

6684 a&b

6684 a&b

Form 504 Rev. April 1935 DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic Topographic	Sheet No. T-6684 a T-6684 b
U. S. COAST & GEODETIC SURVEY LIBRARY AND ARCHIVES MAR 18 1940 Acc. No. _____	
State WASHINGTON	
LOCALITY	
Skagit Bay	
Southern Portion	
1939	
CHIEF OF PARTY	
Robert W. Knox	

Applied to Cht. 6450 May 17, 1940 ~~K.R.~~

T-6684 a	applied to Cht. 6380	Feb. 20/41	B.R.
T-6684 a+b	" " " 6300	Mar. 19/41	B.R.
T-6684 b	" " " 6376	Aug 9, 1944	J.W.

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

T6684 a

REGISTER NO. T- 6684 a

State Washington

General locality Skagit Bay

Locality Southwest part of Skagit Bay to head of Saratoga Passage

Scale 1:10,000 Date of survey June, 1939

Vessel U.S.C. & G.S.S. Explorer

Chief of party Robert W. Knox

Surveyed by J.C. Tison, Jr.

Inked by J.C. Tison, Jr.

Heights in feet above MHW to ground to tops of trees

*Elevations in parenthesis are
estimated height of trees*

Contour, Approximate contour, Form line interval 100 feet

Instructions dated April 12, 1939, 19

Remarks: _____

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

D

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 T6684 b

REGISTER NO. T-6684 b

State Washington T6684 b

General locality Skagit Bay

Locality Dugula Bay, ^{to} Tonkon Islands and Vicinity

Scale 1:10,000 Date of survey June 1939, 1939

Vessel U.S.C. & G.S.S. Explorer

Chief of party Robert W. Knox

Surveyed by J.C. Tison, Jr.

Inked by J.C. Tison, Jr.

Heights in feet above MHW to ground to tops of trees

Heights of trees above ground
are in parentheses beside ground
elevations.

Contour, ~~Approximate contour~~, Form line interval 100 feet

Instructions dated April 12, 1939

Remarks:

DESCRIPTIVE REPORT

TOPOGRAPHIC SHEETS T-6684a & b

SKAGIT BAY, WASHINGTON

INSTRUCTIONS:

The topography on sheets T-6684 a & b, a part of project HT-233, was authorized in the Director's instructions of April 12, 1939, as interpreted by letter of June 24, 1939.

LIMITS AND SCALE:

These sheets were surveyed on a scale of 1:10,000.

Sheet T-6684a covers the shore line of the passage connecting Saratoga Passage with Skagit Bay, extending, on the south, from Demock to Brown Points, and on the north from Polnell to Frostad (local name) Points. This sheet makes a junction with sheet T-6685a on the north.

Sheet T-6684b is in the vicinity of Seal Rocks, extending from the south side of Dugula Bay to Ala Spit on the west side of Skagit Bay, and includes about a mile of shoreline, in ϕ 48° 23', on the east side of this last named bay. This sheet joins sheets T-6685a and T-6686 on the south and north, respectively, on the west side of Skagit Bay, and sheets T-6687 and T-6686 on the east side of the bay.

CONTROL AND SURVEY METHODS:

The control consists of 2nd and 3rd order triangulation stations, executed in part this season. The old stations recovered were from the 1934 scheme of Jack Senior's and the 1907 scheme of R. B. Derickson, all of which have been adjusted to the NA1927 datum. The control established this year included the replacement of one 2nd order station and the establishment of one supplemental and half a dozen intersection stations.

Standard survey methods were used. The rods were checked on a measured base by the topographer with the alidade used at the beginning of the season. Sufficient triangulation was available for three point fixes and resections to obviate the necessity of many long traverses.

Sheet T-6684a - Traverses were run on this sheet as follows and in the order named.

