DEPARTMENT OF COMMERCE

Coast & Geodetic Survey.

O. H. Tittmann, Supt.

PUGET SOUND, WASHINGTON.

LIBERTY (DOGFISH) BAY.

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET 1

Surveyed by the Steamer GEDNEY, March 1 to March 17, 1915.

1. REPORT, LIMITS, SCALE, METHODS, OBSERVER.
   I have the honor to report as follows upon topographic sheet 1,
   which shows the topography of Liberty (Dogfish) Bay, Washington;
   as done by a party from the Steamer GEDNEY. The scale used was
   1:18,000, and the plane table was used exclusively in the work. The work
   was done by a party in charge of Leroy P. Maynor, Aid. C. & G. Survey.

2. CONTROL, TRAVERSES, CONTOURS, HEIGHTS.
   The shore line traverses, none of which were much over a mile
   in length, were all closed upon points located by triangulation. The
   greatest error of closure was about 6 meters. Two unchecked traverses
   were run; one from A Ex out the Fort Gamble road for a distance of
   about 2-1/2 miles, and one which had its start at A Lost, ran out the
   road to Bremerton for about a mile. All heights and elevations are above
   high water level. As all the contours were sketched in from the shore,
   and the country is quite heavily wooded in many places, too much dependence
   can not be placed on their accuracy. In several cases, noted on the chart,
   the elevation of a tree top is given. These trees vary in height from
   about 80 feet to 120 feet. The contour interval is 20 feet.

3. CHARACTER OF SHORE LINE, VEGETATION, HILLS.
   The shore is composed of sand or coarse sand and pebble beaches.
   The banks along the shore are from 5 to 15 feet high. Erosion along
   these banks is slow in most places due to lack of much frost. At high
   tide, the banks are damaged by the wash from the few steamers running up
   Bay. The land rises quite gently back from the shore on both the east and
   west sides. There are several small points and shallow indentations,
   nearly dry at low water, along the west shore of the bay. There is a big
   tidal flat at the head of the bay into which runs quite a large stream of
   water. The road to Port Gamble, passing over a trestle at the head of the
   bay has only a slight gradient as far as the survey was made, due to its
   following the valley line. There is a thick growth of evergreen trees
   on the hill-tops and side slopes except where the land has been cleared for
   farming.
4. GENERAL REMARKS, VILLAGES, OCCUPATIONS, FARMING, FISHING, LUMBERING, TRADE.

Most of the people settled in this locality are of Scandinavian origin. Poulsbo, the principal village is situated on the eastern shore of the Bay, while on the west side are docks bearing the names of Scandia and Pearson. Lemolo is the name given to the first landing inside the Bay. At Poulsbo are situated an Orphan Home and an Old Peoples Home founded by followers of the Lutheran faith. The principal occupation is farming of a general character, and as a rule mostly for home use. Poultry and eggs form probably, the largest item of export in the farm products. Grain and hay is imported quite extensively. There several small oyster beds which with care have proved profitable to the owners. A station for salting and drying codfish for the wholesale trade is located at the southern end of the village of Poulsbo. Three schooners running from this station were preparing for the coming fishing season, while this survey was in progress. There is a small saw-mill at the head of the bay, which supplies the surrounding country with lumber, the logs being cut nearby. At the time the survey was made three steamers, carrying passengers and freight, had a regular run between Seattle and the various docks in the bay, two trips being made a day. There is some summer resort trade, but owing to the distance from Seattle about twenty miles, it is not very large.

5. GEOGRAPHIC NAMES.

Below is given a list of geographic names as used by residents; the old chart name Dogfish Bay is not used locally, Liberty Bay being substituted.

Liberty (Dogfish) Bay
Poulsbo
Lemolo
Pearson
Scandia

5. MAGNETIC DECLINATION.

The magnetic declination was determined, using the declinometer with the table in orientation at stations Rock and Lost. The result at the former station was N. 23° 36' E., while at the latter N. 25° 02' E. was obtained.

Respectfully submitted,

(Signed) H. P. Raymond.

APPROVED:

Assistant, C & G. Survey,
Commanding.

