



U. S. GOVERNMENT PRINTING OFFICE 102221

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Inspected after review - JRM 10/7/41

Applied to drawing of Chart 6399 before review  
S.R. Feb. 4/41.

{ " " " " " 6300 } S.R. Mar. 18/41  
thru chs. dng. 6399.

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-39

REGISTER NO. **T6738**

State Washington

General locality Semiahmoo Bay  
Blaine, Whatcom County

Locality Drayton Harbor and vicinity

Scale 1:10,000 Date of survey Dec. & Jan., 1939 - 40

Vessel Motor Vessel WESTDAHL

Chief of party Benjamin H. Rigg

Surveyed by J. C. Tison, Jr.

Inked by J. C. Tison, Jr.

Heights in feet above MHHW to ground ~~to tops of trees~~

~~Contour, approximate elevation~~ Form line interval 100 feet

Instructions dated September 22, 1939

Remarks: \_\_\_\_\_



DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET FIELD NO. A-39

REGISTER NO.

DRAYTON HARBOR, WASHINGTON, AND VICINITY

PROJECT HT-241

MOTOR VESSEL WESTDAHL ----- BENJAMIN H. RIGG, COMDG.

SEASON 1939-40

INSTRUCTIONS

This survey was executed in accordance with The Director's Instructions, dated September 22, 1939. ✓

EXTENT OF SURVEY

The survey covers the shoreline of Drayton Harbor, Washington, and the shoreline on the east side of Semiahmoo Bay from the International Boundary southwestward to Latitude  $48^{\circ}-57.37'N$ . ✓

Dakota and California Creeks were surveyed inland for a distance of approximately 0.6 mile. ✓

Generally, no attempt was made to show detail other than that adjacent to the shoreline and hence readily accessible to the topographer. Important highways and railroads, however, were surveyed inland to the limits of the sheet. ✓

GENERAL DESCRIPTIONS

The shoreline of Semiahmoo Bay, from the southern limit of the sheet northward to station "Pete", is characterized by a pebble beach strewn with rocks and large boulders and backed by an almost vertical wooded bluff varying in height from about 25 to 90 feet. From the bluff top inland extends a wooded slope interspersed with occasional clearings which are visible from offshore. Broken seas in the nature of tide rips were noted offshore from triangulation station "Oertel 1934" during a period of falling tide with SE'ly winds. ✓

Semiahmoo Spit is low and flat, generally grass covered, and ringed with pebble and gravel beaches. A few small trees exist near the north end of the spit adjacent to dwelling houses, but the lone fir tree about 60 ft. high which constitutes station "Tree" is the only conspicuous one on the spit. The entire spit is owned by the Alaska Packers Corporation and its outer end is occupied by numerous cannery buildings of the company. The warehouses and wharves at the north end are kept in excellent repair. Between stations "Adam" and "Fritz" a gravel flat, covered at HW, extends offshore for a considerable distance. At the narrowest part of the spit just north of station "Pole" there is evidence that storm high waters from ✓



GENERAL DESCRIPTIONS (continued)

Semiahmoo Bay wash across the gravel road into Drayton Harbor.

The southwest shore of Drayton Harbor, from Semiahmoo Spit to triangulation station "Trap 2, 1939", is characterized by a shingle beach backed by very steep and heavily wooded slopes, which rise abruptly from the HWL. Westward of station "Ken" a gravel road has been cut in the side of the slope, but eastward of this station large trees overhang the beach for 20 or 30 feet outside the HWL. The shingle beach gives way to soft mud flats a short distance outside the HWL. The group of short piles shown offshore from station "Ken" project about one foot above MHHW. The wharf at station "Dal" is private and in a dilapidated condition.

Eastward from station "Trap 2, 1939" the shore consists of a narrow shingle beach backed by very low bluffs which are overgrown with brush and small trees. The gravel "Birch Point Road" parallels the bluff edge to its junction with the macadam "Birch Bay Road", and south of these roads the land is low and flat and under intense cultivation. Large mud flat areas extend offshore from the beaches and are strewn with large boulders, all of which are covered at high tide.

The wooden highway bridge across the mouth of California Creek makes it navigable only to small skiffs. Its shores consist of low gravel and clay bluffs from four to ten feet high, and a fringe of large trees line most of its banks, giving way to cultivated fields inland. A conspicuous grove of cedar trees occupies the point of land on the north side of the creek mouth.