1. From Starfish 1924 eastward to Utsaladdy 2 1924; traverse too short by 3 m and adjusted in the field according to standard practice. Positions of signals along the adjusted traverse were later checked by intersecting cuts from the opposite shore.
2. From Utsaladdy 2 1924 eastward to Brown 2 1924; the traverse was too long by 8 m and was adjusted in the field according to standard practice. Adjusted positions of signals along this traverse were later checked by means of intersecting cuts taken from the opposite shore.
3. From Frost 1939 to Flagpole 1939; no appreciable closing error and

no adjustment necessary. ✓

4. From Brown 2 1924 to O White and return; no appreciable closing error and no adjustment necessary. ✓

5. From O Pon to O East Rocks and return; no appreciable closing error and no adjustment necessary. On subplan ✓

On Whidbey Island, from Flagpole to Pol a system of traversing was used by running from topographic station to topographic station, the signals having previously been located by intersecting cuts from the shore of Camano Island. Positions of the signals were checked by rod readings all along the traverse and no discrepancies found. ✓

Sheet T6684b - Such traverses as were run closed with no appreciable error.

Some few setups were made back of the high water line in order to rod in portions of roads, and it may be assumed that such detail appearing on the sheets is accurately located and suitable for future air-photo compilations.

FORM LINES:

The elevations shown on the sheets are ground elevations. Where the elevations to tops of trees were determined the estimated height of trees appears in parenthesis near the elevations concerned. All elevations refer to mean high water unless otherwise indicated directly on the sheets. ✓

GENERAL DESCRIPTION OF TOPOGRAPHIC FEATURES:

The area, except as indicated, is covered with dense second growth trees and nearly impenetrable brush. According to Davidson, in his 1889 Coast Pilot, there were extensive logging operations in this vicinity at that time, and it follows that the second growth is approximately 50 years old. ✓

On Camano Island the ground rises gradually from the beach, and there is a noticeable bluff in but one place, between signals Sine and Dun, where an elevations of about 100 feet is attained. On Whidbey Island, Polnell Point is a prominent, heavily wooded promontory, rising abruptly to an elevation of about 100 feet on the south point and tapering down toward the sand neck connecting it with the island proper. Between O Der and O Fir the clay and rock cliffs rise extremely abruptly to elevations as much as 170 feet. From the latter signal northward and eastward to O Dri the bluffs give way to grass and marsh land. There is a lagoon and a pond in this vicinity. Northward from O Dri, bluffs again are in evidence. ✓ 25

The beach along the entire coast consists of shingle, varying from light to heavy, and is so indicated by the method of inking. ✓

Sheet T6684b - From the water the land area presents a heavily wooded appearance, with hills rising to elevations of more than 400 feet. As in the above sheet, the timber is of second growth and the ground is choked with underbrush. ✓

Dugula Bay has been diked off as shown and a fresh water lake has been formed behind the dike. The contours recede far into the island at this place. ✓

A bluff of more than 100 feet elevation lies between signals Log and Ala Spit. ✓

The beach is of heavy shingle from the low water line to the storm water line. ✓

Vast areas in this vicinity bear at the lower low tides, forming mud flats. No attempt was made to delineate the low water line, as it could be and was readily determined by the hydrographer. ✓ 25

Seal Rocks are void of vegetation, but the other islands are brush and tree covered. ✓

Areas of marsh are found behind O Gaf and in the vicinity of Dugula Bay. ✓

The fish traps shown south of Δ Trap and north of Δ Briar are operated by the Indians of the Swinomish Reservation, and are among the few such devices to escape the adverse legislation of 1934; the Supreme Court of the State having decided that the original treaty between the Territory and the Indians, granting such rights, could not be abrogated by an initiative vote of the people. ✓

MAGNETIC MERIDIAN:

Sheets T-6684 a & b - Declinatoire observations are shown at triangulation stations Brown 2, Rocky, Ala 2, Ugly and Isle. Compass declinometer observations were obtained at Rocky, Ugly and Ala 2. Results were as follows:

Station	Declinatoire			Compass Declinometer		
	Date	Time	Value	Date	Time	Value
Brown 2	6- 7-39	15:30	23° 27' ✓			
Rocky	6- 8-39	13:45	23 20 ✓	6- 8-389	12:00	23° 54.7' ✓
Ugly	6-16-39	10:00	23 10 ✓	6-28-39	9:40	23 28.8 ✓
Ala 2	6-12-39	9:30	22 45 ✓	6-28-39	8:31	22 51.4 ✓
Isle	6-20-39	14:20	23 00 ✓			

These values do not include index correction or diurnal variation correction for either instrument. As determined at the Lincoln Park (Seattle) magnetic station on May 3, 1939, at 14:46, the correction to declinatoire No. 182 was +18'. ✓

COMPARISION WITH PREVIOUS SURVEYS:

Sheet 6684a - A photostat of the original survey of the area, T-2011, was not furnished the party, but the shore line of the companion hydrographic sheet, H-1885, was compared with the present sheet and found to be in excellent agreement. The following differences are noted: ✓

In the vicinity of Utsaladdy Point the beach has receded about 50 m for a distance of about 100 m south of O Pith. ✓

There are about 10 detached rocks shown off Polnell Point; the present survey shows none of these, but the entire area is marked "foul" and an examination of the hydrographic sheet shows the soundings extending to the approximate limits of the dashed foul line; also that the hydrographer located a rock corresponding to the most southeasterly of those originally shown. As the topographer did not have the opportunity of working in this vicinity at low water, it is recommended that the rocks as originally shown be retained. Delineation on H-6474 satisfactory. Par. 5b, review of H-6474 (1939)

Two rocks shown immediately south of Δ Rocky 1924 appear about 30 m to the westward and farther apart than currently found. located on H-1885. Not shown on old topo.

The group of about 8 rocks off O Dam and O Big agree as to relative position, but were found to be displaced slightly to the westward. Do.

The rocks, on the present survey, between O Der and O Let, Flagpole and Frost, do not appear on the original.

Sheet 6684 b - The current survey is in poor agreement with the survey of 1907, T-2856, many discrepancies being noted, indicating that extensive changes have taken place in the shore line or that the original survey was rather sketchily executed. Attention is respectfully called to the following: ✓

In ϕ $48^{\circ} 22.5'$, λ $122^{\circ} 31.8'$, the shore line between O Pan and O Sal has receded about 30 m; the point immediately westward now fails to show the two mubs extending southward. ~~Old survey shows a small light. New one does not.~~ ✓

The island upon which Briar is situated is about a third again as large as originally shown, and the elevation was determined as 30 feet instead of 40. ✓

Likewise the islet carrying Δ Isle is considerable larger than originally shown. ✓

The larger of the Tonken Island is about 70 m longer and 65 m less in width than originally shown. ✓

The shore line at Δ Trap has built out about 30 m. ✓

On the Whidbey Island side the more noticeable differences in the surveys are:

Between O Ned and O Fig the present survey shows the high water line in side the original a maximum difference of about 80 m. ✓

Between O Her and O Hit the reverse is true, and the present shore line is about 80 m off inshore of the old. ✓

Continuing north, minor discrepancies are noted until the shore line near ✓

© Hi is reached where the present shore line is 90 m offshore from the previous. As there has been a rock quarry in this vicinity, it is probable that the waste rock incident to quarrying accounts for the difference. ✓

LANDMARKS:

There are no prominent landmarks on these sheets. ✓

AIDS TO NAVIGATION:

A list of permanent aids to navigation has been submitted. ✓

GEOGRAPHIC NAMES:

It is recommended that all geographic names appearing upon the current charts be retained. In addition, it is recommended that the name "BROWN POINT" be charted, as it so called locally. T-6684 a ✓

Attention is respectfully invited to the spelling of the name WHIDBEY. The Highway Department of the State of Washington spells it Whidby on all highway signs, but all other authorities consulted, including Rand McNally, Kroll, several oil company highway maps, etc., spell it as the Survey does. ✓

COAST PILOT NOTES:

Such notes have previously been submitted. 125

STATISTICS:

	T-6684 a	T-6684 b
Statute miles of shoreline	9.6	8.0
Statute miles of roads	1.6	0.9
Area in square statute miles	3.4	3.2

Respectfully submitted:

Robert W. Knox

Robert W. Knox,
H. & G. Eng'r.

