DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: Washington

DESCRIPTIVE REPORT

Topographic Sheet No. "H"

Locality
Port Washington Narrows
& Vicinity
South part Dyes Inlet
Puget Sound, Washington

1935

Chief of Party
Jack Senior
Applied to Chf 6440, June 25, 1936.

6444, Sept. 15, 1936

6450, Apr. 20, 1937

6460, 21, 1937
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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 Letter "H"

REGISTER NO.

State. Washington

General locality. Puget Sound

Locality. Port Washington Narrows & South Part-Dyes-Inlet

Scale. 1:10,000 Date of survey. May 1935.


Chief of Party. Jack Senior

Surveyed by. E. E. Smith

Inked by. Francis S. Butler

Heights in feet above M.H.W. to ground

Contour Approximate contour Form line interval. 50 feet

Instructions dated. March 29, 1934.

Remarks:

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U.S. GOVERNMENT PRINTING OFFICE: 1936
DESRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET "H"

PORT WASHINGTON NARROWS AND SOUTH PART DYERS INLET.

GENERAL:

The Narrows is entered at Bremerton through the highway toll bridge. There are six piers in the water and the main channel is between the second and third piers counting from the south. The clear height of the span is eighty feet at mean higher high water and 93.5 feet at mean lower low water. It is 231 feet wide. Small boats pass between the other piers where the height is less. On the spans to the south and north of the main span the clear height is 43 feet at mean higher high water. The height is further reduced on the two other spans to the northward. Bridge work blocks all passage from the shores to the nearest piers.

There are two cables crossing the Narrows 400 and 1200 meters northwest of the bridge and an overhead power line crosses between steel towers 600 meters from the bridge.

Just west of the north power tower is a pair of range marks faced for the channel to the westward.

There is an eastward facing rear range mark 350 meters N.W. of triangulation station "LIGNITE", and a rear range mark faced toward the bridge stands on the north bluff, 1200 meters west of the bridge. There are no front range marks paired with either of these two.

On the point at the end of the Narrows 500 meters south of Traeyton is a pair of southward facing ranges. All of these ranges are white painted boards having a vertical red stripe in the middle. The rear ranges are diamond shaped and the front ranges square.

No detail is shown of the Naval Ammunition Depot on Ostrich Bay as the Commandant of the Yard did not favor it. With his courteous permission the shoreline and wharf were shown as usual and signals were established along the beach. The end of the north fence line of the property is shown 750 meters northward of Elwood Point and the south fence is 1400 meters south of that point. The object plotted in this area as "Air Beacon" is more properly a warning signal. It is a red light which is flashed at night only on the approach of trespassing aviators to warn them away from the forbidden area. The Commandant considers it military only and does not wish it shown as it is seldom light-
(Since first writing the above it is noted that Chart No. 6444 has appeared showing this light as an air beacon. It is repeated that it is rarely lighted and was not seen in use during several weeks work in the immediate vicinity during which the party anchored at night on the working grounds.

LANDMARKS:

The two steel towers supporting the power line 600 meters northwestward from the bridge.

Gas House Tank. This is the triangulation designation given to the fuel oil stand pipe at the gas plant 400 meters east of Anderson Cove.

The large boulder located by triangulation a kilometer south of Erland Point.

CONTROL:

Second order triangulation stations were amply provided. Positions could nearly always be checked by resection or three point fixes.

CONTOURS:

The areas back of the shoreline are wooded. Where the ground level could be approximately determined elevation angles were taken on the ground. At other places elevations were taken to the tree top and the estimated height of the tree deducted. Contour interval is fifty feet.

NAMES:

PORT WASHINGTON NARROWS: - The name is used as shown on the chart to designate the Narrows from Sinclair Inlet to Dyes Inlet (Port Washington Bay). The term "Second Narrows" is sometimes applied to that part between Phinney Bay and Dyes Inlet.

PORT WASHINGTON BAY: - The bay shown on the chart as Dyes Inlet. That name is known to local residents but the term is in complete disuse. They call it "Port Washington Bay".

DYES INLET: - See "Port Washington Bay".

PHINNEY BAY: - Locally known and used as shown on chart to indicate the bay on the southwest side of Port Washington Narrows near its northwest end.
SANDY POINT: - Not very widely known. The term applies to the point on the south side of Phinney Bay. Assiduous inquiry was made for a name for this point. The one supplied seems to be known by the older inhabitants of Tracyton. People living around the bay and on the point have no name for it. The only other name learned is from an Indian. He called it "Pult-Kas", meaning "Tide Whirls" and the name is apt. The spelling is my interpretation of his announcement. The first syllable is spoken with expletive force and the last syllable has no recognizable vowel while the syllabic sound is prolonged and the pause between syllables is definitely marked.

ERLAND POINT: - The low point two kilometers west of the north end of the narrows. The point is only partly outlined at the end of the work on the southwest side of the sheet. This is the name of an owner who subdivided the property back of the sand spit where the name now appears on the chart but the name seems to apply now to the whole point. The highest part of the land is below the 50 foot contour.

ANDERSON COVE: - The cove on the south side of the narrows two kilometers west of the Manette Bridge. The name seems well established and is well known in the district.

MANETTE: - The name of the post office of the town on the north side of Port Washington Narrows at its junction with Sinclair Inlet. This has been incorporated with Bremerton and is also known as East Bremerton. See map published by Bremerton City Engineer. (Manette P.O.)