From California Creek northward to station "Ban" the shoreline is very low and fringed with trees. The narrow shingle beach and the extensive mud flats offshore are strewn with large boulders which cover at high tide. Inland the land is generally cultivated with occasional small wood lots.

From station "Ban" northward to "Bit" the shingle beach is backed by gravel and clay bluffs from 10 to 25 feet high which are overgrown with brush and scattered trees. The land area is cultivated except for scattered wood lots. The shores of Dakota Creek are very steep and the fringe of brush and trees extends down to the HWL. The gravel spit just inside the creek entrance is covered with short grass and is submerged at periods of exceptionally high tides.

Northward from station "Bit" to the International Boundary the tracks of the Great Northern Railroad lie just inside the HWL and are about 10 feet above MHHW. A rip-rap of large boulders along the HWL prevents erosion of the road bed. Between stations "El" and "Awl" a grass covered bluff rises from the inshore side of the railroad right of way and is highest, about 25 feet, in vicinity of triangulation station "Bluff 1939". U. S. Highway 99 runs along the top of this bluff. Between stations "Eat" and "Mast" numerous commercial buildings lie between the railroad tracks and U. S. Highway 99. There are no distinctive or conspicuous buildings, however, along the Blaine waterfront, and the Peace Monument constituting station "Peace", located on the International Boundary, is the only structure serving as a distinctive landmark. This Monument is a masonry arch, facing north and south, rising about 28 feet above the ground, and painted an intense white. It stands alone and shows offshore against a background of dark trees.



GENERAL DESCRIPTIONS (continued)

The U. S. Weather Bureau signal mast constituting station "Mast" is a steel pole mounted on a structural steel tower, which is set in a concrete base. It is painted grey and is not conspicuous from offshore unless weather signals are displayed. *Weather signals shown by lights at night*

On the International Boundary a few feet east of Monument 5 is located a grey structural steel tower similar to the one at "Offshore Range Mark" and constituting the east end of the Boundary range across Semiahmoo Bay. This tower is not shown on the sheet due to its proximity to Monument 5, and it is not conspicuous from offshore because it blends with a dark background. This tower and the offshore range tower are designed to accomodate range lights, however, and if such lights are ever installed it should be included as a landmark on charts of the area. The geographic position of this shore range mark is included in the International Boundary Commission's Report of 1937.

N.B.

The long pier making out from the Blaine waterfront at the foot of E Street is jointly owned and maintained by the City of Blaine and the Port of Bellingham Authority. It is referred to locally as the Blaine Pier. The pier is of earth and stone fill construction with heavy creosoted timber retaining walls along its sides. The base is wider by 4 meters on either side than the top surface, the outer retaining wall rising to about one foot above MHHW, then the inner wall to about 7 feet above MHHW. A gravelled roadway occupies the entire surface of the pier, and that part extending beyond the southwest side of the yacht basin is an ordinary wooden wharf on piles.

The Blaine yacht basin is located on the southeast side of the outer end of the pier. Dock space is provided by a system of narrow wooden floats built around large piles, and shown on the sheet by means of single solid lines. That float extending southeast from the pier corner at station "Am" accommodates small pleasure craft. The only permanent building on the pier proper is a small marine oil station at station "Am", operated by the Shell Oil Company.

The first buildings shown on the north side of the Blaine pier offshore from the town constitute the plant of a cooperative shingle mill. They are of rough construction and cannot be considered permanent. A small island has been formed on the mud flats from refuse dumped by this mill.

In vicinity of stations "Sin" and "Ale" is the partly burned plant of a large lumber mill, which local residents expect to be rebuilt in the near future. The larger island in this area has also been formed by dumped refuse. The site is surrounded by rows of foundation piling which were probably once used to support lumber drying racks.

The mud flats on either side of the pier are strewn with wreckage from old mill sites, dumped refuse, and stub piling. The area should be avoided by all boats even at high tide. All piles and debris visible at HW are shown on the sheet, but during the course of this survey MLLW never occurred during daylight hours and hence detail bare at MLLW could not be located.



### LANDMARKS

Landmarks recommended for charting in the area covered by this survey were submitted on Form 567.

