved the existence of this charted rock.

*This is undoubtedly a defect in the printing plate.
See Review 5a(3)*

TOPOGRAPHIC SIGNALS:

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

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:

and sheet examined and approved

G. C. Jones

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

GEOGRAPHIC NAMES

Chart name	Local name	Source from which information was obtained	Recommended name
Cushman Point	Hunters Point	This point is known only as Hunters Point by residents of this area of the sound. Cushman Point should be 1/2 mile to southward	Hunters Point
Carlyon Beach	Carlyon Beach	The owner and regular visitors to the point use only the local name	Carlyon Beach
Sandy Point	- - - - -	^{name} The chart is not used by local inhabitants.	No recommendation.
Brisco Point	Brisco Point	Well established name.	Brisco Point
Unsal Point	Unsal Point	No information obtainable	Unsal Point
Arcadia	Arcadia Point	No town or village located here.	Arcadia Point
- - - - -	Potlatch Point Potlatch	Inhabitants immediate vicinity know this point as recommended.	Potlatch Point Potlatch

STATISTICS

Statute miles of shoreline	28.8
Statute miles of railroads	0.0
Statute miles of roads	0.4
Area, square statute miles	4.5

Remarks.

Decisions

1		USGB decision
2	Lat. 47-11.7; Long. 122-55.36	
3		
4		
5	charted since 1867 as "Brisco Pt"	
6		See T- 6528
7		
8	Lat. 47-10.4; Long 122-55.1	
9		
10	Joins Steamboat I with Sandy Pt at L.W.	
11	Field Recommends Arcadia Point (See D.R. pg. 4) A local name (Not shown on Sh.)	* see D.R. (T-6538) pg. 3
12		
13		
14		USGB decision
15	Name not used locally. Carlyon Beach Resort is on this point.	
16	For Title	USGB decision
17	For Title	" "
18		Recommended as being a local name
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-6529

GEOGRAPHIC NAMES											
Survey No. T-6529											
Name on Survey	On Chart No. 6460										
	A	B	C	D	E	F	G	H	K		
Totten Inlet ✓	✓ app'd	✓								1	
Potlatch Point ✓	✓	✓		Redbook D.R. pg. 4						2	
Steamboat Island ✓	✓	✓							✓	3	
Peale Passage ✓	✓	Peale's Passage	✓ Peales						✓	4	
Brisco Point ✓	✓	Briscoe Pt.	✓	D.R. pg. 4					✓	5	
Dana Passage ✓	✓ app'd									6	
Unsal Point ✓	✓	✓	✓							7	
Hunters Point ✓	cush- man Pt.	cush- man Pt.		D.R. pg. 4				cush- man		8	
Squaxin Passage ✓	✓	H-1446x							✓	9	
Carlyon Beach ✓				D.R. pg. 24						10	
Arcadia * Point ✓	✓ Arcadia	T-1609 Arcadia		D.R. pg. 4	✓	Discont. P.O.		✓	✓	11	
Hope Island ✓	✓	✓	✓						✓	12	
Squaxin Island ✓	✓	✓	✓						✓	13	
Cooper Pt ✓	✓ app'd									14	
Point xx	✓	✓							✓	15	
Puget Sound	✓ app'd									16	
Washington	✓ app'd									17	
Arcadia Point										18	
										19	
										20	
										21	
										22	
										23	
										24	
										25	
										26	
										27	
										M 234	

Names underlined in red approved

by ETE on 5/26/37

Names underlined in red approved

by JFE on 5/26/37

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOGRAPH~~

~~No. 111~~

No. T -6529

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			
22			
24			
✓ 25		EKG	sent memo
26			
30			
40			
62			
63			
82			
✓ 83			
88			
90			

RETURN TO

82	C. K. Green
----	-------------

✓

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6529 (1936) FIELD NO. B

Brisco Point to Arcadia, Puget Sound, Washington

Surveyed in June 1936, Scale 1:10,000

Instructions dated Mar. 29, 1934 (EXPLORER)

