

6885a & b

6450-2

Form 504
Rev. April 1933

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic

Sheet No. C-41

U.S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

SEP 17 1942

ACC. No. _____

State WASHINGTON

LOCALITY

~~Port Townsend,~~ Admiralty Inlet
South Part of
~~Port Townsend Bay south of~~

~~Latitude 49 05.4~~

1941

CHIEF OF PARTY

L. D. Graham, R. R. Moore

6885a & b

D-1

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. T6885a

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. C-41

REGISTER NO. **T6885 a**

State WASHINGTON

General locality Port Townsend - Admiralty Inlet

Locality South Part of Port Townsend
Port Townsend Bay south of latitude 48° 05.5'

Scale 1:10,000 Date of survey Nov. 10 to Dec. 10 1941

Vessel M. V. PRATT

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

Surveyed by E. F. Hicks, Jr.

Inked by E. F. Hicks, Jr.

Heights in feet above MHW to ground ~~700 tops of trees~~

Contour, Approximate contour, Form line interval _____ feet

Instructions dated Sept. 30, 1941, 19____

Remarks: _____

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET C

Project 271

T6885 a

M. V. PRATT

Fort Townsend, Washington.

1. INSTRUCTIONS

Authority for this survey is contained in Director's Instructions 22 mje 1995 FR 1 dated September 30, 1941. Field work was started November 10 and was completed December 10, 1941.

2. LIMITS

This survey covers the coast line from the National Paper Products Company plant south of Port Townsend Washington southward to Triangulation station YOUNG at latitude $48^{\circ} 01.8$ in Portage Canal, and the west shore of Indian Island from Triangulation station Portage at latitude $48^{\circ} 02.0$ in Portage Canal northward to Triangulation station French 2 at longitude $122^{\circ} 43.5$. The main system of roads insofar as was on the sheet was run in except those on Indian Island which is now a Naval Reservation, and the advisability of charting these roads is very doubtful. If it is desired to chart them, a complete survey of the roads and features on Indian Island has been made by the Austin Company, contractors constructing the base, and it is very likely that a copy of this could be secured from them through the Navy Department. However it is recommended that except for shoreline changes the features on Indian Island be left the same as now shown on Chart 6405.

3. CONTROL

Control for this survey was furnished by the following recovered triangulation stations: S.E.Stack, 1937; Old Fort, 1926; Soowalan, 1908-26; Indian, 1940; Navy East, 1940; the following old stations relocated by this party during the current season,

Cone, 1915; Point, 1915; Madrona, 1915; and Portage (date of establishment unknown) and the following new stations established during the current season by this party, Pulp, Yellow Flag, Slats, Kuhn 2, Iran, Gravel, Young, Depot, WAlan, French 2, and Skow 2.

4. METHODS

Standard methods were used throughout the sheet except for the short stretch between the dock on Indian Island at latitude $48^{\circ} 02'.9$ southward to signal GAP at latitude $48^{\circ} 02'.2$. Here the beach was steep and there was two to five feet of water along the bluff. The points were wooded so the topographer could not see into the bights. Whitewashes were put up on the bluff every hundred meters or so on the prominent features, and these whitewashes cut in from the opposite side and the shore line sketched in between them. There was sufficient control so that no traverses were necessary, save those running in the roads, and a short unclosed traverse up Chimacum Creek.

No attempt was made to run in the Mean Lower Low Water line on account of the tide being above this stage during daylight hours all of the time this survey was in progress. The symbol shown on the sheet is used to indicate the character rather than the extent of the area between the high and low water lines.

The magnetic meridian was determined with Declinatoire No. 218 at stations WALAN, GRAVEL, and POINT.

5. CHARACTER OF THE TERRAIN

The entire west shoreline except in the vicinity of Irondale and the sand spit on which station KUHN 2 is located, and the sand spit south of Hadlock, is characterized by a steep bluff heavily wooded in most cases. In many places the trees make to the highwater line so that the beach must be traversed

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at half tide or less. The heavily wooded nature of the bluff line made it impractical to locate the top or to obtain elevations along the top.

The sand spit on which triangulation station KUHN 2 is located is a low sandy grass covered spit with a few scrub trees growing on it. It was formerly used as a pile storage place, and there is considerable old timber, including much washed in by storms, in the bight on the spit.

The spit south of Hadlock is a low grass covered sandy spit.