### CONTROL

Triangulation stations established by the International Boundary Survey, and second order triangulation stations established during December 1939 by the party from the Motor Vessel WESTDAHL furnished control for this survey. *Note Location of SEA BIRD, 1858. ams.*

### TRAVERSES

Plane table traverses were run during the course of this survey as follows:

1. From triangulation station "Drayton Id. 2, 1939" southwestward to triangulation station "Oertel 1934". A good azimuth check was obtained but the traverse was 4 meters short in distance. Adjustment was made in the field according to standard practice. ✓

2. From "Monument 5" southward and eastward along U.S. Highway 99 to "Monument 5-F" on the International Boundary. This traverse failed to close by 6 meters in azimuth due to frequent short set-ups necessary because of steep grades. The traverse was adjusted in the field according to standard practice. ✓

3. From triangulation station "Farm 1939" southward up California Creek. The traverse was not closed, and although every precaution was observed, it may be out slightly in azimuth due to frequent short set-ups. ✓

4. (a) From triangulation station "Play 1939" eastward up Dakota Creek to the U. S. Highway 99 bridge. ✓

(b) From triangulation station "Bluff 1939" southeastward along U. S. Highway 99 to the same bridge over Dakota Creek. ✓

The two traverses were tied in to a common point and no closing error was apparent. ✓

5. From triangulation station "Bluff 1939" northward along U. S. Highway 99 to station "Mast", which had been previously located by means of intersecting cuts. No closing error was apparent and no adjustment necessary. ✓

### SURVEY METHODS

Standard practice was followed throughout the course of this survey. Before locating any topographic detail the plane table was set up at triangulation stations and as many signals as possible cut in along the shores of Drayton Harbor. The survey was then completed from set-up positions determined by solution of the three point problem or from set-ups made at previously located stations. ✓

Positions of off-lying features were determined either from direct stadia readings or from three or more intersecting cuts giving a strong location. ✓



#### INTERNATIONAL BOUNDARY

The International Boundary Line as shown on this sheet was drawn to pass through the plotted positions of "Offshore Range Mark", "Monument 5", "Monument 5-E", and "Monument 5-F", and to parallel the 49th Parallel at a distance of 250.5 meters north of it. The figure 250.5 meters is the meridional distance of "Monument 5" above the 49th Parallel as given in the International Boundary Commission's Report of 1937.

Geographic positions of all triangulation stations plotted on this sheet, other than those established by the party from the Motor Vessel WESTDAHL, were taken from the International Boundary Commission's Report, and it will be noted that the WESTDAHL'S triangulation in Drayton Harbor was computed from the line "Offshore Range Mark" to "Monument 5" as established by Boundary surveys.

#### ELEVATIONS AND FORM LINES

All elevations on the sheet were determined by means of the plane table and alidade.

In the wooded area southwest of Drayton Harbor three ground elevations are shown with the approximate height of vegetation given in parenthesis to right of the figure. These vegetation heights were estimated, and hence the three ground elevations may be in error by as much as 10 or 20 feet. Numerous tall snags and trees exist in this logged over area and are much higher than the surrounding second growth.

Form lines were drawn in the field and are believed to represent the general land configuration.

#### TOPOGRAPHIC SYMBOLS

Standard symbols were used throughout to represent topographic detail, supplemented by numerous explanatory notes on the sheet.

It will be noted that small black circles with a black dot in center were used to represent individual piles or dolphins wherever space permitted. Where piles are very close together or spaced closely in rows they are represented by means of a small black dot.

Along all shores the existence of pebble and boulder or shingle beaches is indicated by appropriate symbol. In no instance is the outer limit of this beach symbol intended to represent the LWL, but in Drayton Harbor it does represent the inshore edge of mud flats general in the area.

During the course of this survey all periods of MLWN occurred at night and hence no low water line and no features bare at low water appear on the sheet.

#### CHARACTER OF MARSHES

There are no areas of tidal marsh in the area covered by this sheet. The small marsh patches occasionally found along the shoreline are in the nature of fresh water marshes and are flooded only by storm high waters.



