

6531

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Form 504 Rev. April 1935	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic } Hydrographic }	Sheet No. "D"
<div>U. S. COAST & GEODETIC SURVEY LIBRARY AND ARCHIVES MAY 18 1937 Acc. No. _____</div>	
State Washington	
LOCALITY Puget Sound Budd Inlet - Northern Part	
Puget Sound	
1936.	
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. "D"

REGISTER NO. T6531

State Washington

General locality Puget Sound

Locality Budd Inlet - Northern Part

Scale 1:10,000 Date of survey July, 1936

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

Chief of party G. C. Jones

Surveyed by Fred A. Riddell

Inked by Fred A. Riddell

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 No. HT-171.

DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET "D",

RUDD INLET, PUGET SOUND,

WASHINGTON

- o -

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

- o -

DESCRIPTIVE REPORT
TO ACCOMPANY TOPOGRAPHIC SHEET "D",
BUDD INLET - PUGET SOUND.

AUTHORITY:

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

LIMITS:

The area covered extends along both shores of Budd Inlet from Cooper Point to Olympia Entrance Light.

CONTROL:

The triangulation is on the 1927 North American Datum, is of second order, and was executed in 1924 and 1936.

SURVEY METHODS:

Standard plane table practices were followed. Short traverses with no adjustments necessary were run between triangulation stations. The location of all signals was checked by cuts taken from stations on the opposite shore. The low water line was traced from the smooth hydrographic sheet.

CONTOURS:

The contours are approximate and rather sketchy. In general the banks are heavily wooded bluffs, making systematic contouring most difficult. In my opinion the contours shown on Chart No. 6462 are of more value than any which could be obtained without an unwarranted amount of additional field work. Elevations were determined at frequent intervals as a check on the present chart.

See par. 4a(2) in reference to contours

CHARACTER OF THE COUNTRY:

In general the banks rise abruptly from the high water line to a height of twenty to thirty feet and then slope more gradually. They are heavily wooded with second growth timber, bushes and small trees extending to and overhanging the high water line. The beaches for the most part are coarse gravel with scattered boulders. Sand spits practically close the entrance to most of the small inlets or lagoons which go dry at low water and have mud bottom.



BUDD AND ELD INLETS
(Cooper Point left foreground)

The above aerial photograph pictures Budd and Eld Inlets giving a general idea of the character of the country and the vegetation.

COMPARISON WITH CHART NO. 6462 (March 9, 1936):

Because of the difference in scale no detailed comparison of the shoreline was made but in general the configuration of points and bights is the same.

The small lagoons at latitude $47^{\circ}05.9'$, longitude $122^{\circ}55.8'$ and latitude $47^{\circ}08.7'$, longitude $122^{\circ}53.6'$ have been filled and used for cottage sites.

A sand spit, latitude 47°07.9', longitude 122° 54.2', not shown on the chart has built up.

Dofflemeyer Point has built up so that the light, is now on the high water line instead of at the low as shown on the chart.

Numerous summer cottages have been built along the shore. Those at or close to the high water line were located by this survey and are shown on the sheet. Little attempt was made to locate buildings in the trees back of the high water unless they were especially prominent.

TOPOGRAPHIC SIGNALS:

Topographic signals outside the high water line, unless otherwise marked, are on fallen logs or on overhanging trees and are not of a character to be shown on the chart.

GEOGRAPHIC NAMES:

NAME	SOURCE OF INFORMATION
Lud Bay Spit	Metskers County Atlas
Gull Harbor	Metskers County Atlas
	Local residents.
	Kroll's Maps
Tykles Cove	Metskers County Atlas

Respectfully submitted,

Fred A. Riddell

Fred A. Riddell,
Jr. H. & G. Engr.,
U.S.C. & G.S.S. EXPLORER.

APPROVED AND FORWARDED: *Sheet examined & approved*

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

STATISTICS

Statute miles of shoreline	13.9
Statute miles of roads	0.9
Statute miles of railroads	0.0
Area, square statute miles	10.4

Remarks.

Decisions

1		USGB decision
2		" "
3		
4		
5	* on T-1327 a "Wepusec Inlet or Gull Hbr."	
6		USGB decision
7	T-1327 Δ Tykle	According to county Atlas
8		
9	For Title	USGB decision
10	For Title	" "
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GEOGRAPHIC NAMES

Survey No. T-6531

GEOGRAPHIC NAMES											
Survey No. T-6531											
Name on Survey	On Chart No. 6460, 6462										
	A,	B,	C,	D	E	F	G	H	K		
✓ <u>Budd Inlet</u>	✓ appd	✓								1	
✓ <u>Cooper Point</u> ✓	✓ appd	✓								2	
✓ <u>Dover Point</u> ✓	✓	✓								3	
✓ <u>Boston Harbor</u> ✓	✓	T-1327c	✓							4	
✓ <u>Gull Harbor</u> ✓	Wepu- sec Inlet	Wepu- sec Inlet	Wepu- sec Inlet	D.R. Pg. 3	✓					5	
✓ <u>Dofflemyer Pt</u>	✓ appd	✓								6	
Tykle <u>Tykle</u> ✓											
✓ <u>Tykle's Cove</u>			Tykle's		✓					7	
✓ <u>Jeal Point</u> ✓	✓	✓								8	
<u>Puget Sound</u>	✓ appd									9	
<u>Washington</u>	✓ appd									10	
<u>Mud Bay Spit</u>										11	
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										27	

Names underlined in red approved

by SAE on 5/27/37

M 234

Names underlined in red approved

by RAE on 5/27/37

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

~~Moore~~
No. T-6531

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. 6531 (1936) FIELD NO. D

Budd Inlet - Northern Part, Puget Sound, Washington
Surveyed in July, 1936, Scale 1:10,000
Instructions dated Mar. 29, 1934 (EXPLORER)

Plane Table Survey.

