

6692

Form 504
Rev. April 1935
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic }
~~Hydrographic~~ } Sheet No. T - 6692

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

MAR 18 1940

Acc. No. _____

State Washington

LOCALITY

Western Shore - Padilla Bay

1939.

CHIEF OF PARTY

Robert W. Knox

Applied to Chart 6380

March 10/41

G.R.

6300

20/41

"

" " " 6377

June 14/41

~~J.R.~~

" " " 6376

Aug 7, 1944

J.R.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. M

T6692

REGISTER NO. T-6692

State Washington

General locality Fidalgo Island - Skagit County

Locality Padilla Bay - Western Shore of Padilla Bay

Scale 1:10,000 Date of survey September, 19 39

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

Chief of party Robert W. Knox, Lieutenant

Surveyed by Earle A. Deily, Lieutenant

Inked by Earle A. Deily, Lieutenant

Heights in feet above M.H.W. to ground 66 kops of krees

Contour, Approximate contour, Form line interval 50 feet

Instructions dated April 12, 19 39

Remarks:

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET T-6692

WESTERN SHORE PADILLA BAY
WASHINGTON

Instructions - Project H&T: 233 - April 12, 1939.

a.- General Description of the Coast - The western shore of Padilla Bay is characterized in general by a low wooded bluff fronted by a rocky shore and by wide mud flats extending eastward to the low water line.

March Point is low and flat and grassy, but about 1/3 mile southward of it the land rises gently and becomes wooded; the sandy shore changes to a pebbled and rocky beach which terminates at the rock fill of the Great Northern Railroad. This rock fill extends about 0.6 mile southeastward from the shore. the track is then carried on a wooden trestle to the swing bridge crossing Swinomish Slough.

A row of sand islands, spoil from dredging operations, extends north-northwestward along the western side of the channel through Padilla Bay. Except for a narrow and shallow channel, indicated at its southern end where it passes under a bridge crossing an opening of the railroad embankment, the area between the sand islands and the railroad embankment and the shore to the westward bares entirely as a mud flat. A dredge operated in the channel immediately after the topography was completed and therefore the contour of these islands will undoubtedly vary somewhat from that shown on this topographic sheet.

Northward of triangulation station Pew 1939 the low water line lies somewhat closer to the highwater line. The low water line was not determined by the topographer.

b.- Landmarks - There are no shore landmarks on the sheet. The entrance lights were located by triangulation. Due to the dredging operations mentioned above the buoys will most probably be placed in new positions from those shown on this topographic sheet. The buoy positions are not therefore separately reported.

c.- Control - Control throughout was furnished by the 1939 triangulation in this vicinity.

d.- Traverses - No traverses were run, all planetable positions were checked by resection. Offlying features were located by intersection. Due to the nearness of the seasons close no attempt was made to extend the topography westward of the road which parallels the western shore of Padilla Bay.

e.- Form Lines - The only form line on the sheet is south of State Highway No. 1. A number of elevations were determined, however, along the road which parallels the west Padilla Bay shore.

f.- Junctions - Comparison with the photostatic copies of topographic sheets T-1746 and T-1747, 1887 showed excellent agreement in the position of the highwater line between March Point and the rounded point at Whitmarsh Junction. The railroad and main highway did not show on these sheets.

A "rock awash at half tide" is shown on the 1939 survey in approximate position latitude $48^{\circ} 29' 7''$ - longitude $122^{\circ} 33.2'$. This is the only conspicuous outlying rock in this area and is not a new feature as verified by conversation with old residents on March Point. Topographic Sheet T-1746, 1886 does not show a detailed rock but a definite point of the pebbled area lies in approximately the same position and apparently is intended to represent the same feature.

Due to the wide variance in scale no definite "line-for-line" comparison was made with Chart 6380. Considerable change has occurred in the area between the railroad embankment and the main highway (State Highway No. 1). A new highway bridge crossing Swinomish Slough has recently been constructed and the approaches thereto are in a different position from those leading to the previous bridge.