### ADDITIONAL WORK

As regards shoreline detail and offshore features affecting navigation, the present survey is believed to be adequate. ✓

For inland detail, air photo surveys are desirable since the present charted detail of the interior is badly out of date. ✓

If the town of Blaine should ever develop as a port, or if Drayton Harbor should become important, a topographic survey of the area covered by the northern half of this sheet on a 1:5,000 scale would be desirable. The great amount of detail in vicinity of The Blaine pier and Semiahmoo Spit was very difficult to indicate and make clear on the 1:10,000 scale of this sheet. It is felt that a larger scale survey in this locality would have simplified the showing of topographic features. ✓

### BRIDGES OVER NAVIGABLE WATERS

Measurements as listed below were made with a steel tape on bridges appearing on this sheet. The fact that they do not agree exactly with figures for the same structures as listed by the U. S. Engineers is probably due to the fact that measurements were made in a different manner. ✓

1. Wooden highway bridge over mouth of California Creek.  
Width of opening between pile supports.....10 ft. Not listed by U. S. E.  
Clearance at MHHW..... 5 ft.
  2. Wooden highway bridge near mouth of Dakota Creek.  
Width of fixed span along axis of bridge.....70 ft.  
Clearance at MHHW.....16 ft.
  3. Great Northern Railroad Bridge over Dakota Creek. Steel arch supported by concrete piers.  
Width of fixed span along axis of bridge.....26 ft.  
Clearance at MHHW.....14 ft.
  4. U. S. Highway 99 Bridge over Dakota Creek. Reinforced concrete.  
Width of fixed span along axis of bridge.....40 ft.  
Clearance at MHHW.....12 ft.
- Use Engineers' figures. ✓

### MAGNETIC MERIDIANS

Magnetic meridians were drawn on this sheet with Declinatoire 209 at plane table set-ups on triangulation stations "Drayton Id. 2, 1939", "Farm 1939", and "Bluff" 1939. Magnetic observations were also made at the same stations with Declinometer H-19.

Declinations obtained with Declinometer H-19 were as follows:

- |  |                |                      |
|--|----------------|----------------------|
| At "Drayton Id. 2" on January 3, 1940..... | 24° - 05.4' E. | Agrees with chart. ✓ |
| At "Farm" on January 3, 1940.....          | 24° - 10.9' E. |                      |
| At "Bluff" on January 4, 1940.....         | 24° - 06.9' E. |                      |

Declinations as scaled from the sheet are as follows:

- |   |              |
|---|--------------|
| At "Drayton Id. 2" on January 19, 1940..... | 23° - 00' E. |
| At "Farm" on January 19, 1940.....          | 23° - 12' E. |
| At "Bluff" on January 19, 1940.....         | 23° - 00' E. |

Observations for standardization purposes were made with Declinometer H-19 and Declinatoire 209 at Lincoln Park Magnetic Station, Seattle, Wash. on April 1, 1940, by personnel from the Motor Vessel WESTDAHL. Results are not available at the writing of this report, and reference should be made to the report of standardization as submitted by the Commanding Officer of the WESTDAHL. ✓



#### COMPARISON WITH PREVIOUS SURVEYS

A comparison was made in the field between this sheet and a bromide copy of Topographic Sheet Register No. 1873, surveyed in 1888 on a scale of 1:10,000. ✓

The location of the HWL on the two sheets is apparently in excellent agreement except in the following localities:

In vicinity of Blaine along that length of shoreline paralleled by the Great Northern Railroad tracks the HWL is at present from ten to forty meters outside the position shown on the old survey. This is due to the fact that a fill was made along the shoreline when the railroad was built. ✓

In vicinity of station "Bit" the present survey indicates recession of the shoreline for as much as 25 meters, which is quite possible because of evidence of recent erosion in the vicinity. ✓

On the south side of Drayton Harbor from station "Bar" southeastward to the turn in the shoreline there is evidence of a slight recession in the low and marshy shoreline, borne out by the presence of washed-out marsh turf in the locality. ✓

The fish traps shown on Sheet 1873 - two offshore from triangulation station "Trap" and one in Lat. 48° - 58.4' N and Long. 122° - 44.9' W - are nonexistent and no trace remains. ✓

The line of piles shown on Sheet 1873 as extending offshore from the Blaine waterfront no longer exists, and the site is occupied by the present Blaine pier. ✓

