

6532ab

6532ab

Form 504 Rev. April 1935 DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic } Hydrographic }	Sheet No. "E"
<div>U. S. COAST &amp; GEODETIC SURVEY LIBRARY AND ARCHIVES MAY 18 1937 Acc. No. _____</div>	
State <u>Washington</u>	
Puget Sound LOCALITY	
Southern Part Budd Inlet, <del>Puget Sound</del>	
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. "E"

REGISTER NO. T6532a

State Washington

General locality Puget Sound

Locality Budd Inlet - Southern Part

Scale 1:5,000 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 HT-171.

DESCRIPTIVE REPORT  
TO ACCOMPANY TOPOGRAPHIC SHEET "E",  
BUDD INLET, PUGET SOUND  
SEASON OF 1936.

- o -

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

- o -

DESCRIPTIVE REPORT  
TO ACCOMPANY TOPOGRAPHIC SHEET "E",  
PUGET SOUND, WASHINGTON.

AUTHORITY:

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

CONTROL:

The triangulation is on the 1927 North American Datum, is of second order and was executed in 1928 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. ✓

CHARACTER OF THE COUNTRY:

In general the banks are heavily wooded with second growth timber, bushes and small trees extending to, and overhanging the high water line. They rise abruptly to a height of twenty to thirty feet and then slope more gently to a height of eighty to a hundred and twenty feet where the country becomes rolling and in many places is cleared for farming. From the water only the wooded banks are visible. ✓

Built on piles over the high water line are numerous summer cottages. Most of these were located and ✓



are shown on the sheet. No attempt however was made to locate buildings in the trees back of the high water line unless they were especially prominent.

The small inlets such as Ellis Creek and Butlers Cove are mud bottom and go dry at low water except for a small fresh water stream.

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

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

The foot bridge at Butlers Cove is not shown on the chart.

Numerous buildings not shown on the chart were located by the survey. ✓

For charting purposes I recommend the conical shaped incinerator in preference to Buchanan Brick Stack. It is more prominent and the building of which the stack is an integral part has been burned and is in ruins. ✓

The pier shown on the Chart south of Ellis Creek has been removed. ✓

I do not recommend the charting of the bridge across Ellis Creek as it is old, not usable and in all probability will be removed. ✓

GEOGRAPHIC NAMES:

No geographic names in addition to those shown on Chart No. 6462 are recommended. ✓

Respectfully submitted,

*Fred A. Riddell*

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

APPROVED AND FORWARDED:

*Shut examined & approved*  
*C. C. Jones*  
C. C. Jones,  
Commanding Officer,  
U.S.C. & G.S.S. EXPLORER.

STATISTICS

Statute miles of shoreline	4.3	/
Statute miles of roads	0.0	
Statute miles of railroads	0.0	
Area, square statute miles	3.0	

## Remarks

## Decisions

1		<i>USGB decision</i>
2		
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4		
5	<i>For Title</i>	<i>USGB decision</i>
6	<i>" "</i>	<i>" "</i>
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# GEOGRAPHIC NAMES

Survey No. T-6532a

Name on Survey	<div style="display: flex; justify-content: space-between;"> <div>On Chart No. <b>6462</b></div> <div>On previous survey No. <b>T-1327 2073</b></div> <div>On U. S. quadrangle Maps <b>from local Meany Dict.</b></div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List <b>D.P. 26965</b></div> </div>									
	A	B	C	D	E	F	G	H	K	
<u>Budd Inlet</u>	✓ appd									1
<u>Butler Cove</u>	✓	✓		✓						2
<u>Priest Point</u>	✓	✓		✓					✓	3
<u>Ellis Creek</u>	✓	✓ T-2073							✓	4
<u>Puget Sound</u>	✓ appd									5
<u>Washington</u>	✓ appd									6
										7
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Names underlined in red approved  
by GHE on 5/27/37

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT  
~~PHOTOSTAT OF~~

~~No. 1000~~

No. T -6532a

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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✓ 83			
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RETURN TO

82	C. K. Green
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6532b

6532b

Form 504 Rev. April 1935 DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. "F"
<div>U. S. COAST &amp; GEODETIC SURVEY LIBRARY AND ARCHIVES MAY 18 1937 Acc. No. _____</div>	
State Washington	
LOCALITY Puget Sound Olympia.	
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. "F"

REGISTER NO. T65326

State Washington

General locality Puget Sound

Locality Olympia

Scale 1:5,000 Date of survey August-September, 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 HT-171

DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET "F", ✓

OLYMPIA, WASHINGTON

1 9 3 6

- o -

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

- o -



DESCRIPTIVE REPORT  
TO ACCOMPANY TOPOGRAPHIC SHEET "F",  
OLYMPIA, WASHINGTON.