In the vicinity of Irondale there is a flat table like area probably made by filling in with slag from the now abandoned iron smelter.

The shoreline of Indian Island from latitude $48^{\circ} 05.0$ southward to latitude $48^{\circ} 04.6$ is characterized by the steep bare bluff so common in this area. From this point southward to station Portage in Portage Canal the bluff is wooded, but not so high as that on the west side of the bay, except in places where construction activities have cleared and the sand spit on which station WALAN is located. This point is a low grassy sandy spit on which there is a considerable amount of driftwood. At the present time all construction activities are located between latitudes $48^{\circ} 03.6$ and $48^{\circ} 02.8$, but there is all probability that this will be extended northward as time progresses.

The small island southeast of Hadlock is a low rocky island covered with a dense growth of pine and fir trees.

There is one cable crossing on the sheet, the shore ends of which are indicated by signs which were located as signals SIG and US.

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6. JUNCTIONS

In the northwest corner of the sheet, at The National Paper Products plant, this sheet joins sheet No. T-6553 surveyed in 1937. Part of sheet 6553 was resurveyed, but on a scale of 1:10,000. No other junctions were made with recent surveys, but in Portage Canal and on the north side of Indian Island this survey was ended on triangulation stations.

7. COMPARISON WITH PREVIOUS SURVEYS

This survey was compared with chart 6405 published February 1938 and issued September 4, 1941, and topographic sheets T-58k, T-582, T-4224, and T-6553.

From the northwest corner of the sheet southward to the vicinity of Hadlock very little change from the latest published data was noticed, the only changes being the abandonment of the docks at Irondale, and the addition of docks at Hadlock. South of Hadlock there is a considerable change in the charted shoreline as the large bight west of the small island is not charted, but its western limit is charted as a stream. An examination of sheet T-581 shows this bight to have been located on that survey, but there is some confusion as to the northern limit of the bight on sheet 581. However at the present time the bight makes to firm ground. There is a long low sand spit on the western side of the bight which is submerged about a foot at mean high water, but is bare almost all the way across at low water.

The ferry slips at the north end of Portage canal are not charted and it is recommended that they be shown together with the ferry symbol.

The structures and piling shown outside the highwater line near the northern end of Portage Canal were erected by the Navy in connection with a submarine net across the canal and while

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they are definitely objects that should be charted in the interests of navigation, from a defense viewpoint the advisability of charting them may be questioned. It is believed that authority from the Navy Department should be obtained before charting them.

The West side of Indian Island shows very little change except the previously mentioned area under construction activities, and the spit west of station FRENCH 2 which is now submerged at mean high water.

Buoys A, B, C, D, and the mooring buoy off Indian Island were established during the course of this survey, and hence are not charted.

8. NEW NAMES

The creek north of Irondale is charted on chart 6405 and 6450 as Chimikim Creek, on chart 6450 the village at latitude 48° 01', longitude 122° 46' is also spelled Chimikim, but on all signs erected by the State of Washington Highway Department, and in large letters cut in stone at the school in this place the name is spelled Chimacum. The U. S. Postal guide also spells the name Chimacum. The general highway map published by Jefferson County shows both creek and village as Chimacum. However according to local information the spelling Chimikim is the correct old Indian spelling, but in view of the general adoption of the modernized spelling it is recommended that both names be changed to Chimacum.

On chart 6405 the low sand spit charted as Kala Point is known locally as Kuhn's Spit. I have talked with several people in this vicinity, including the man whose house is closest to the spit, and none have recognized the name Kala Point, but all knew it as Kuhn's Spit.

On the same chart the sand spit charted as Walan

U.S.G.B.
Decision
1940-41
L.H.

L.H.

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Point is known locally as Sherman Spit. LX

There is no doubt that both of these names came from the names assigned to the 1856 triangulation stations, but no local usage of these charted names has been noticed, and it is recommended that both names be changed.

The canal at the south end of Port Townsend, and LX leading into Oak Bay is known locally as Portage Canal and it is recommended that it be charted as such. Port Townsend Canal recently applied chart-6705.

Kilisut Harbor does not appear on this sheet, but LX according to several people that harbor is known as Scow Bay, and not Kilisut Harbor.

The principal authority for these names was Mr. W. J. Daly, city attorney for Port Townsend and long resident ✓ of this vicinity. Also I have talked with people around each place, but did not obtain their name.