The saw mill on Sheet 1873 near the outer end of the above mentioned line of piles is no longer in existence, and no trace remains. ✓

The only present evidence of the mill foundation shown on Sheet 1873 north of the line of piles is a group of stub piling projecting a foot or two above the mud flat. ✓

All detail on Sheet 1873 back of the HWL, except for form lines, is very much out of date. ✓

No attempt was made to show 20 ft. form lines on the present survey sheet, but the 100 ft. lines as shown agree very closely with the old survey. It is recommended that the 20 ft. form lines from Sheet 1873 be retained for charting purposes. Most of the form lines are from outside sources. ✓

#### COMPARISON WITH CHART 6399

No attempt was made to make a detailed comparison between the present survey and Chart 6399, but a general comparison shows the following discrepancies: All corrected at date of review. ✓

The dolphin charted on the north side of the channel before entering Drayton Harbor has been replaced by the dolphin constituting station "Dol" on this sheet. The charted position should be corrected accordingly. ✓

The rows of piles charted in the area to northwest of the Blaine pier are no longer in existence and should be expunged from the chart. ✓

The shape of the Blaine pier as charted is incorrect. The pier and adjacent detail from this sheet should be charted instead. ✓

The area between the curved railroad trestle and the inshore end of the Blaine pier is all mud flat covered at HW. The chart should be corrected accordingly. ✓



COMPARISON WITH CHART 6399 (continued)

The row of piles charted as extending offshore in the southwest part of Drayton Harbor is no longer in existence and should be expunged.

The Great Northern Railroad tracks charted as passing on the east side of the town of Blaine are no longer in existence and should be expunged from the chart. The railroad right of way has been straightened where it crosses Dakota Creek.

The road charted along the shoreline of Drayton Harbor from the mouth of California Creek northward to the position of Station "Bit" on the present survey is no longer in existence except for the short section shown between triangulation station "Play 1939" and Station "Howl". The chart should be corrected accordingly.

There is no road as charted on the spit near the mouth of Dakota Creek, and no bridge crosses the creek at this point.

The charted roads near the shoreline on either side of California Creek, near its mouth, are no longer in existence.

Other charted detail back of the HWL is out of date, particularly as regards limits of cultivated and wooded areas, and air photo mapping of the area is desirable.

Charted form lines should be retained pending further surveys.

JUNCTIONS WITH CONTEMPORARY SURVEYS

No contemporary topographic surveys in the area are available.

Hydrographic Sheet Field No. 1139, executed in the area immediately following this survey, showed no discrepancies as regards topographic detail.

NAMES

The following geographic names lettered on this sheet in pencil are from Chart 6399:

Semiahmoo Bay, Drayton Harbor, Blaine, Dakota Creek, and California Creek.

The name "Semiahmoo" is spelled both with and without the "h". It is omitted in the Pacific Coast Pilot, the Light List, and on Washington State Highway signs, but retained by the Alaska Packers Cannery on Semiahmoo Spit.

The name "Semiahmoo Spit" as lettered on this sheet in pencil is used locally to refer to the long spit on the south side of the entrance to Drayton Harbor.

The name "Semiahmoo" is used by the Alaska Packers Corp. to refer to the site of their cannery on the above spit.



STATISTICS

Statute miles of shoreline.....14.5  
Statute miles of railroads..... 3.4  
Statute miles of roads.....10.1  
Area in square statute miles..... 4.0

Respectfully submitted,

*James C. Tison, Jr.*  
James C. Tison, Jr.  
Jr. H. & G. E.

Forwarded,

*A. M. Sobieralski*  
A. M. Sobieralski,  
Officer in Charge  
Seattle Processing Office.

## LIST OF STATIONS

to accompany

### DESCRIPTIVE REPORT FOR TOPOGRAPHIC SHEET FIELD NO. A-39

#### DRAYTON HARBOR, WASHINGTON AND VICINITY

##### TRIANGULATION STATIONS OUTSIDE HWL

OFFSHORE RANGE MARK - Center of steel tower on concrete base, located on International Boundary Line.

SEA BIRD 1858 - Standard disc set in offshore boulder; recovered in 1939 but no triangulation position available. Shown on sheet as topographic station.

SEMIAMOO HARBOR LIGHT 1905 - 39, - Center of light on top white frame house built on piles.