March 29, 1915.
<table>
<thead>
<tr>
<th>Station</th>
<th>Date</th>
<th>Elevation</th>
<th>Latitude</th>
<th>D Meters</th>
<th>Longitude</th>
<th>D P Meters</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rock</td>
<td>3ft.</td>
<td>47 42</td>
<td>15575</td>
<td>122 37</td>
<td>7596</td>
<td>Lone boulder on shore</td>
<td></td>
</tr>
<tr>
<td>And.</td>
<td>14fl.</td>
<td>47 43</td>
<td>781</td>
<td>122 38</td>
<td>186</td>
<td>Flag on pole</td>
<td></td>
</tr>
<tr>
<td>Bert</td>
<td>---</td>
<td>47 43</td>
<td>846</td>
<td>122 38</td>
<td>287</td>
<td>Flag on pole</td>
<td></td>
</tr>
<tr>
<td>Got</td>
<td>12ft.</td>
<td>47 43</td>
<td>711</td>
<td>122 38</td>
<td>350</td>
<td>Flag on dolphin</td>
<td></td>
</tr>
<tr>
<td>Cod</td>
<td>23</td>
<td>47 43</td>
<td>862.6</td>
<td>122 38</td>
<td>321.8</td>
<td>Triangulation sta. on knoll by codfish plant</td>
<td></td>
</tr>
<tr>
<td>Scale</td>
<td>7ft.</td>
<td>47 43</td>
<td>876</td>
<td>122 38</td>
<td>360</td>
<td>Cloth sig. in angle of wharf</td>
<td></td>
</tr>
<tr>
<td>Blad</td>
<td>7ft.</td>
<td>47 43</td>
<td>824</td>
<td>122 38</td>
<td>867</td>
<td>Cloth sig. in angle of wharf</td>
<td></td>
</tr>
<tr>
<td>Fing</td>
<td>10ft.</td>
<td>47 43</td>
<td>896</td>
<td>122 38</td>
<td>353</td>
<td>Cloth sig. cor. of shed near codfish pl.</td>
<td></td>
</tr>
<tr>
<td>Lum</td>
<td>8ft.</td>
<td>47 43</td>
<td>963</td>
<td>122 38</td>
<td>372</td>
<td>Signal on corner of house</td>
<td></td>
</tr>
<tr>
<td>Mut</td>
<td>8ft.</td>
<td>47 43</td>
<td>1047</td>
<td>122 38</td>
<td>382</td>
<td>Sig. on pillar at cor. of house</td>
<td></td>
</tr>
<tr>
<td>Nob</td>
<td>14ft.</td>
<td>47 43</td>
<td>1176</td>
<td>122 38</td>
<td>597</td>
<td>Sig. on pile, and of broken wharf</td>
<td></td>
</tr>
<tr>
<td>Oat</td>
<td>10ft.</td>
<td>47 43</td>
<td>1489</td>
<td>122 38</td>
<td>741</td>
<td>Sig. on pole</td>
<td></td>
</tr>
<tr>
<td>Pres</td>
<td>10ft.</td>
<td>47 43</td>
<td>1658</td>
<td>122 38</td>
<td>763</td>
<td>Sig. on pole</td>
<td></td>
</tr>
<tr>
<td>Rop</td>
<td>15ft.</td>
<td>47 43</td>
<td>1737</td>
<td>122 38</td>
<td>853</td>
<td>Sig. on pile, and of broken wharf</td>
<td></td>
</tr>
<tr>
<td>Gvi</td>
<td>15ft.</td>
<td>47 43</td>
<td>1844</td>
<td>122 38</td>
<td>860</td>
<td>Sig. on side of used wharf</td>
<td></td>
</tr>
<tr>
<td>Son</td>
<td>10ft.</td>
<td>47 44</td>
<td>195</td>
<td>122 38</td>
<td>390</td>
<td>Sig. on new wharf</td>
<td></td>
</tr>
<tr>
<td>Dab</td>
<td>15ft.</td>
<td>47 44</td>
<td>1758</td>
<td>122 38</td>
<td>370</td>
<td>Wharf Toulbo</td>
<td></td>
</tr>
<tr>
<td>Tub</td>
<td>15ft.</td>
<td>47 44</td>
<td>1847</td>
<td>122 38</td>
<td>1010</td>
<td>Sig. angle wharf Toulbo</td>
<td></td>
</tr>
</tbody>
</table>

Note: The dates and elevations are approximate.
<table>
<thead>
<tr>
<th>Station</th>
<th>Longitude</th>
<th>Latitude</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>71°F</td>
<td>30°N</td>
<td>Marked a station 100 ft north of station</td>
</tr>
<tr>
<td>2nd</td>
<td>72°F</td>
<td>30°N</td>
<td>Marked a station 200 ft north of station</td>
</tr>
<tr>
<td>3rd</td>
<td>73°F</td>
<td>30°N</td>
<td>Marked a station 300 ft north of station</td>
</tr>
<tr>
<td>4th</td>
<td>74°F</td>
<td>30°N</td>
<td>Marked a station 400 ft north of station</td>
</tr>
</tbody>
</table>

**Table Row Details**
- **Station**: The location of the station.
- **Longitude**: The longitude of the station.
- **Latitude**: The latitude of the station.
- **Remarks**: Additional notes or information about the station.