9. MISCELLANEOUS

There are a number of dolphins in the area south of the paper mill which were not located, it being believed that the hydrographer could more quickly and better locate them than the topographer.

It is realized that it is doubtful if hydrography can be extended to this area this season, but it is believed that many of the signals will last a year or so, and there is attached to this report a brief description of each signal. This list is not intended to replace the cards, form 524, but in many cases parts of the old banner or wrapping will last and if the searcher knows what the original signal was there is a very good possibility of recovering it.

Descriptions of permanent recoverable stations are submitted on form 524.

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10. STATISTICS

High Water line	16.6 statute miles
Roads	11.6 statute miles
Area	6.0 square statutemiles

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

AT --- Telephone pole wrapped with cloth

BY --- Telephone pole wrapped with cloth

IND --- Mast of cottage built to resemble the bridge of a ship
with the name INDIANOPOLIS across the front

SEA --- Chimney of cottage built to resemble the bridge of a ship
with the name SEATTLE across the front.

COW --- White flag nailed to log.

DIM --- Banner nailed to old log.

EGG --- Banner nailed to old log

FAN --- Flag nailed to old stump.

HIS --- Flag nailed to end of large log.

ITE --- White banner.

JAG --- White and red banner nailed to old log.

KIC --- Banner on mound pole nailed to tree.

LIP --- Flag

MAR --- Large triangular beacon painted white erected by Navy.

NAT --- Large triangular beacon painted white erected by Navy.

OX --- Flag nailed to log.

PAL --- Flag driven in ground.

RAM --- Lone tree just offshore of triangulation station KUHN 2.

SAW --- Post with white vertical stripe, evidently used as a
range marker.

TOM ---Banner

URN --- Banner

VIX --- Banner nailed to piling

YES --- Red flag on point.

AM ---Piling wrapped with cloth.

BA --- Flag

COT --- Flag

CUL --- Piling wrapped with cloth.

DIG --- Flag on outside face of ruins of old dock.

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ER --- Flag nailed to piling.
SIG --- Cable Crossing sign.
FRA --- Flag nailed to piling.
GO --- Banner nailed to piling.
HIP --- Flag
IDE --- Banner
Jam --- Flag
KID --- Pole wrapped with cloth.
LAC --- Most northerly and largest white gable.
MAN --- Southerly of two red gables.
NIP --- Banner nailed to post.
OR --- Flag nailed to post.
PIT --- Banner nailed to post.
RAT --- Pole wrapped with cloth.
SAM --- White flag.
TOW --- Northerly of three poles along the shore.
ULE --- Small sign nailed to tree.
VIM --- Flag
DOS --- Flag
CE --- Flag on point.
AN --- Whitewash
BO --- Whitewash
WON --- Whitewash
Yea --- Whitewash
EM --- Flag nailed to old post
FIL --- Banner nailed to outside face of offshore group of piling
ruins of old dock.
TANK --- Tank on top of abandoned building.
GAS --- Flag
HIT --- Banner nailed to tree overhanging point. Banner nailed
upside down.

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IS --- Flag
NO --- Offshore end of ferry slip.
AL --- Chimney of shack on spit.
BIT --- Chimney of most northerly shack .
COV --- Chimney of most southerly shack.
DIP --- Pole, abandoned telephone line.
EL --- Flag
FUS --- Flag
GAR --- Banner
HIM --- Flag
ILE --- Flag
JUG --- Banner
KOM --- Flag nailed to old post.
LID --- Banner
MIS --- Flag
NIT --- Flag
OAR --- Banner
PUN --- Flag
RIL --- Banner nailed to old tree. Large spike at top of banner.
SID --- Banner
TIP --- Banner nailed to tree.
US --- Cable crossing sign.
VIG, WIL, YET, AB, BOY, CUP, DIS, FIR --- Whitewashes on bluff.
EN --- Whitewash rock.
GAP --- Whitewash log.
Had --- Center of three piling.
IT --- Offshore end of ferry slip.
JEL, KIP, LIS, MY --- NO TRESSPASSING signs painted yellow and black.

In addition the following objects while not designated as signals were located with sufficient accuracy to be used as signals and their location is indicated on the sheet by a pinprick.

The two dolphins at the wharf just north of station GRAVEL.

The dolphins north of station LAC

The two piles northeast of NIP

The piles between OR and PIT

The two piles south of TOW

The two rock cribs and dolphin east of the light at the north end of Portage Canal.

