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Form 504 Rev. April 1935	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. A-41
U.S. COAST & GEODETIC SURVEY LIBRARY AND ARCHIVES	
SEP 17 1942	
Acc. No. _____	
State WASHINGTON	
LOCALITY	
Port Townsend	
Admiralty Inlet	
1941	
CHIEF OF PARTY	
L. D. Graham, R. R. Moore	

before Ver. & Review
Applied₁ to Cht. 6405 Oct. 23, 1942 K.P.

Partially applied before Ver. + Rev. to Cht. 6300 (12-8/43) S.P.

applied to chart 6450, before review, Jan. 8, 1948 G.H.S.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

T6884a

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-41

REGISTER NO. **T6884a**

State WASHINGTON

General locality ~~Port Townsend~~ Admiralty Inlet

Locality ~~Port Townsend~~ Vicinity of Port Townsend

Scale 1:5,000 Date of survey Oct. 6 to 21, 1941

Vessel M. V. PRATT

Chief of party R. R. Moore, L. D. Graham

Surveyed by E. F. Hicks, Jr.

Inked by E. F. Hicks, Jr.

Heights in feet above M. H. W. to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated Sept. 30, 1941, 19

Remarks:

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET A

Project 271

T6884a

M. V. PRATT

Port Townsend, Washington

1. INSTRUCTIONS

Authority for this survey is contained in Director's instructions 22 mjo 1995 PR 1, dated September 30, 1941. Field work was started on October 6 and the survey was completed October 21, 1941.

2. LIMITS

This survey covers the waterfront of Port Townsend, Washington from Point Hudson Light to The National Paper Co. plant at latitude $48^{\circ} 05'.75$. The main street system of Port Townsend was run in to six streets back of the waterfront, but in accordance with instructions the detail was omitted. The other main roads were located to the limits of the sheet or to a junction with other sheets.

3. CONTROL

The control for this survey was furnished by the following recovered triangulation stations; S.E.Stack, 1937; Catholic Hospital Steeple, 1908-1926; Eisenbeis Residence Steeple, 1908-1926; Ferry Structure, 1940; Rail, 1937, Northeast Base, 1856-1941; Shell Oil Co. Tank, 1940; Courthouse Steeple, 1908-1926; Standard Oil Company Tank, 1940; Standard Oil Company Shed, 1940; Marine Hospital Cupola, 1908-1926; Astronomic Azimuth, 1908-1921; Point Hudson Light, 1940; and West Structure, 1940, and station Bluff, 1941 established during the current season.

4. METHODS

Standard methods were used throughout the sheet. The only traverse of any length was along the road at the southwest corner of the sheet, this traverse closed without appreciable error and no adjustment was made.

No attempt was made to run in the mean lower low water line on account of the tide being above that stage during practically all of the daylight hours the survey was in progress. The symbol on the sheet is used to indicate the character of the area rather than the extent of the area between high and low water.

The magnetic meridian was determined with declinatoire No. 199 at triangulation stations Port Townsend Astronomic Azimuth and North East Base.

In accordance with memorandum the points at which rod readings were taken have been indicated by small black dots in breaks in the shoreline.

5. CHARACTER OF THE TERRAIN

The most prominent natural feature is the high and mostly bare bluff extending from Monroe Street to the intersection of Washington Street and the main highway out of town, and a bluff of the same character, only higher, between longitude $122^{\circ} 47'.0$ and the paper mill.

A 25. Stack
The most prominent artificial features are; the paper mill which is generally emitting large clouds of steam and smoke; the Catholic hospital, a large yellow building; the Courthouse Steeple, the clock of which is illuminated at night; *the Mom* the postoffice and customs building, a large gray stone building; and the building known as the Marine Hospital, a large

white building with red roof and large glass cupola on top. This building is now used as office and quarters for a U. S. Navy Section Base.

On the northwest side of the small boat harbor at Point Hudson is the U. S. Coast Guard Training Station, and on the southwest side is the U. S. Naval Supply Depot. This harbor is used jointly by these two services and is not open to the public.

