

6767

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Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, Director

DESCRIPTIVE REPORT

Topographic }
~~Hydrographic~~ } Sheet No. T-6767
"A" 1940

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES
DEC 30 1941

Acc. No.

State Washington

LOCALITY

Whidbey Id. Admiralty Head to

~~Partridge Pt.~~ Point Partridge

194 1940

CHIEF OF PARTY

Robert W. Knox

H. & G. E.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. T6767

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

REGISTER NO. T-6767

State Washington

General locality Whidbey Island

Locality Admiralty Head to Partridge Point. Partridge.

Scale 1:10000 Date of survey October, 19 40

Vessel Ship SURVEYOR

Chief of party Robert W. Knox

Surveyed by J.C. Partington

Inked by J.C. Partington

Heights in feet above MHW to ground ~~to tops of dunes~~

Contour, Approximate contour, Form line interval _____ feet

Instructions dated September 22, 19 39

Remarks: _____

DESCRIPTIVE REPORT

to accompany

Topographic Sheet, Register No. T-6767

Admiralty Head to Partridge Pt., Whidbey Island, Washington.

Ship SURVEYOR

Robert W. Knox, Chief of Party.

INSTRUCTIONS:

This work was done in accordance with instructions dated Sept. 22, 1939 for Project No. HT-241.

GENERAL DESCRIPTION:

The west shore of Whidbey Id. is mostly a sandy beach which rises sharply to bluffs whose heights are from 100 to 250 feet. On account of the steepness of the slope there is very little vegetation between the high water line and the bluff line; the only exception being between topographic signals FEN and PROM where the slope is sparsely covered with grass. In general the coastline appears as low yellow bluffs backed by pine trees. The shoreline is heavily strewn with logs.

CONTROL:

Second and third order triangulation executed during the current season furnished ample control for this sheet.

SURVEY METHODS:

The usual plane table methods were used in accomplishing this work. Traverses were run as follows:

	<u>Closing error</u>	<u>Distance</u>	
Fort to Wid	4 meters	2.0 miles	adjusted
Wid to Spit	2 "	1.3 "	unadjusted
Spit to Party	2 "	1.4 "	unadjusted

A short spur traverse was run northeast from topographic signal EBY in order to locate the road and buildings, the latter were located by outs from plane table setups along the road.

No attempt was made to locate the low water line on the topographic sheet because of unfavorable tides during the daylight hours at this season of the year. At no time during the progress of this work did the tide drop to mean lower low water. The location of the low water line was left for the hydrographer.

Magnetic meridians were obtained at four triangulation stations on the sheet using declinoire No. 118 with alidade No. 214. The index correction of this declinoire as determined at Seward Park, Seattle, Wash. on November 4, 1940 was plus 0° 15' to easterly declination.

SURVEY METHODS.

Elevations were obtained by rod readings and vertical angles and by two or more cuts with vertical angles. The hypsograph was used for obtaining the differences in elevation. ✓

Topographic signals were located by rod readings as the traverse proceeded along the beach with the following exceptions:

CUP - located by two cuts ✓

NOW, FOG, PILE and TREE - located by three or more cuts.

SYMBOLS.

The small red circles designated as "house chy", "barn gable", "square bldg", and "barn cupola" were located by two or more plane table cuts. These may be useful in the future for air photographic surveys. ✓

Topographic signal "PILE" is a piling which projects about 15 feet above high water. It is of a permanent nature. Signal "Fog" was examined Jan. 2, 1941 and found to be removed. ✓

GEOGRAPHIC NAMES.

The names PARTRIDGE PT., WHIDBEY ISLAND, and ADMIRALTY HEAD are taken from chart No. 6450. All of these names are in local use. No new names are recommended. ✓

JUNCTION WITH CONTEMPORARY WORK.

This sheet joins topographic sheet No. T-6768⁽¹⁹⁴⁰⁾ at triangulation station PARTY and the junction is satisfactory. ✓

COMPARISON WITH PREVIOUS WORK.

This sheet was compared with a bromide of topographic sheet No. 1254 surveyed in 1871. In the vicinity of topographic signals GUN, ERA and DIM the high water line has receded from 10 to 30 meters and the bluff line has cut back inland. North of triangulation station SPIT sheet No. 1254 shows a marsh where this sheet shows a lagoon. The area is covered with water at various times of the year although it probably dries at certain seasons. The area is heavily strewn with logs. At the time of the present survey this area was covered with a shallow depth of water; it is accordingly shown as a lagoon. ✓

The high water line has receded about 10 meters in the vicinity of topographic signals GAT, EBY and FOG. The bluff line from signals Fog to TUB has eroded about 40 meters. ✓

In general the two surveys agree very closely.