TRAP 2, 1939 - Standard disc in top of offshore boulder covered at high tide.

##### TOPOGRAPHIC STATIONS

ADAM - SE'ly gable of large building on old wharf - not recoverable.

ALE - Center of water tank - recoverable.

AM - SE corner of Shell Oil Co. marine station - recoverable.

AWL - Whitewash on rock fill - not recoverable.

BAN - Banner on tree - not recoverable.

BAR - Driftwood signal just inside HWL - not recoverable.

BEN - Signal cloth on overhanging snag just outside HWL - not recoverable.

BESS - Banner on stump on HWL - not recoverable.

BIL - Large whitewashed boulder just outside HWL - not recoverable.

BIT - Banner on tree at low bluff edge - not recoverable.

BOB - Whitewash on log retaining wall at HWL - not recoverable.

BOO - Banner on overhanging tree just outside HWL - not recoverable.

BOW - Highest NW gable on small bungalow - not recoverable.

BURN - Whitewashed boulder on bluff slope - not recoverable.

CAR - Whitewashed boulder on side of rock fill - not recoverable.



TOPOGRAPHIC STATIONS (CONTINUED)

CAT (CUR) - Standard disc hydrographic station mark in small pyramid boulder on beach outside HWL - recoverable.

CHEE - Whitewash on 8 ft. rock outside HWL - not recoverable.

CITY - Banner on SW corner of Blaine pier - not recoverable.

CUR - See station CAT above - recoverable.

DAL - Banner on NE wharf corner - not recoverable.

DER - Small whitewashed boulder at HWL - not recoverable.

DOL - Large dolphin - recoverable.

DON - Banner at outer end small wharf - not recoverable.

DRAY - Standard disc hydrographic station mark in 3 ft. boulder on beach - recoverable.

EAT - whitewashed boulder on HWL - not recoverable.

ED - NE gable of warehouse on wharf - recoverable.

EDGE - Driftwood signal \* not recoverable.

EEL - Driftwood signal on spit - not recoverable.

EL - Banner on telephone pole - not recoverable.

EX - Flagpole at N. gable of Ely warehouse on wharf - recoverable.

FIN - Small dolphin - recoverable.

FLAT - Center of large flat topped boulder on beach, awash at MHEW - recoverable.

FRITZ - SE gable of small boathouse on HWL - not recoverable.

GAB - NE'ly gable of two storey red frame house - recoverable.

GAG - Banner on bridge rail - not recoverable.

GAL - Banner on tree just inside HWL - not recoverable.

GOT - Banner on wood bulkhead just outside HWL - not recoverable.

GREY - Center of wooden ventilator on saddle of roof of large grey barn - recoverable.

GUM - Banner on tree trunk on HWL - not recoverable.

TOPOGRAPHIC STATIONS (CONTINUED)

HAN - NE. gable of farmhouse - recoverable.

HIGH - NW. gable of two-storey house - not recoverable.

HOW - Banner on pile of logs - not recoverable.

HOWL - W'ly gable of bungalow - not recoverable.

IN - Banner on post on HWL - not recoverable.

JIG - Banner on telephone pole just inside HWL - not recoverable.

JIM - Driftwood signal - not recoverable.

KEN - Banner on tree trunk just inside HWL - not recoverable.

KIT - Banner on tree - not recoverable.

LIN - Whitewash on side of rock fill just inside HWL - not recoverable.

LOT - Highest point of wreckage at old cannery site - not recoverable.

LOW - Banner on HWL - not recoverable.

LUM - Banner on overhanging tree just outside HWL - not recoverable.

MAST - U. S. Weather Bureau signal mast - recoverable.

NEL - Banner on telephone pole - not recoverable.

NIX - Banner on pile outside HWL - not recoverable.

NOR - Whitewash on side of rock fill just inside HWL - not recoverable.

OH - Most N'ly NW gable on largest warehouse at Alaska Packers Corp.  
Cannery - recoverable.

OUT - Banner on outer end wooden frame - not recoverable.

PAL - Banner on post on HWL - not recoverable.

PEACE - Center of Peace Monument on International Boundary - recoverable.

PEG - Banner on post just outside HWL - not recoverable.

PETE - Whitewash on large boulder just outside HWL - Not recoverable.