$\phi 48^{\circ}06.4'$ $\lambda 122^{\circ}46.3'$
The protected harbor south of station N.E. Base is maintained by the Port of Port Townsend and is open to the public. There are floating slips inside where boats may tie up and water may be secured.

All docks are in a fair state of repair except as indicated on the sheet.

6. JUNCTIONS

On the north this sheet joins sheet B a survey made this season by this party, and a satisfactory junction was obtained. On the south this survey was carried to The National Paper Company plant. This overlapped a considerable part of sheet T-6553 surveyed in 1937 on this scale. The details around the paper mill were not run in since a survey was made as late as 1937 and very little if any change was noted except the fence which was moved further north and is shown on this sheet. That part shown in pencil on the sheet was copied from sheet T-6553.

7. COMPARISON WITH PREVIOUS SURVEYS

This survey was compared with sheet T-4224 ⁽¹⁹²⁶⁾ and chart 6405 published February 1938 and issued September 4, 1941.

Changes appear along the waterfront due to abandon-

ment of some docks and the construction of others. The street system shows some change, particularly that to the south of the city proper.

It is noted that the chart shows a solid line along certain streets, for example in the streets southwest of the charted 'clock tower' and southeast of the charted 'postoffice'. It is assumed that this line is to represent an electric railway which was formerly in use in Port Townsend. All traces of this railway have been moved from the ground and the line should be deleted from the chart. *Was deleted from chart*

It is also noted that in the city proper many of the streets are shown as extending through the bluff when actually they do not go through. The streets shown on this survey are those actually laid out and in use, and it is recommended that they be charted as shown in this survey so as emphasize the bluff which is very prominent but is now almost obscured by the street symbols crossing it.

There is one large lake north of the highway and four small lakes or ponds south of the highway in the vicinity of triangulation station RAIL which are not now charted. *48-06.4, 1, 122-457'* *Lakes now charted*

They include the area now charted as marsh and undoubtedly are caused by the highway fill and borrow pits.

8. NEW NAMES

No new names are recommended.

9. MISCELLANEOUS

It is realized that it is doubtful if the hydrography would be completed this season so there is attached to this report a list of all signals with a brief description of each as it is believed that many of the temporary signals may be recovered

a year or so from now if the searcher is provided with a description of the nature of the signal.

The southeast of two lights in the vicinity of latitude 48° 06'.0, longitude 122° 45'.2 has been removed and it is doubtful if it will be replaced. At present a spar buoy is in the place of the light.

10. STATISTICS

Highwater line	3.9 statute miles
Shoreline, ponds and lakes	3.0 statute miles
Roads and streets	13.1 statute miles
Railroad	3.7 statute miles
Bluff line (top and bottom actually located)	4.2 statute miles
Area	2.0 square statute miles

Respectfully submitted,

E. F. Hicks Jr.
E. F. Hicks, Jr.,
Jr. H. & G. E., C&GS.

Approved and Forwarded

RR Moore
R. R. Moore,
H. & G. E., C&GS
Commanding M. V. PRATT

TO --- Iron light pole (see report for Sheet B)

DOG --- Flag on breakwater

STA --- Square brick stack on laundry

ALL --- City Hall Steeple

EAT --- Weather Bureau Mast.

~~BEG~~ --- Wrapped piling on S.E. corner of Olympic Pile Driving
BAG Co. dock.

GAL --- Wrapped piling on S.E. corner of dock south of Olympic
Pile Driving Co. dock.

WIN --- Larger of two dolphins on North side of Black Ball
Ferry Co. dock.

DO --- Flag on dock

PRAT --- Large dolphin south of Black Ball Ferry Co. dock.

RAY --- Gray steeple on building at intersection of Water and
Taylor Street.

NOT --- The letter "O" in 'DO NOT ANCHOR CABLE CROSSING' in the
the word NOT

UNO --- Steeple

FOR --- The letter "O" in the word FORD on the front of white
building, the Ford Agency.

OLE --- Wrapped pole

BE --- Bell tower used for fire signals.

JIG --- Outer of three dolphins

IRE --- Flag nailed to dock

MOM --- Anemometer on roof of Post Office Building.