LIST OF TRIANGULATION STATIONS ON OR OUTSIDE H.W.L.

- FROST, 1939 - Marked station in boulder imbedded in beach on H.W.L.
 NELL, 1939 - Marked station in center of large rock 8-ft. above H.W.
 and about 20 meters outside H.W.L.
 POL, 1939 - Marked station in bedrock flush with beach and on H.W.L.
 UTSALADDY₂, 1924 - Marked station in large boulder imbedded in beach
 about 5-ft. outside M.H.W.L.
 WW, 1939 - Pointed top of small pinnacle rock 12-ft. above H.W. about
 15 meters outside H.W.L.

LIST OF TOPOGRAPHIC STATIONS

- Ban - Driftwood signal - not recoverable.
 Be - Pile on beach - not recoverable.
 Bed - (See description of "East Rock")
 Big - Whitewashed boulder - not recoverable.
 Bold- Whitewashed boulder (6') on beach - recoverable.
 Bot - N. gable W'ly house in long row beach houses - not recoverable.
 Brus- Signal cloth on fallen tree - not recoverable.

 Clo - Driftwood signal - not recoverable.
 Cot - N'ly gable of E'ly beach cottage in row of identical cottages -
 not recoverable.
 Cut - Driftwood signal - not recoverable.

 Dad - Driftwood signal - not recoverable.
 Dam - Driftwood signal - not recoverable.
 Der - Whitewashed boulder - not recoverable.
 Doc - Cloth banner on outer end of old wharf ruins - not recoverable.
 Dri - Driftwood signal - not recoverable.
 Duk - Driftwood signal - not recoverable.
 Dun - Whitewashed boulder in edge of trees - not recoverable.

 East- N.E. corner of E'ly beach cottage in long row of identical
 cottages - not recoverable.
 East Rock - Center of large offshore rock about 6-ft. above H.W. -
 recoverable.
 Ed - Driftwood signal - not recoverable.

 Fat - Driftwood signal - not recoverable.
 Fir - Whitewashed tree trunk - not recoverable.
 Flag- Flagpole at front gate of large yellow frame bungalow - recoverable.
 Flat- Driftwood signal - not recoverable.

 Gab - N.W. gable of 2-storey yellow house which faces on beach -
 recoverable.
 Goo - Driftwood signal - not recoverable.
 Gop - Driftwood signal - not recoverable.
 Gren- N.W. corner of small green roofed white house; E'ly of several -
 not recoverable.

Ha - N. end of N'ly of two temporary shacks - not recoverable.
Hite- N.W. gable of white house, S'ly of four in row paralleling beach -
not recoverable.
Hop - Driftwood signal - not recoverable.
Hy - N'ly corner of large white house standing alone on beach - re-
coverable.

Lar - Cloth on wooden bulkhead - not recoverable.
Let - Whitewashed boulder - not recoverable.
Lin - Driftwood signal - not recoverable.
Lob - Whitewashed boulder on beach - not recoverable.
Log - Banner on top of conical log pile - not recoverable.
Lop - Banner on tree trunk - not recoverable.
Low - Whitewashed boulder on beach - not recoverable.

May - Driftwood signal - not recoverable.
Mis - Driftwood signal - not recoverable.
Mud - Whitewashed boulder - not recoverable.

New - N'ly gable of large building on flat area adjacent to beach;
largest building in vicinity - recoverable.
Not - Driftwood signal - not recoverable.

Old - Flagpole near beach about 20 meters north of square front white
frame house - recoverable.

Pee-wee - Driftwood signal - not recoverable.
Pith - Banner on post - not recoverable.
Pon - Driftwood signal - not recoverable.

Rat - Driftwood signal - not recoverable.
Red - Red portico over doorway of white cottage - not recoverable.
Ron - Driftwood signal - not recoverable.
Row - Driftwood signal - not recoverable.