The floodlight poles east of US

The dock lights on the dock on which DEPOT is located.

The floodlight poles south of TIP

Remarks.

Decisions

	Remarks.	Decisions
1		480227 U.S.G.B.
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5	Referred to U.S.G.B: do not int pending its decision	"
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GEOGRAPHIC NAMES

Survey No. **T6885 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>Chinacum Creek</u>									1
<u>Hadlock</u>									2
<u>Indian Island</u>									3
<u>Irondale</u>									4
Kuhn's Spit			(Hitherto Kala Pt.)						5
Portage Canal			(Port Townsend canal - from l.h., recently applied ch. 6405)						6
<u>Port Townsend</u>									7
Sherman Spit			(Hitherto Wala Pt.)						8
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Names underlined in red approved
by L. Heck on 9/25/44

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

T6885 b

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. D-41

REGISTER NO. **T6885 b**

State WASHINGTON

General locality Port Townsend Admiralty Inlet

Locality South of Port Townsend
~~Marrowstone Island west of longitude 122° 42.8'~~

Scale 1:5,000 Date of survey Dec. 18 - 20, 1941

Vessel M. V. PRATT

Chief of party R. R. Moore

Surveyed by E. F. Hicks, Jr.

Inked by E. F. Hicks, Jr.

Heights in feet above --- 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 D

Project 271

M. V. PRATT

Port Townsend, Washington.

T6885 b

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1. INSTRUCTIONS

Authority for this survey is contained in Director's instructions 22 mjo 1995 PR 1, dated September 30, 1941, and miscellaneous correspondence between The Inspector, Seattle Field Station and the Thirteenth Naval District and The Director, Coast and Geodetic Survey.

Field work was started December 18 and the survey was completed December 20, 1941.

2. LIMITS

This survey covers the sandspit at the northwest tip of Marrowstone Island and includes all of the spit west of longitude $122^{\circ} 42.8$

3. CONTROL

The control for this survey was furnished by recovered triangulation stations Kilisut 2, 1908-1921; and Navy East, 1940; and stations Navy Front, Green, and Skow 2 established this season by this party.

4. METHODS

Standard methods were used throughout the sheet.

5. CHARACTER OF THE TERRAIN

The entire spit is a low grassy sandy spit, that part between longitudes $122^{\circ} 43.2$ and $122^{\circ} 43.7$ being subjected to water breaking over it at moderate storm highwater. On the south side of the spit between stations Kilisut 2 and

and Navy Front there is scattered marsh grass outside the highwater line.

The row of telephone poles southeast of station Navy Front is on a marsh spit extending from the vicinity of latitude $48^{\circ} 05.5$ and longitude $122^{\circ} 43.0$. There are a number of telephone poles on the spit, the line has been abandoned, and these poles are shown as a small black circle with a pin-prick at the center.

There is a row of dolphins between stations Green and Navy Front, this being the southern terminus of a proposed submarine net, and in view of this the advisability of charting these dolphins may be questioned.

6. JUNCTIONS

No junctions were made.

7. COMPARISON WITH PREVIOUS SURVEYS

This survey was compared with chart No. 6405 published February 1938 and issued September 4, 1941. There is very good agreement between the charted data and this survey considering the nature of this spit. In a few places the spit appears to have shifted slightly to the south, the largest shift being in the vicinity of station Navy East and being about sixty meters.

8. NEW NAMES

No new names are recommended.

9. MISCELLANEOUS

This survey was made on this scale to facilitate special hydrographic work requested by the Navy Department.

No attempt was made to locate the mean lower low

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water line as the tide was above this stage while the work was in progress. The symbol shown on the sheet is to indicate the character rather than the extent of the area between the high and low water lines.

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

10. STATISTICS

High water line	2.8 statute miles
Area	0.1 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

Remarks.

Decisions

	Remarks.	Decisions
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GEOGRAPHIC NAMES

Survey No. **T6885 b**

Name on Survey	A	B	C	D	E	F	G	H	K	
<u>Port Townsend</u>										1
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by L. Heck 09/25/44

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT
~~PHOTOSTATIC COPIES~~

~~No. 1111~~

No. TT6885_{a & b}

received Sept. 17, 1942
 registered Sept. 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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RETURN TO

82	R. W. Knox
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V. R. K.