KIN --- Wrapped Pole

EUP --- Stack of small house near mound.

MUD --- Flag on top of mound

OUT --- Spire on small round castle like house

LUE --- Center of three windows, white building with blue roof

SIX --- Dolphin

EYE --- Letter "E" in word SHELL on sign on top of shed.

T6884a

MAD --- Dolphin
RUT --- Flag
PIL --- Flag nailed to piling
SUN --- Flag
ISH --- Northerly of two red gables, at present has a fish
painted under this gable.
UNK --- Large square concrete block approximately six feet
high and painted white on offshore face.
TAN --- Tank used by Railroad, offshore side painted white.
VEX --- Dolphin
SIG --- Cloth covered tripod
GAB --- Gable white house, green roof.
CHIM --- Chimney house on south side road.
ORA --- Banner on pile
RAP --- Wrapped pole
WAR --- Tripod
ZAM --- Flag on pile
NO --- Banner on pile
LAST --- Wrapped pole
ZAG --- Banner
ARK --- Lone pile
ZIG --- U.S.E.D. Station mark on mound

Remarks

Decisions

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GEOGRAPHIC NAMES

Survey No. **T6884a**

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>Point Hudson</u>																1
<u>Port Townsend</u>		(town)														2
<u>Port Townsend</u>		(bay)														3
<u>Admiralty Inlet</u>																4
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Names underlined in red approved
by H. H. Eck on 10/30/42

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

T6884 b

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. B-41

REGISTER NO. **T6884 b**

State WASHINGTON

General locality Port Townsend Admiralty Inlet

Locality Middle Point to Hudson Point Vicinity of Port Townsend

Scale 1:10,000 Date of survey Oct. 22 to Nov. 7, 1941

Vessel M. V. PRATT

Chief of party L. D. Graham, R. R. Moore

Surveyed by E. F. Hicks, Jr.

Inked by E. F. Hicks, Jr.

Heights in feet above M.H.W. to ground to tops of trees

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

Instructions dated Sept. 30, 1941, 19____

Remarks: _____

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET B

1941

Project 271

M. V. PRATT

Port Townsend, Washington

1. INSTRUCTIONS

Authority for this survey is contained in Director's instructions 22 mjc 1995 PR 1, dated September 30, 1941. Field work was started on October 22, and completed November 7, 1941.

2. LIMITS

This survey covers the Coast line from Point Hudson Light northward and westward to longitude $122^{\circ} 50'.5$, about 0.4 mile west of Middle Point. The main road system, except for the ridge northwest of Point Hudson was run in. This ridge was omitted as it is a residential section with winding roads, and to run them in would involve considerable time and expense. The roads inside the military reservation at Fort Worden were not run in except those around the parade ground and quarters.

3. CONTROL

The control for this survey was furnished by the following recovered triangulation stations; MIDDLE USE, 1921; POINT WILSON LIGHTHOUSE, 1921; FORT WORDEN N.W. RADIO MAST, 1940; FORT WORDEN S.W. RADIO MAST, 1940; POINT HUDSON LIGHT, 1940; and PORT TOWNSEND COURTHOUSE STEEPLE, 1908-1926. Topographic signal JOE located by the Ship SURVEYOR in 1940 was also used but its location could not be verified. Station BIGHT established during the current season was used. Station MIDDLE USE,

Discussed
in Review,
par. 1

1921 is listed on page 12 of the adjusted triangulation for the state of Washington as MID, USE, but the U.S. Engineers who established the station named it MIDDLE.

4. METHODS

Standard methods were used throughout the sheet.

A three and one half mile traverse was run from Point Wilson Lighthouse to triangulation station Middle, U.S.E. Approximately one and one half miles west of Point Wilson Light the traverse was tied into the previously mentioned topographic station JOE. The location given by this traverse is $48^{\circ} 08'$ $+897$ meters latitude and $122^{\circ} 55'$ $+541$ meters longitude while the location furnished by the SURVEYOR is latitude $48^{\circ} 08'$ $+903.1$ meters, longitude $122^{\circ} 47'$ $+530.5$ meters. That part of the traverse between JOE and signal TOY where an orientation on Point Wilson lighthouse could be made and a resection could be made on both of the Fort Worden Radio Poles was rerun and no change could be made. The traverse was then continued on to station MIDDLE, ignoring the tie at JOE, where the closing error was approximately two meters, an immeasurable amount on this scale. It was understood that JOE was a no check location from the intersection of two very slim cuts, and in view of this and the satisfactory tie at station MIDDLE the traverse was not rerun.