Junction with contemporary topography (Sheet T-6690) was made at the western end of the Great Northern Railroad drawspan and at the western end of the highway bridge. A portion of State Highway No. 1 westward of Swinomish Slough is common to both sheets. The highwater line on the west side of Swinomish Slough, between the highway and railroad, is delineated on Sheet T-6690.

g.- New Names - Padilla Bay, March Point and Fidalgo Island are old place names and show on Chart 6380.

Whitmarsh Junction is the only new place name and refers to the railroad junction in latitude $48^{\circ} 28'$; longitude $122^{\circ} 32'$. This name appears on the sign post at the beginning of the railroad siding.

Additional Notes

Hydrographic Stations

As time did not permit the accomplishment of hydrography in the area adjacent to this sheet, sufficient stations were marked so that a repetition of this work would not be necessary when and if the surveys were resumed. Seven hydrographic stations were permanently marked and three additional were described. With the triangulation in this vicinity, a total of about 18 stations will be available for future use. ✓

The stations described on form 524 are:

Pont	Spark	Nor
Ram	Tik	Rel
Wep	Gret	Sin
	Swit	

Magnetics

A comparison of declinoire and compass declinometer observations at stations on this sheet follows:

Station	Compass Declinometer*	Declinoire*	Difference
March Pt 2	25° 32'	26° 07'	-35' ✓
Whitmarsh	24 09	23 51	+18

* corrected for index error but not for diurnal variation.



Robert W. Knox
Chief of Party

h.- Magnetic Declination - The magnetic declination was determined by means of declinatoire 186, at the following tabulated triangulation stations.

The wide variance at Whitmarsh 1939 is undoubtedly due to the proximity to the railroad tracks and the telegraph line paralleling them.

The declinatoire ^{correction} error (unadjusted) of 16 minutes (additive) was found by comparison at the standard station at Seattle, 2:45 p.m., May 3, 1939. This ^{correction} error has not been applied to the following values: Whitmarsh nearest to charted value of 23°45'.

March Point 2, 1939	September 20, 1939, 7:40 a.m.	25°51'
Cavanaugh, 1939	September 18, 1939, 12:15 p.m.	25°25'
Pew 1939	September 18, 1939, 9:00 a.m.	25°13'
Whitmarsh 1939	September 14, 1939, 8:08 a.m.	23°35'

i.- Marshes - Due to dredging and the construction of dikes there are no longer any marshes covered by high water in the area embraced by this topography. Mud flats cover most of the area between the Great Northern Railroad and the highway, the remainder is grass-covered and firm land. The grass line and high water line are coincident.

j.- Plane table positions - a full list of signals determined by topography is attached hereto as an aid to subsequent hydrography in this area.

STATISTICS

Statute miles of shoreline	9.3
Statute miles of roads	4.5
Area, square statute miles	1.4
Number of signals	27

Respectfully submitted,

Earle A. Deily
Earle A. Deily,
H. & G. Engr.

Approved & forwarded:

Robert H. Baker
Chief of Party, C. & G. S.

Plane Table Positions

Name	Latitude	meters	Longitude	meters	Description
Rag	48 - 29	1792 (61)	122 - 33	427 (804)	Whitewash on stump
Tin	48 - 29	1618 (235)	122 - 33	430 (801)	Whitewash on stump
Pont	48 - 29	1504 (349)	122 - 33	440 (791)	Point of roof, northeast side house
Ram	48 - 29	1446 (407)	122 - 33	382 (850)	Banner on telephone pole.
Hig	48 - 29	1207 (646)	122 - 33	232 (1000)	Whitewash on stump
Bop	48 - 29	1112 (741)	122 - 33	174 (1058)	Whitewash on small shack
Jan	48 - 29	1002 (851)	122 - 33	122 (1110)	Banner on stump
Kid	48 - 29	852 (1001)	122 - 33	73 (1159)	Whitewash on stump
Land	48 - 29	596 (1257)	122 - 32	1155 (77)	Banner on landing
Van	48 - 29	8 (1844)	122 - 32	927 (305)	Whitewash on stump
Wep	48 - 28	1729 (123)	122 - 32	882 (350)	Whitewash on rock Std. disco.
Tup	48 - 28	1578 (274)	122 - 32	858 (374)	Whitewash on stump
Sum	48 - 28	1440 (412)	122 - 32	833 (399)	Whitewash on stump