Sal - Driftwood signal - not recoverable.
San - Whitewash at base of clay bluff - not recoverable.
Se - S.E. corner of unpainted shack - not recoverable.
Shed- Whitewash on old wrecked shed - not recoverable.
Sine- Driftwood signal - not recoverable.
Slat- N'ly gable of brown house with red trim - not recoverable.
Star- Whitewash on small shack at foot of low bluff - not recoverable.
Stum- Driftwood signal - not recoverable.
Sud - Driftwood signal - not recoverable.

Tall- N.W. gable of 2-storey white house with bare front - recoverable.
Tan - Driftwood signal - not recoverable.
Tin - N. gable of large sheet iron boathouse - recoverable.
Tip - Driftwood signal - not recoverable.
Tor - Banner on fallen tree - not recoverable.
Trip- Driftwood signal - not recoverable.

Und - Signal cloth on fallen tree - not recoverable.

Wak - Banner in tree - not recoverable.

West- Window near west end of north side of beach cottage, W'ly
cottage in row - not recoverable.

White- Whitewashed center of large boulder on beach about 5-ft. above
H.W. - recoverable.

Wol - Driftwood signal - not recoverable.

Yel - N.E. corner of large 2-storey yellow store building; largest
building in vicinity - recoverable.

LIST OF TRIANGULATION STATIONS OUTSIDE H.W.L.

1. ALA₂, 1907 - On boulder awash M.H.H.W.
2. BOULDER, 1907-34 - On boulder 2 feet above M.H.H.W.
3. TRAP, 1934 - In boulder imbedded in beach; awash M.H.H.W.
4. UGLY, 1939 - On outer end pile of boulder; awash M.H.H.W.

LIST OF TOPOGRAPHIC STATIONS

- An - Driftwood signal against face of dike; not recoverable.
 Arm - Driftwood signal; not recoverable.
 Ax - Signal cloth in small bush; not recoverable.
- Bit - Whitewash side of cliff; not recoverable.
 Boat- North gable of large and high botahouse on South shore
 Dugula Bay; recoverable.
 But - Whitewashed 3' boulder on beach just outside H.W.L.; not recoverable.
- Dam - Driftwood signal on fallen tree; not recoverable.
 Dik - Driftwood signal; not recoverable.
 Don - Driftwood signal; not recoverable.
- Eve - Center of most S.E'ly of two offshore rocks about 3' above M.H.H.W.
 located in N.W. part of Dugula Bay; recoverable.
- Fig - Driftwood signal just inside H.W.L.; not recoverable.
 For - Banner on pile just outside H.W.L.; not recoverable.
- Gaf - Driftwood signal in grass; not recoverable.
 Gal - Driftwood signal in fallen tree on H.W.L.; not recoverable.
 Got - Driftwood signal on H.W.L.; not recoverable.
 Gum - Driftwood signal on large stump on H.W.L.; not recoverable.
- Her - Whitewash on 4' boulder on beach outside H.W.L.; not recoverable.
 Hi - Banner on pile just inside H.W.L.; not recoverable.
 Hit - Driftwood signal on H.W.L.; not recoverable.
- If - Driftwood signal just inside H.W.L.; not recoverable.
 Is - Driftwood signal just inside H.W.L.; not recoverable.
- Jim - Banner on pole at H.W.L.; not recoverable.
- Kaw - Whitewash side of offshore 5' rock; not recoverable.
- Led - Whitewash on rock cliff; not recoverable.
 Lis - Driftwood signal on grass; not recoverable.
 Lo - Whitewash on low rock cliff; not recoverable.
 Log - Banner on pile outside H.W.L.; not recoverable.
 Lone- Center of tall bushy fir tree standing along between H.W.L. and
 edge of field on S. side Dugula Bay; recoverable.
 Look- Driftwood signal face of low bluff; not recoverable.

Mad - Whitewash face of cliff; not recoverable.
Man - North gable of warehouse on Fort Whitman wharf on north side
Goat Island; recoverable.
Mut - Whitewash on 2' boulder on beach outside H.W.L.; not recoverable.
My - Driftwood signal just inside H.W.L.; not recoverable.