POLE - Banner on telephone pole - not recoverable.

RED - Banner on tree trunk just inside HWL - not recoverable.

REG - Banner on telephone pole - not recoverable.

TOPOGRAPHIC STATIONS (CONTINUED)

RIG - West end of guardrail along north side of wooden bridge over mouth of California Creek - recoverable.

SID - Derrick on barge hauled out on beach - not recoverable.

SEA BIRD 1858 - standard triangulation station disc in large off-shore boulder. Triangulation position not available - recoverable.

SIN - Center of large incinerator - recoverable.

SON - Whitewashed boulder on HWL - not recoverable.

TANK - Center of wooden water tank of G.N.R.R. - recoverable.

TEL - Standard disc hydrographic mark in boulder just outside HWL - recoverable.

TIE - Banner on tree on HWL - not recoverable.

TOP - Banner on telephone pole - not recoverable.

TREE - Trunk of large lone fir tree - recoverable.

VENT - Center of wooden ventilator in saddle of roof of small storehouse at Alaska Packers Cannery - recoverable.

YES - Banner on wooden breakwater just outside HWL - not recoverable.

ZIM - Banner on post on HWL - not recoverable.

*James C. Tison, Jr.*  
James C. Tison, Jr.  
Jr. H. & G. E.



## Remarks

## Decisions

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GEOGRAPHIC NAMES  
Survey No. **T6738**

GEOGRAPHIC NAMES											
Survey No. T6738											
Name on Survey											
	A.	B.	C.	D.	E.	F.	G.	H.	K.		
Blaine										1	
California Creek										2	
Dakota Creek										3	
Drayton Harbor										4	
Semiahmoo Bay										5	
Semiahmoo Spit										6	
Whatcom County										7	
<div>James Underlined in red approved by L. Heck on 8/2/40</div>										8	
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M 234

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT  
PHOTOSTAT OF

~~NO. 11~~

No. T **T6738**

received July 24, 1940  
registered July 25, 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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✓ JBR



DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF TOPOGRAPHIC SURVEY NO. 6738 (1939-40) FIELD NO. A-39

Washington; Semiahmoo Bay; Drayton Harbor and Vicinity  
Surveyed in December 1939 - January 1940, Scale 1:10,000  
Instructions dated September 22, 1939. (WESTDAHL)

Plane Table Survey

Aluminum Mounted

Chief of Party - B. H. Rigg  
Surveyed and inked by - J. C. Tison, Jr.  
Reviewed by - J. A. McCormick, June 13, 1941  
Inspected by - H. R. Edmonston

1. Junctions with Contemporary Surveys

Adjoining surveys were not undertaken during the 1939-40 field season. Overlaps with old surveys are good.

2. Comparison with Prior Surveys

H-603 (1857), 1:20,000; T-1873 (1888-1913)

Differences between old and new surveys are mostly due to artificial changes. Shorelines of both old surveys agree very closely with that of the present survey. H-603 shows no form lines and T-1873 but very few more than does the present survey. The old surveys are superseded in the common area.

3. Comparison with Chart 6399 (New Print of March 25, 1941)

The present survey has been applied to the latest edition of the chart and the two are therefore in substantial agreement. Form lines and inland detail are mostly from outside sources and have been retained as previously charted where necessary to supplement the present survey. The question of interpretation arises in the compiler's representation of shaded and unshaded areas in Lat.  $48^{\circ} 59.8'$ , Long.  $122^{\circ} 45.5'$  and the use of wreck symbols for a wrecked float in Lat.  $48^{\circ} 59.7'$ , Long.  $122^{\circ} 45.2'$  and a grounded barge in Lat.  $48^{\circ} 57.9'$ , Long.  $122^{\circ} 46.1'$ .

4. Condition of Survey

Satisfactory.

5. Compliance with Instructions for the Project

Satisfactory.

6. Additional Field Work Recommended

None.

7. Superseded Surveys

H-603 in part  
T-1873 " "

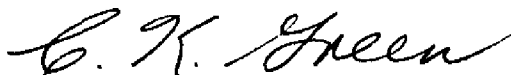
Examined and approved:



Chief, Surveys Section



Chief, Division of Charts



Chief, Section of Hydrography



Chief, Division of Coastal  
Surveys