This sheet was compared with a bromide of topographic sheet No. 1164 surveyed in 1870. The bluff line appears to have eroded from 10 to 30 meters between topographic signals TUB and JIM. Otherwise the two surveys agree very well. ✓

RECOVERY of TRIANGULATION STATIONS.

Triangulation stations PARTRIDGE, MAST and EBEY shown on topographic sheet No. 1254 were not recovered. On account of the meager descriptions and lack of surface marks it was impracticable to search for these stations. It is recommended that they be listed as lost. ✓

LANDMARKS.

One new landmark was located during the current season, ✓
namely "Whidbey Id. Cable Crossing Sign". It has been submitted on
Form 527. The position of the landmark designated as "old tower" on
chart No. 6450 was verified and its continuence is recommended.
"Old Tower" is the abandoned Admiralty Head Lighthouse.

RECOVERABLE TOPOGRAPHIC STATIONS.

Signals CUP, ~~PILE~~, PILE and TREE are natural objects. ✓
Form 524 for these objects is attached.

STATISTICS.

Statute miles of shoreline	= 5.6
Statute miles of roads	= 1.2
Statute miles of ponds	= 1.6

Respectfully submitted,

J.C. Partington
J.C. Partington
H. & G. E.
Topographer

Approved and forwarded

Robert W. Knox
Robert W. Knox
Chief of Party

Forwarded from Dec. 16, 1941
Seattle Processing Office -

Philip C. Doran

Remarks.

Decisions

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2		482 227
3		482 226
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GEOGRAPHIC NAMES

Survey No. **T6767**

GEOGRAPHIC NAMES											
Survey No. T6767											
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>Admiralty Head</u>											1
<u>Point</u>											2
<u>Partridge Point</u>											3
<u>Whidbey Island</u>											4
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Names underlined in red approved

by L. Heck on 3/13/47

M 234

Names underlined in red approved

by L. H. Eck on 3/13/47

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

~~NO. 41~~

No. T T6767

{ received December 30, 1941
registered January 13, 1942
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	R.W. Knox
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sent

DIVISION OF CHARTS

REVIEW SECTION - SURVEYS BRANCH

REVIEW OF TOPOGRAPHIC SURVEY

REGISTRY NO. 6767

Field No. A

Washington; Whidbey Island; Admiralty Head
to Point Partridge
Surveyed October 1940; Scale 1:10,000
Instructions dated September 22, 1939
Project H. T. 241

Plane Table Survey

Aluminum Mounted

Chief of Party - R. W. Knox
Surveyed and inked by - J. C. Partington
Reviewed by - J. A. McCormick, September 22, 1943
Inspected by - H. R. Edmonston

1. Adjoining Surveys

A satisfactory junction was effected with T-6768 (1940) on the north. The project was not extended beyond the southern limits of the survey.

2. Previous Surveys

T-1164 (1870), 1:10,000; T-1254 (1871), 1:10,000

Several minor differences between old and new surveys were noted by the field party and mentioned in the descriptive report. In general, the agreement is very good. Sections of roads located by the present field party fit perfectly with the more extensive inshore detail on T-1254.

3. Comparison with Chart 6450 (Print of June 12, 1943)

Topography on the present survey has already been added to the chart. Declinatoire observations agree substantially with charted values of compass variation.

4. Compliance with Project Instructions

Satisfactory.

5. Additional Field Work Recommended

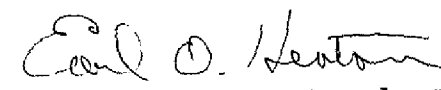
None.

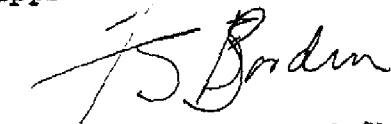
6. Superseded Surveys

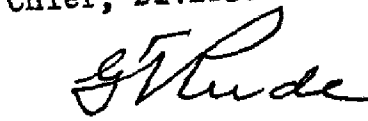
T-1164 in part
T-1254 " "

Examined and approved:


Chief, Surveys Branch


Chief, Section of Hydrography


Chief, Division of Charts


Chief, Division of
Coastal Surveys