Aluminum Mounted.

Chief of Party - G. C. Jones.
Surveyed and inked by - F. A. Riddell.

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).
- b. 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.
- c. Triangulation station Chas is shown outside the high water line. It is not located on any topographic feature, but is a standard triangulation mark established between high and low water.
- d. The topographic feature on which triangulation station Wep is located was not shown on the sheet but its description states that it is on a rock covered at high water. A rock awash symbol has been added in the office to the station as well as the note, "covered at high water".
- e. The frequency of triangulation stations established fulfills the requirement 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:

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 be included in the Descriptive Report, giving a brief description of the stations and a statement as to which plane table 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 in general, several charted roads that fall close to the shoreline were not shown 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 these roads were purposely avoided in heavy wooded country. Since no information is given to the contrary, the roads are considered existent as charted (See par. 4d, this review).

3. Junctions with Contemporary Surveys.

- a. The junction with T-6529 (1936) on the north and T-6532a (1936) on the south is satisfactory.

The shoreline junction with T-6534a (1936) on the north is satisfactory.

4. Comparison with Prior Surveys.

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

These surveys combined, cover the area of the present survey, the former, north and the latter south of latitude $47^{\circ} 06.5'$.

(1) Shoreline and Associated Details.

The comparison of the old shoreline and associated details with the present shows a good agreement, except that the following changes and omissions are noted:

- (a) The spit at Cooper Pt. (charted) has built up extending its tip approximately 30 meters northwardly and has also widened about 10 meters.
- (b) The spit on the east shore in lat. $47^{\circ} 07.9'$ (charted) has lengthened approximately 150 meters.
- (c) Two spits (charted), in lat. $47^{\circ} 05.9'$, long. $122^{\circ} 53.6'$, (vicinity of Tykle Cove), and lat. $47^{\circ} 08.75'$, long. $122^{\circ} 53.6'$ (vicinity of Dover Pt.), are no longer in existence. These formed lagoons which have been filled in. (See Descriptive Report, page 2).

(2) Contours and Inland Details.

- (a) A few contours and a number of elevations are shown on the present survey but the contours are only approximate and very sketchy. No useful comparison therefore, may be made with the more complete contours on the old surveys which check fairly well with the present elevations.

- (b) Several rocks (charted) shown on the old survey, fall close to the shoreline and were not located by the present survey. Since there is no information relative to the present status of these roads, they are assumed to exist as shown on T-1327a (1873), and they are considered additional to those shown on the present survey.

Because the present survey does not extend as far back of the high water line as does the above survey, T-1327a (1873) should, therefore, be used to supplement the present survey wherever necessary as to charting contours, roads, and other inland features.

b. T-1327c (1909), 1:10,000

This is a revision survey of Boston Harbor waterfront. The following more important changes are noted:

- (1) The shoreline at Dofflemeyer Pt. has extended northwesterly about 60 meters to the present location of the light which formerly stood offshore.
- (2) The old roads show some changes and the old wharves are no longer in existence.

The present survey has adequately covered this area and being a much later survey, it should supersede the above survey for charting purposes.

c. T-2073 (1891), 1:4800.

This is a shoreline survey and covers the present survey south of lat. $47^{\circ} 06'$. The two surveys are in fair agreement. Because of the better control and greater detail, the present survey should supersede T-2073 (1891) for charting purposes.

d. T-2074a (1909), 1:10,000.

This is a revision survey of a section of the east shoreline between lat. $47^{\circ} 05.6'$, and the south limit of the present survey. Comparison shows the shorelines of the two surveys are in fair agreement. The only change of any importance is the removal of the dock in approximate lat. $47^{\circ} 05.3'$. This was reported as "gone" on a section of a chart filed as Chart Letter 663 (1933). The old survey shows some features back on the high water line which are not shown on the present survey. The latter being primarily a shoreline survey, the continued existence of these features is assumed. They should be used wherever necessary to supplement the current topography.

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

a. Topography.

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

- (1) A few land elevations are charted on Chart 6460 that fall in this area, for which no authority could be found. They appear to be the elevations of the highest contours shown on T-1327a (1873).

The present survey has determined a number of land elevations and because of the uncertain accuracy of the charted elevations they should be superseded by those determined by the present party wherever necessary for charting purposes.

b. Aids to Navigation.

The aids to navigation are in substantial agreement with the positions located by the present survey except as follows:

- (1) The light at Dofflemyer Pt. was located by the present survey approximately 50 meters south of the charted position. (See par. 8c(1) of Review H-6198 for a detailed discussion on this light).
- (2) No floating aids are shown on the present survey. (See par. 1f, Review H-6198 regarding the charted Buoy S2 which falls in this area.)

c. Magnetic Declination.

The declination determined with the declinoire on the present survey agrees within 1 degree of the charted value.

6. Field Drafting.

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.

As a shoreline survey, this sheet is complete and no additional work is necessary.

8. Note to Compiler.

Attention is called to par. 5a (1) of this review relative to the charted 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	(except as noted in par. 4a(2))
T-1327b (1873)	in part	(except as noted in par. 4a(2))
T-1327c (1909)	entirely	
T-2073 (1891)	in part	
T-2074a (1909)	in part.	

10. Reviewed by - G. Risegari, Dec. 15, 1937.

Inspected by - A. L. Shalowitz.

Examined and approved:

K.T. Adams

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

L. O. Lobat

Chief, Division of Charts.

Fred. L. Peacock

Chief, Section of Field Work.

G. H. Hude

Chief, Div. of H. & T.