Judy	48 - 28	1244 (608)	122 - 32	826 (406)	Banner on pole on small landing
Log	48 - 28	1114 (739)	122 - 32	741 (492)	Whitewash on log end
Gal	48 - 28	1030 (823)	122 - 32	663 (569)	Banner
Lit	48 - 28	617 (1236)	122 - 32	481 (751)	Whitewashed tree root
Spark	48 - 28	383 (1470)	122 - 32	417 (815)	Whitewash on rock std. disc.
Bill	48 - 28	228 (1625)	122 - 32	357 (875)	Whitewash on rock wall
Tik	48 - 28	73 (1780)	122 - 32	271 (961)	4"X 4" lone fence post
Kid ^e	48 27	1815 (38)	122 - 32	161 (1071)	Whitewash on stump
Swit	48 - 27	1808 (45)	122 - 31	1212 (20)	Whitewash on rock std. disc.
Gret	48 - 27	1569 (284)	122 - 31	804 (828)	Whitewash on rock wall std. disc.
Nor	48 - 27	1391 (462)	122 - 31	515 (717)	Whitewash on rock wall std. disc.
Rel	48 - 27	1282 (571)	122 - 31	335 (897)	Whitewash on rock wall std. disc.
Sine	48 - 27	1219 (634)	122 - 31	235 (997)	Sign post

Remarks.

Decisions

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M 234		

GEOGRAPHIC NAMES

Survey No. **T6692**

GEOGRAPHIC NAMES										
Survey No. T6692										
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>Padilla Bay</u>										1
<u>March Point</u>										2
<u>Fidalgo Island</u>										3
<u>Whitmarsh Junction</u>										4
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M 234

L. Heck 4/24/40

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

~~No. 11~~

No. T

T6692

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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✓ 1030R

DIVISION OF CHARTS

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6692 (1939) FIELD NO. M

Washington; Fidalgo Island; Western Shore of Padilla Bay
Surveyed in September 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 - E. A. Deily.
Reviewed by - J. A. McCormick, November 13, 1940.
Inspected by - H. R. Edmonston.

1. Junctions with Contemporary Surveys.

A satisfactory junction was made with T-6690 (1939) on the south. There are no contemporary surveys on the north but agreement with T-4319 (1927) is satisfactory at the limits of the present survey.

2. Comparison with Prior Surveys.

T-1746 (1886), 1:10,000; T-1747 (1886) 1:10,000;
T-4319 (1927) 1:5,000.

Changes are confined mostly to the marsh area at the south end of the present survey in the vicinity of highway and railroad fills. Dredging of Swinomish Channel also has been responsible for spoil areas. North of lat. 48°28', agreement of old and new surveys is good. Differences in high water line are almost imperceptible but the present survey shows considerably more rock detail outside high water line. The present survey supersedes the above survey in the common area.

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

a. Topography.

Topography charted in this area is mostly from surveys discussed in the preceding paragraph. Some highway and railroad detail is from outside sources.

b. Navigational Aids.

Charted positions of fixed aids in this area agree substantially with positions indicated on the present survey. Positions of floating aids differ

widely, with a maximum of 0.9 mile for "N4". Differences are along the channel axis, however, and, as stated in the descriptive report, page 1, it is probable that the buoys will be moved as a result of dredging.

4. Condition of Survey.

Satisfactory.

5. Compliance with Instructions for the Project.

Satisfactory.

6. Additional Field Work Recommended.

None.

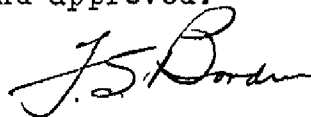
7. Superseded Surveys.

T-1746 in part
T-1747 in part
T-4319 in part

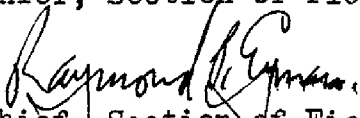
Examined and approved:



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



Chief, Division of Charts.



Chief, Section of Field Work.



Chief, Division of H. & T.