Difference in position is 11 m.

Surveyor's position of Joe accepted for hydrographic control.

See paragraph 1 of Review

(intersected at 36°)

No attempt was made to locate the mean lower low water line on account of the tide being above that stage all of the daylight hours the survey was in progress. The symbol used on the sheet is to indicate the character rather than the extent of the area between the high and low water lines.

The magnetic meridian was determined with Declina-

toire No. 218 at station MIDDLE, U.S.E., and at a point one hundred and four meters from Point Wilson Lighthouse toward and in range with Point Hudson Light.

In accordance with memorandum the points at which rod readings were taken have been indicated by black dots and breaks in the shore line.

5. CHARACTER OF THE TERRAIN

The shoreline from a few hundred meters west of Point Wilson Lighthouse is characterized by the steep, bare bluff so common to this area, except in the vicinity of signal TOY. In many places the highwater line is from two to five meters offshore of the toe of this bluff. In practically all cases the top of the bluff is heavily timbered which would have made it very difficult to obtain elevations along the top or to locate the top of the bluff line.

Point Wilson is a low sandy grass covered spit on which the most prominent objects are the lighthouse and adjacent buildings. From Point Wilson southward the most prominent objects are the quarters and flagpole at Fort Worden. The buildings were not run in since they are on a military reservation. A steep bare bluff begins just south of the docks at Fort Worden and runs to signal BAT.

The radio poles, N.E. Radio Pole and S.W. Radio Pole are quite prominent, but since they are in the fortified area at Fort Worden the advisability of charting them is questionable, and in any event it is considered advisable to get authority from the War Department before charting either the radio poles or the flagpole. At night there is shown from each radio pole three fixed red lights in a vertical line.

Buoys not shown on topo sheet

Kelp grass lies along the north shore from buoy N-6 westward to buoy N-4. Its inshore limit varies from fifty to two hundred meters offshore. The off shore limit of the kelp is not known.

6. JUNCTIONS

At Point Hudson this survey joins sheet A, a satisfactory junction was obtained. No recent surveys have been made just west of Middle Point.

7. COMPARISON WITH PREVIOUS SURVEYS

A comparison was made with sheets T-582 and T-1124 and chart 6405 published February 1938 and issued September 4, 1941. No changes, except for roads, were noted and as far as can be observed the bluff and beach show very little if any signs of erosion.

8. NEW NAMES

On chart 6450 in longitude $122^{\circ} 47'$ there is a small point charted as Ross Point, no person that I talked to recognized it by that name nor did they assign any other name to it. In view of this, and there being practically no point there, it is recommended that the name Ross Point be deleted from the chart.

The hill or ridge northwest of Point Hudson is well known locally as Morgan Hill and it is recommended that this name be charted.

9. STATISTICS

High water line	6.7 statute miles
Roads	13.5 statute miles
Area	7.0 square statute miles

10. MISCELLANEOUS

It is realized that it is doubtful if the hydrography could be completed in this area this season, and while a number of the signals are temporary in nature it is believed that a fair portion of them can be recovered a year or so from now if the searcher is provided with a description of the nature of the signal. Accordingly there is attached a brief description of the nature of each signal.

Respectfully submitted,

E. F. Hicks Jr.

E. F. Hicks, Jr.,
Jr. H. & G. E., C&GS.

Approved and Forwarded

R. R. Moore

R. R. Moore,
H. & G. E., C&GS.
Commanding M. V. PRATT

ART --- Triangular banner nailed to old log near large stump.

BEL --- Flag nailed to log.

CUR --- Flag nailed to bush.