AUTHORITY:

This survey was made in accordance with Director's Instructions dated March 29, 1934, Project HT-171. ✓

CONTROL:

The triangulation is on the 1927 North American Datum, is of second order, and was executed in 1928 and 1936. ✓

SURVEY METHODS:

Standard planetable practices were followed. Practically all set up positions were located by the three point fix method. Tanks and stacks were located by three or more intersecting cuts. The location of all signals was checked by cuts taken from the opposite shore. The low water line was traced from the smooth hydrographic sheet. ✓

CONTOURS:

No contours are shown on this sheet as the area covered is mainly low filled land. Such contours as are desirable are in all probability shown to a better advantage on Chart No. 6462, than any which could be obtained without an unwarranted amount of additional field work. Elevations for checking the contours on Chart No. 6462 were determined at frequent intervals. ✓

CHARACTER OF THE COUNTRY:

The area covered is that of the Port of Olympia. Most of the central area is filled land which is constantly being improved. The solid line at high water indicates bulkheads while the dashed line outside indicates piling which probably will be the bulkhead line when filling is completed. ✓

To the Yacht Club float are moored numerous boat houses. ✓

At the lumber mills are numerous sheds for covering and protecting lumber. These being of a temporary nature were not located. The lumber mills and wharfs around them are for the most part old and poorly constructed. Thus they are often repaired and changed in size and shape. Only the main and semi-permanent buildings were located and drawn on the sheet.

Along the western shores and extending out to the channel are numerous piling for holding log booms. Only the outer piling were located. The bottom is mud.

The east shore is residential area. There are numerous buildings and houses among the trees. The beach covered at high water is composed of pebbles and gravel.

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

The wharves and buildings along the west shore as located by this survey differ considerably from those shown on the chart. As was explained above these structures frequently are changed.

The street car tracks have been removed from the 4th Avenue (Pacific Highway) bridge. The depot shown north of the west abutment of this bridge is no longer there. Only a few piling remain.

An additional wharf and walk (latitude  $47^{\circ}03.45'$ , longitude  $122^{\circ}54.30'$ ) with a float at the end has been constructed.

Not all of the fill as shown on the chart (latitude  $47^{\circ}03.5'$ , longitude  $122^{\circ}54.0'$ ) has been completed and work has been suspended. Piling and cribbing indicate that this will be done.

GEOGRAPHIC NAMES:

No geographic names in addition to those on the chart are recommended.

Respectfully submitted,

*Fred A. Riddell*

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

APPROVED AND FORWARDED: *1 sheet examined & approved*

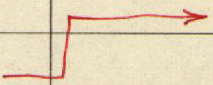
*G. C. Jones*  
G. C. Jones,  
Commanding Officer,  
U.S.C. & G.S.S. EXPLORER.

STATISTICS

Statute miles of shoreline	8.2
Statute miles of roads and streets	9.3
Statute miles of railroads	5.3
Area, square statute miles	2.1

## Remarks

## Decisions

1		USGB decision
2		" "
3		
4	B.P. 26966 shows Schneiders Hill in vicinity of Creek <del>Authority for name of creek not known.</del>	
5	Olympia Hbr on B.P. (USED)	
6	For Title	USGB decision
7	" "	" "
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17	* The name "Schneider Cr." is duplicated	
18	by a creek of same name in Totten Inlet (T-6535b) Ch. 6460	
19	The Schneider Cr. on this sheet is least	
20	important.	
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Survey No. **T-6532-b**

GEOGRAPHIC NAMES								
Survey No. T-6532-1b								
Name on Survey	A, On Chart No. 6462	B, On previous survey No.	C, On U. S. quadrangle B.P. Maps 26965	D, From local information	E, On local Maps	F, P. O. Guide or Map	G, Rand McNally Atlas	H, U. S. Light List K H.R. Dec. 244 69 Cong. 1st Secs
Olympia	✓ <i>app'd</i>							1
Budd Inlet	✓ <i>app'd</i>							2
Schneider Cr *	✓		✓					3
Olympia Hbr.	✓	T-2073						4
Swan Island	✓	T-1327						5
Puget Sound	✓ <i>app'd</i>							6
Washington	✓ <i>app'd</i>							7
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Names underlined in red approved  
by GHE on 5/27/37

M 234-

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT  
~~PHOTOSTAT OF~~

~~No. 111~~  
No. T-6532b

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			
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✓ 25		CKG	- sent memo.
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✓ 83			
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RETURN TO

82	C. K. Green
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✓



80-DRM

January 11, 1938.