Ned - Signal cloth in overhanging tree; not recoverable.

On - Driftwood signal just inside H.W.L.; not recoverable.
Out - Driftwood signal just inside H.W.L.; not recoverable.

Pan - Whitewash face of rock slope; not recoverable.
Pod - Driftwood signal on fallen tree; not recoverable.

Sal - Whitewash face of rock slope; not recoverable.
She - Driftwood signal just inside H.W.L.; not recoverable.
Sil - Banner in small overhanging tree; not recoverable.
Sum - Driftwood signal just inside H.W.L.; not recoverable.

Tax - Driftwood signal on H.W.L.; not recoverable.
Tom - Cloth on stump just outside H.W.L.; not recoverable.
Ton - North gable of small white cottage on North shore of the N'ly
of the Tonkon Islands. Cottage used by fish trap watchman
and is only building on the island - recoverable.
Tuk - Whitewash on rock point; not recoverable.

Us - Whitewash face of rock cliff; not recoverable

Wag - Driftwood signal just inside H.W.L.; not recoverable.
We - Driftwood signal edge of grass; not recoverable.
Wing- Whitewash face of cliff; not recoverable.
Wit - Short flagpole on roof at W. gable of high yellow house located
at top of cliffs on N.W. side of Goat Island at Fort Whitman;
recoverable.

Yel - Westerly gable of small watchman's shack on fish trap; recoverable
only temporarily.

Remarks.

Decisions

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GEOGRAPHIC NAMES

Survey No. **T6684 a**

GEOGRAPHIC NAMES										
Survey No.	T6684 a									
Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
	A.	B.	C.	D.	E.	F.	G.	H.	K.	
<u>Whidbey Island</u> ✓										1
<u>Crescent Harbor</u>										2
<u>Saratoga Passage</u> ✓										3
<u>Skagit Bay</u>										4
<u>Brown Point</u> ✓										5
<u>Camano Island</u> ✓										6
<u>Utsaladdy</u> ✓										7
<u>Utsaladdy Beach</u> ✓										8
<u>Maple Grove Beach</u> ✓										9
<u>Demock Point</u> ✓										10
<u>Polnell Point</u> ✓										11
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Names underlined in red approved

L. Heck on 4/22/40

M 234 R

Times Underlined in red approved
L. Heck on 4/22/40

Remarks

Decisions

1		483 225
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GEOGRAPHIC NAMES

Survey No.

T6684 b

Name on Survey

	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D. From local information	E. On local Maps	F. P. O. Guide or Map	G. Rand McNally Atlas	H. U. S. Light List	K.
<u>Ala Spit</u> ✓									1
<u>Skagit Bay</u> ✓									2
<u>Whidbey Island</u> ✓									3
<u>Dugula Bay</u> ✓									4
<u>Seal Rocks</u> ✓									5
<u>Tonkon Islands</u> ✓									6
<u>Fidalgo Island</u> ✓									7
<u>Swinomish Indian Reservation</u> ✓									8
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MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

~~No. H~~

No. T

T6684 a
T6684 b

received March 18, 1940
registered April 9, 1940
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	T.B. Reed
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✓ 1030

DIVISION OF CHARTS

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6684a (1939) FIELD NO. A

Washington, Skagit Bay, Southwest Part
Surveyed in June 1939, Scale 1:10,000
Instructions dated April 12, 1939 (EXPLORER)

Plane Table Survey

Aluminum Mounted

Chief of Party - R. W. Knox.
Surveyed and inked by - J. C. Tison, Jr.
Reviewed by - J. A. McCormick, June 14, 1940.
Inspected by - H. R. Edmonston.

1. Junctions with Contemporary Surveys.

The junction with T-6685a (1939) on the north is satisfactory. Plane table surveys are not contemplated on the east or southwest but air photographic surveys will probably be made in this area in the near future.