DON --- Flag

ED --- Flag

FIB --- Flag

GIT --- Flag

HOT --- Flag

ICE --- Large rock off point, only large rock in this area, rock is about 12 to 15 feet high and lies outside the highwater line. Not marked as was unable to get to rock without a boat, must be visited at about $\frac{1}{4}$ tide to approach on foot.

JIM --- Flag

KIT --- Flag

LAY --- Large rock with unstamped hydrographic disk set in top. Rock is approximately seven feet high and six feet square. only large rock in this area. Whitewashed in 1941.

MOO --- Flag

NIL --- Flag

OBO --- Flag

PUD --- Large rock with unstamped hydrographic disk set in east face approximately three feet above the ground. Only large boulder in this area. Whitewashed in 1941.

RUE --- Flag.

JOE --- Whitewashed tripod built around old tree on top of bluff.

SET --- Flag

TOY --- Banner nailed to old log.

UKE --- Flag

VIT --- Flag

WE --- Flag

YEL --- Large rock with unstamped hydrographic disk set in top. Is the only large rock in this area. Whitewashed in 1941.

ANT --- Flag

BAD --- Flag

T6884 b

L.H.R.1879 --- Concrete post bearing letters "LHR 1879" cast in side.

CAR --- Signal mast near Battery Kinzie, Fort Worden. Mast resembles flag pole.

DIB --- Banner on breakwater

ER --- Orange and white painted radio mast near lighthouse.

FOX --- Dolphin

GEO --- Wrapped pole

HAM --- Wrapped pole

BM 1, 1925 --- Bench mark in building.

GIN --- Vertical or gin pole of derrick on wharf at Fort Worden.

IGH --- Flagpole at Fort Worden.

JAG --- Wrapped pole

NER --- Banner nailed to pole

DOL --- Dolphin

BM 3, 1925 --- Bench mark disk in large boulder.

BM 8, 1935 --- Brass plug in large round concrete post on top of bluff near one of the entrances to Fort Worden.

TRI --- Tripod nailed to old log.

ACE --- Banner

LAG --- Flag

HIL --- Steeple of large brown building on top of bluff.

BAT --- Flag

CAN --- Tripod

ONE, TO, and TRE --- Iron light standards with single globes on top, inside Coast Guard Reservation,

LOT --- Dolphin

Remarks

Decisions

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GEOGRAPHIC NAMES

Survey No. **T6884 b**

GEOGRAPHIC NAMES		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	
Name on Survey		A.	B.	C.	D.	E.	F.	G.	H.	K.							
Middle Point																	1
Morgan Hill																	2
Point Wilson																	3
Strait of Juan de Fuca																	4
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MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTATION~~

~~NOOT~~

No. T **T6884** a & b

received **September 17, 1942**
registered **September 21, 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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✓ 83	Sheet B, Pg 4		
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RETURN TO

82	R. W. Knox
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DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF TOPOGRAPHIC SURVEY

REGISTRY NO. T-6884a & b

FIELD NO. A-41, B-41

Washington, Admiralty Inlet, Vicinity of Port Townsend
Surveyed in October to November 1941 Scale 1:5,000 & 1:10,000
Project No. CS-271

Plane Table Survey

Aluminum Mounted

Chief of Party - L. D. Graham and R. R. Moore
Surveyed by - E. F. Hicks
Inked by - E. F. Hicks
Reviewed by - R. H. Carstens, April 26, 1946
Inspected by - R. H. Carstens

1. Control

The control for the present survey is adequately discussed in the Descriptive Report.

The present survey position of topographic signal JOE (sheet b) in lat. $48^{\circ} 08.48'$, long. $122^{\circ} 47.43'$ differs by 11 meters from the fourth-order triangulation position determined on H-6612 (1940). The present survey position of signal JOE is also in disagreement with the position of the same signal on a 1942 graphic control survey (this sheet was subsequently destroyed) although the positions of other signals common to these two surveys are in good agreement. The position of signal JOE on the present survey is probably in error and should be disregarded.