To: Commanding Officer,  
U. S. Coast and Geodetic Survey,  
Ship EXPLORER,  
601 Federal Office Building,  
Seattle, Washington.

From: The Acting Director,  
U. S. Coast and Geodetic Survey.

Subject: Topographic survey No. T-6532b (1936), Field No. F.

The descriptive report for topographic survey No. T-6532a and b states that the low water line was transferred from the hydrographic survey. There is evidence, however, that portions of the low water line were actually determined by the topographer. Reference is made in particular to the low water stream shown in latitude  $47^{\circ} 03.25'$ , longitude  $122^{\circ} 53.8'$ .

There are being forwarded to you, under separate cover, photostats of topographic survey No. T-6532b and hydrographic survey No. H-6199. In order that the records may be complete it is requested that the topographer, Lieutenant (j.g.) F. A. Riddell, indicate on the photostat of T-6532b the sections of low water line which were located by plane table and return the photostat to this office.

The low water line on a hydrographic survey is subject to revision in this office after the reducers and soundings have been checked. This often results in necessary changes in the low water line shown on the topographic survey if it has been transferred from the hydrographic survey.

(Signed) J. H. HAWLEY

Acting Director.

Reply to this letter is filed in Descriptive Report.



POST-OFFICE ADDRESS: 601 - Federal Office Building, Seattle, Washington.

TELEGRAPH ADDRESS:

EXPRESS OFFICE:

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

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

January 18, 1938.

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

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

Subject: Topographic survey No. T-6532b (1936),  
Field letter "F".

Reference: Director's letter of January 11, 1938,  
80-DRM.

In accordance with instructions in above letter photostats are returned herewith with notations by Lt. (j.g.) F. A. Riddell. \* Photostats destroyed  
\* Notation on photostat states "No low water was located by plane table".

He further stated that, owing to pools or drainage channels differing but an inch or more in depth from the surrounding mud flat, no definite low water line could be drawn.

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

The topographic sheet corrected to conform to the hydrographic sheet.



Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6532 a & b (1936) FIELD NO. E & F.

Budd Inlet, Southern Part, Puget Sound, Washington.

Surveyed in July-Sept., 1936, Scale 1:5,000.

Instructions dated March 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. The low water line shown on this survey was transferred from H-6199 (1936). It is not accepted practice to transfer 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. In the present instance  $\frac{1}{2}$ -foot soundings have been inked on the hydrographic sheet causing a material change in the low water line as plotted by the field party.
- b. Descriptive notes were omitted in several cases where features outside the high water line were used as topographic signals. These were added in the office from penciled notes on H-6199 (1936) except in the cases of signal "DUM" in lat.  $47^{\circ} 03'12$ , long.  $122^{\circ} 53'49$  and the unnamed signal in lat.  $47^{\circ} 03'18$ , long.  $122^{\circ} 53'52$ , for which no information could be found. They are assumed to be of a temporary nature and of no charting value. Triangulation stations "BUT 1924" in lat.  $47^{\circ} 04'15$ , long.  $122^{\circ} 55'35$ , and "OYL 2 1928" in lat.  $47^{\circ} 04'25$ , long.  $122^{\circ} 55'15$ , fall outside the high water line but their descriptions state that they are standard discs set in concrete and are covered at high water.
- c. There is no evidence that the declinoire was checked at a station of known declination during the season's work (par. 17). The magnetic meridian was shown and the declination checked the charted value.

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

- d. Recommendations were not made for the disposition of charted features not verified on the present survey. (See par. 4 d (1), 5 a (1) and 5 a (2), this review) It is very desirable that the topographer submit a section of the largest scale chart of the area surveyed and circle in red those topographic features which no longer exist in order that a failure to locate them on the sheet may be properly interpreted in the office.
2. Compliance with Instructions for the Project.