2. Comparison with Prior Surveys.

T-2011 (1888), 1:20,000; T-2156 (1889), 1:20,000;
T-2856 (1908), 1:20,000.

The combined area of these surveys includes that of the present survey. Several differences are listed in the descriptive report, pages 3 and 4, but they are of minor extent. Contours on the old surveys are in fair to poor agreement with the new topography. Differences in such detail on Whidbey Island are probably due to height of the trees (100 to 120 feet). Differences in rock detail off Polnell Point and piling in lat. 48° 15', long. 122° 29' have already been discussed in the review of H-6474 (1939) and no detail carried forward from the old surveys. The present survey supersedes the old surveys in the common area.

3. Comparison with Chart 6450 (New Print of Sept. 1, 1939)

Shoreline and contour detail charted in the area covered by the present survey are from surveys discussed in the foregoing paragraphs. Roads are from outside sources. Only short sections of the roads were located on the present survey but such sections can be fitted to the detail now charted without undue difficulty. It should be noted that the 460 foot elevation charted in lat. 48° 17', long. 122° 32' is not an actual elevation on the old survey but the value of an approximate contour.

4. Condition of Survey

Satisfactory.

5. Compliance with Instructions for the Project.

Satisfactory.

6. Additional Field Work Recommended.

None.


7. Superseded Surveys.

T-2011 in part
T-2156 in part
T-2856 in part

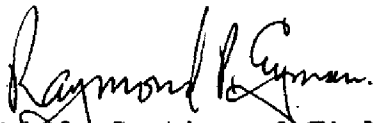
Examined and approved:



T. B. Reed,
Chief, Section of Field Records.



Chief, Division of Charts.



Chief, Section of Field Work.



Chief, Division of H. & T.

DIVISION OF CHARTS

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6684b (1939) FIELD NO. D

Washington; Skagit Bay; Dugula Bay to Tonkon Islands

Surveyed in June 1939, Scale 1:10,000

Instructions dated April 12, 1939 (EXPLORER)

Plane Table Survey

Aluminum Mounted

Chief of Party - R. W. Knox.

Surveyed and inked by - J. C. Tison, Jr.

Reviewed by - J. A. McCormick, November 5, 1940.

Inspected by - H. R. Edmonston.

1. Junctions with Contemporary Surveys.

Satisfactory junctions were made with T-6686 (1939) on the north, T-6687 (1939) and T-6689a (1939) on the east, and T-6685a (1939) on the south.

2. Comparison with Prior Surveys.

T-2856 (1907) 1:20,000.

The descriptive report, page 4, lists principal differences between T-2856 and the present survey. The head of Dugula Bay has been closed off by a highway fill, causing extensive changes in that area. Elsewhere, shoreline differences vary in amounts up to 100 meters. Form lines on the two surveys follow similar patterns but differ considerably in position. Aside from the highway fill, differences appear to be due largely to a lower order of accuracy on T-2856 rather than to any extensive change. The present survey supersedes T-2856 in the common area.

3. Comparison with Chart 6380 (New Print of April 13, 1940)

a. Topography.

Topography charted in the area covered by the present survey is from the survey discussed in the preceding paragraph.

b. Navigational Aids.

La Conner South Jetty Light was found to be about 200 meters west of the charted position. Other aids were substantially as charted.

4. Condition of Survey.

Satisfactory.

5. Compliance with Instructions for the Project.

Satisfactory.

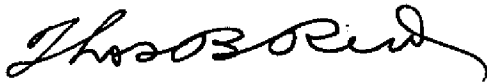
6. Additional Field Work Recommended.

None.

7. Superseded Surveys.

T-2856 in part.

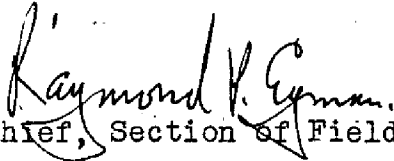
Examined and approved:



Thos. B. Reed,
Chief, Section of Field Records.



Chief, Division of Charts.



Chief, Section of Field Work.



Chief, Division of H. & T.