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. There is no evidence that the declinatoire was checked at a station of known declination during the season's work (par. 17). *Declinatoire 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.*
- b. Triangulation stations, Von, Steam, Noit, Rena, Quax, Jab, and Tot 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, Hugo, Ode, Bris, and Coy, are located were not shown on the sheet. The descriptions state that stations Hugo is on a rock outcrop and Ode on a boulder (stage of tide in either case not mentioned) and Bris and Coy are on rocks covered at high water. *Appropriate* notes have been added in the office to all the stations and the rock awash symbol to stations Bris and Coy.
- d. 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 register numbers.
- e. The low water line shown on this survey was transferred from H-6198 (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 differences with transferred low water line on topographic surveys.
- f. 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. (pars. 49 and 51).

- g. The frequency of the triangulation stations established fulfills the requirements that recoverable plane table stations should be established at intervals of not over 2 miles.

The Descriptive Report satisfactorily covers all items of importance except the following:

- h. In connection with topographic stations, it is desirable that an alphabetical list of all the plane table stations and of all triangulation stations outside the high water line be included in the Descriptive Report, giving a brief description of the stations and a statement as to which plane table stations are recoverable.
- i. The descriptive report should give whenever possible the stage of tide at which various rocks alongshore were located. This is particularly desirable where rocks are shown on prior surveys, as such information is frequently of value in the office disposition of prior located rocks not verified by the new survey. (In this connection see par. 4b(1)(b), this review). The reference in the descriptive report can be made to groups of rocks in a particular locality and ~~xxx~~ need not be made to individual rocks.

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, the charted road in lat. $47^{\circ} 09.3'$, long. $122^{\circ} 56.3'$ falls within the limits of the present survey and was not shown on the sheet or mentioned in the Descriptive Report. It is assumed that since the 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 road is considered existent as charted. (See par. 5a(1), this review).

3. Junctions with Contemporary Surveys.

The junctions with T-6538 (1936) and T-6536 (1936) on the north, T-6528 (1936) on the east, T-6531 (1936) and T-6534a (1936) on the south, and T-6535a (1936) on the west, are satisfactory.

4. Comparison with Prior Surveys.

a. T-1327a (1873), 1:10,000.

This survey covers the area of the present survey on the southern end of Squaxin Island and Harstine Island, and the shore between Cooper Pt. and Hunters Pt. The agreement of the shorelines of the two surveys is good. The contours

shown on the old survey have been mostly sketched and represent only a generalization of the topography of the area. They have been superseded on the charts by a later survey. The present survey has adequately covered the area and should supersede T-1327a (1873) for charting purposes.

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

This survey covers practically the entire area of the present survey.

(1) Shoreline and Associated Details.

- (a) The comparison of the old shoreline with the present shoreline shows a very good agreement except for a few unimportant changes.
- (b) A number of sunken rocks (uncharted) originating with T-1672 (1878), fall on the present survey inside or very close to the low water line. They are necessarily rocks awash and not sunken rocks. None of these rocks were located by the present topographic or hydrographic surveys, due no doubt to the high stage of the tide in these areas. They are considered still in existence and are being carried forward, except those in the vicinity of Unsal Pt. in which area the present survey located a sunken rock covered 2 ft. at M.L.L.W., which would indicate that the topographer was in this area at a very low stage of the tide and would have located any other rocks showing above the plane of reference had they been in existence.

(2) Contours and Inland details.

The contours on the old survey are in poor agreement in most places with the present contours. In a number of cases the contours on the old survey are of a different pattern from that on the present survey. In some 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 in considerable amounts. For example: the 100 foot contour, in lat. $47^{\circ} 10.5'$, long. $122^{\circ} 52.5'$, the displacement is approximately 150 meters; the 100 foot contour in lat. $47^{\circ} 10.7'$, long. $122^{\circ} 56.2'$, 400 meters. No elevations are shown on the old survey and it is believed that the contours 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.