The plan, character and extent of the survey satisfy the instructions for the project.
3. Junctions with Contemporary Surveys.

The junctions with T-6531 (1936) on the north and T-6533 (1936) on the south are satisfactory.
4. Comparison with Prior Surveys.
  - a. H-507 (1855), 1:10,000.

This is a combined topographic and hydrographic preliminary survey with a projection based on the magnetic meridian. It covers the entire area of the present survey but contains no information of current value and should be superseded in future charting.
  - b. T-1327 b (1873), 1:10,000.

This survey covers the entire area of the present survey. The agreement is good in areas where artificial changes have not been made. The present survey is much more complete as to detail along the high water line but it does not extend as far inland as does the above survey. T-1327 b (1873) should, therefore, be used to supplement the present survey wherever necessary as to contours and other inland details.
  - c. T-2073 (1891), 1:4,800; T-2074 (1891), 1:4,800; T-3379 (1913), 1:5,000.

These surveys cover the entire area of the present survey. The agreement is good except around the piers and artificially filled areas. They show some features back of high water line which are not shown on the present survey so they should be used wherever necessary to supplement the current topography.

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

This is a revision survey of the Olympia water-front and contains little of value in current charting because of the extensive changes in the piers. The following differences are noted:

- (1). The two groups of piles (charted) in lat.  $47^{\circ} 03'17$ , long.  $122^{\circ} 54'13$ , and lat.  $47^{\circ} 03'15$ , long.  $122^{\circ} 54'13$ , were not verified on the present survey nor on U. S. Engineers surveys in this area. No mention of these piles is made in the Descriptive Report. Subsequent information from the field party (see par. 8a (1), review of H-6199) discloses, however, that these piles are no longer in existence and they should, therefore, be removed from the chart.
- (2). The group of piles (charted) in the mid flats in lat.  $47^{\circ} 03'10$ , long.  $122^{\circ} 53'15$ , were not verified on the present survey. The descriptive report makes no mention of them. As the present survey shows a line of piles on the west side of the slough, it is unlikely that the topographer would have missed them had they existed. They have not been carried forward to the present survey and should be removed from the chart.

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

a. Topography.

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

- (1). The dolphin charted in lat.  $47^{\circ} 04'11$ , long.  $122^{\circ} 54'14$ , originates with U. S. Engineers Bp. 27926 of 1934. It was not verified on the present survey and the sounding lines in the vicinity were run at  $3/4$  tide. Subsequent information from the field party (par. 8a (4), review of H-6199) discloses, however, that it is still in existence and it should, therefore, be retained on the chart.
- (2) The group of dolphins charted in lat.  $47^{\circ} 03'05$ , long.  $122^{\circ} 54'24$ , originates with U.S. Engineers Bp. 20345 of 1925. The present survey does not verify the dolphins but shows an extension to the pier inshore from them. No mention is made of them in the Descriptive Report. According to subsequent information (par. 8a(2), review of H-6199) however, the dolphins are no longer in existence and should be removed from the chart.

- (3). The pier shown in dashed lines on the chart in lat.  $47^{\circ} 03'15''$ , long.  $122^{\circ} 54'25''$ , originates with U. S. Engineers Bp. 20345 of 1925. The present survey shows a line of piles which checks the charted position of the pier but the detail at the inner end of the pier where it joins the main pier is slightly different. The delineation shown on the blueprint should be disregarded in future charting.

b. Aids to Navigation.

The charted positions of fixed navigational aids in this area are in good agreement with the positions shown on the present survey. Floating aids are not shown on the present survey but were located on H-6199 (1936).

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.

The survey is complete, and no additional work is required.

8. Superseding Old Surveys.

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

H-507 (1855) in part. (Topography only.)  
T-1327 b (1873) in part.  
T-2073 (1891) in part.  
T-2074 (1891) in part.  
T-2074 a (1909) entirely.  
T-3379 (1913) entirely.

9. Reviewed by - J. A. McCormick, December 7, 1937.  
Inspected by - A. L. Shalowitz.

Examined and approved:

T. B. Reed,

Chief, Sec. of Field Records.

K. T. Adams

Acting Chief, Division of Charts.

Fred. L. Peacock

Chief, Section of Field Work.

Glenn de

Chief, Division of H. & T.