2. Adjoining Surveys

T-6553 (1937) overlaps the present survey (a sheet) for about two miles on the southwest. Within the overlapping area several new buildings have been constructed and the shoreline has changed as much as 30 meters in lat. $48^{\circ} 06.37'$, long. $122^{\circ} 46.67'$. The present survey should supersede T-6553 within the overlapping area.

There are no contemporary surveys adjoining the present survey on the northwest.

3. Comparison with Prior Surveys

- A. H-333 (1852) 1:214,240
H-434 (1854) 1:10,000

These combined topographic and hydrographic reconnaissance surveys contain no information of current value and are superseded by the present survey.

- B. T-581 (1856) 1:10,000
T-582 (1856) 1:10,000
T-589 (1856) 1:10,000
T-1124 (1868-69) 1:10,000

These surveys taken together cover the entire area of the present survey.

There has been little change in the high-water line subsequent to these prior surveys except to the westward of Point Hudson where there have been numerous harbor improvements.

Except for form lines, the present survey is adequate to supersede these prior surveys within the common area.

- C. T-2071 (1891) 1:4800
T-2072 (1891) 1:4800
T-2079 (1891) 1:10,000

These surveys cover the area of the present survey southward from Point Wilson.

Only minor changes in the high-water line have occurred between Point Wilson and Point Hudson since the time of these prior surveys. Westward from Point Hudson, however, numerous harbor improvements have been made. There has also been a great change in the extent of the streets as shown on T-2072. The present survey is adequate to supersede T-2071 and T-2072 in their entirety.

Because of the greater inland detail shown on T-2079, information from the present survey should be supplemented by information from T-2079 in charting the area.

- D. T-4190 (1926) 1:10,000
T-4224 (1926) 1:10,000

The high-water line southwestward from Middle Point is shown on T-4190. No important change in the shoreline is revealed by a comparison with the present survey.

The waterfront area at Port Townsend is shown on T-4224. There have been numerous harbor improvements in this area since this survey was accomplished.

The present survey is adequate to supersede these prior surveys within the common area.

4. Comparison with Chart 6403 (Print date 8/4/45)
Chart 6405 (Print date 10/20/45)

A. Topography

The charted topography is from the surveys discussed in the foregoing paragraphs, supplemented by information from the present survey. No further comments are necessary.

B. Aids to Navigation

The lights shown on the present survey at lat. 48° 05.99', long. 122° 45.25', and lat. 48° 06.95', long. 122° 44.95' have subsequently been removed and are no longer charted (H.O. Notice to Mariners No. 48, 1942 and No. 47, 1943). The flashing red light and flashing green light on the present survey in the vicinity of lat. 48° 06.97', long. 122° 44.92' are probably temporary lights at the entrance to the Coast Guard Training Station and are not charted for security reasons.

The present survey positions of other aids to Navigation are in substantial agreement with the charted positions and adequately mark the features shown on the contemporary hydrographic surveys.

C. Magnetic Meridian

The present survey value of the magnetic meridian is in substantial agreement with the charted value. No corrections are known for the declinatoires used on this survey.

5. Condition of Survey

A. The Descriptive Report is very comprehensive and covers all matters of importance.

B. The inking was neatly accomplished.

6. Compliance with the Project Instructions

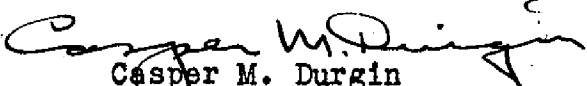
The survey adequately complies with the Project Instructions.

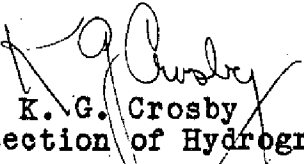
7. Additional Field Work Recommended

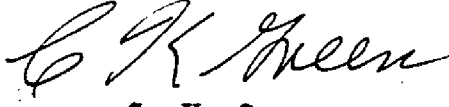
This is an excellent survey and no additional work is recommended.

Examined and approved:


H. R. Edmonston
Chief, Nautical Chart Branch


Casper M. Durgin
Chief, Division of Charts


K. G. Crosby
Chief, Section of Hydrography


C. K. Green
Chief, Division of Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. 6884^{a+b}

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.