The present survey has adequately covered the area and is on a much larger scale and with the indicated additions noted above, it should supersede T-1672 (1878) for charting purposes.

c. T-1672a (1909), 1:10,000.

This is a supplementary survey showing the locations of houses (uncharted) only one of which was located by the present survey. They fall close to the shore and it is assumed that the houses which are not shown on the present survey are no longer existent. The present representation should supersede that on T-1672a (1909) for charting purposes.

d. T-1673 (1879), 1:10,000.

This survey overlaps the present survey with approximately 400 meters of the east shoreline of Totten Inlet in the vicinity of lat. 47° 09.7'. The agreement is very good. The present survey is much more detailed and should supersede T-1673 (1879) for charting purposes.

e. T-1675 (1880) 1:10,000.

(1) This survey covers the extreme tip of Cooper Point and a small portion of the west shoreline area at the entrance to Eld Inlet. A comparison of the old survey with the present shows a general good agreement in the shoreline and contours. The only noticeable change is the extension of Cooper Pt. by approximately 100 meters.

(2) A number of sunken rocks, several of which are not charted, originate with T-6175 (1880) and fall on the present survey inside the low water line. They are necessarily rocks awash and not sunken rocks. None of these rocks were located by the present topographic or hydrographic surveys, due no doubt to the high stage of the tide in these areas. They are considered in existence and are being carried forward. Within the area covered, the present survey with the indicated additions should supersede T-1675 (1880) for charting purposes.

5. Comparison with Chart 6460 (New Print July 26, 1937)
Chart 6462 (New Print 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 road in lat. $47^{\circ} 09.3'$, long. $122^{\circ} 56.3'$, originates with a Progressive Military Map of the U. S. Army Engineers (Olympia, Wash. Quad - 1914). Since there is no information on the present survey to indicate that the road is no longer in existence, it is 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 of 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 (2), this review), the charted elevations should be disregarded in future charting.
- (3) The feature on Chart 6460 in lat. $47^{\circ} 11.1'$, long. $122^{\circ} 57.1'$ which has the appearance of a bare rock, has been disposed of in par. 8a(3) of review H-6198.

b. Magnetic Declination.

The declinations determined with the declinoire on the present survey agree within 1° of the charted value.

c. Aids to Navigation.

The aids to navigation are in substantial agreement with the positions located by the present survey except the light at Cushman Pt. (Chart 6462). This light was located by triangulation approximately 100 meters north of the charted position. The position was charted from the Lighthouse Notice to Mariners 28 of 1935 and was located by a bearing and a distance.

6. Field Plotting.

The inking of the shoreline and topographic features is very good, but the lettering is only fair. A mechanical lettering set should be used whenever practicable.

7. Additional Field Work Recommended.

The survey is complete except as noted in paragraph 2 of this review.

8. Note to Compiler.

Attention is called to par. 5a(1) and (2) of this review, relative to the present charted road 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 surveys for charting purposes:

T-1327a (1873) in part
T-1672 (1872) in part
T-1672a (1909) entirely
T-1675 (1880) in part.

10. Reviewed by - G. Risegari, Dec. 13, 1937.

Inspected by A. L. Shalowitz.

Examined and approved:

K.T. Adams

K. T. Adams,
Asst. Chief, Div. of Charts.

L. O. Lobnitz

Chief, Division of Charts.

Fred. L. Pearce
Chief, Section of Field Work.

G. H. Hude
Chief, Division 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
	06'
	23° 02' in 1938 (Jan.)
	22° 54' declin.
	+ 08' corr.

/signed/ G. C. JONES
G. C. Jones,
Commanding Officer,
U.S.C. & G.S.S. EXPLORER.

Original of this letter filed in
Magnetic Division

Information added to Review
A.L.S.