EAST BREMERTON: - See Manette.

TRACYTON: - The small town (post office) 500 meters north of the north end of Port Washington Narrows.

SHERIDAN: - This name does not apply where shown on Chart No. 6444 of October 2, 1932, issued June 16, 1933. I note that the name has been removed from these charts issued December 14, 1934. It was probably misplaced in the original instance. The wharf and locality on the north shore a kilometer north of Anderson Cove and half as far east of Phinney Bay is known as Sheridan and the wharf carries in large letters the name "Port of Sheridan". The name should apply here.
BASS POINT: - The rocky point at the northwest part of Phinney Bay where it joins the "Second Narrows". It is named from an owner of the Point. It is fairly well known by the inhabitants and no other term for it was found.

ROCKY POINT: - This name is well established but is loosely applied to the point on the west side of the north end of the Narrows where it joins Dyes Inlet. Sometimes it is used to designate the northermost part of this point at triangulation station "NARROW". Several large boulders on the beach inclines me to think it originally applied here. At other times the term names the point at the narrowest part of the channel where triangulation station "CURRENT" is placed. Boatsmen usually think of the latter place where the current is swiftest. Others speak of the first more prominent geographical feature and I recommend that the name be applied to this the northermost point.

MAPLE POINT: - The point on the east side of the north end of the Narrows. Not very well known. The only other name learned for this place is Hansen Point (present owner's name) but this is less well known and is not recommended. A large maple tree marks the point and Maple Point seems to be well enough known to justify its use.

SHAG POINT: - The point on south side of the Narrows at west side of Anderson Cove. It is vertical gravel fifty-five feet high. A vein of lignite shows at tide line and gives the name "LIGNITE" to the triangulation station. Shag Point was not widely heard but is the only one ascertained for this spot.

SULPHUR SPRINGS: - The locality is the small bay in the Narrows just north of Phinney Bay. The name is well known on account of the mineral springs. Vertical sandstone strata runs across the Narrows from Sulphur Springs to triangulation station "CURRENT" and continues across the point passing westward through triangulation station "ROCKY PT." Water on Rocky Point is also sulphurous.

OSTRICH BAY: - Known and used as shown on Chart 6444.

ELWOOD POINT: - The point on west side of Ostrich Bay where the name "Elwood" shows on Chart 6444. This was the name of the former owner of a general store at this point. The store is gone and the land is included in the arsenal but the name is known and used.
OYSTER BAY: - The enclosed bay entered through a bottle
neck from Ostrich Bay.

MADRONA POINT: - The narrow point between Ostrich Bay and
the channel into Oyster Bay.

MUD BAY: (1) The small high tide bay west of the southern
part of Phinney Bay.

(2) The high tide bay whose entrance is in
Ostrich Bay between triangulation stations "MUD" and
"BENEDICT" and extends thence south for 1-1/2 kilometers.

(3) The high tide bay between Erland Point
and Elwood Point.

Respectfully submitted,

E. E. Smith,

APPROVED AND FORWARDED:

Jack Senior,
Commanding Officer,
U.S.C & G.S.S. EXPLORER
STATISTICS

Shoreline, statute miles. .......................... 23.1

Roads, statute miles............................... 5.9

Area, square statute miles......................... 5.1
LANDMARKS FOR CHARTS

Seattle, Washington,

August 9, 1936.

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

Jack Senior
Chief of Party.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
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<tbody>
<tr>
<td>Range Beacon</td>
<td>47° 34'</td>
<td>122° 37'</td>
<td>Triangulation</td>
<td>6444</td>
</tr>
<tr>
<td>Diamond Shaped</td>
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<td>609.9</td>
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<td>122° 37'</td>
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<td>6444</td>
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<tr>
<td>Square, on dolphin</td>
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<td>419.4</td>
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<tr>
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<tr>
<td>Square</td>
<td>350.6</td>
<td>685.2</td>
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<td>122° 39'</td>
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<td>6444</td>
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<tr>
<td>Diamond Shaped</td>
<td>420.0</td>
<td>700.7</td>
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A list of objects which are of sufficient prominence for use on the charts, together with a description of the same, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report. The selection, determination, and description of these points are of primary importance.

The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstaffs and like objects are not sufficiently permanent to chart.
<table>
<thead>
<tr>
<th>Chart</th>
<th>Place</th>
<th>Description</th>
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<tr>
<td>47 36.0 LST 41.9</td>
<td>Site 1</td>
<td>Two Range Beacons</td>
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<tr>
<td>47 36.5 LST 26.5</td>
<td>Site 2</td>
<td>Two Range Beacons</td>
</tr>
<tr>
<td>47 44.6 LST 27.5</td>
<td>Site 3</td>
<td>Two Range Beacons</td>
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Chief Surveyor:

December 3, 1935

Landmarks for Charts

U.S. Coast and Geodetic Survey

Department of Commerce

Date: December 3, 1935

Form 367
<table>
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<tr>
<th>Remarks</th>
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<td>3</td>
<td>of doubtful obliteration</td>
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<td>6</td>
<td>must have an old name of 68/7 and several names to edit.</td>
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<td>more difficult.</td>
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<td>17</td>
<td>slow E word, but settlement of 60 were E word. From letters. E word pt. Lower Lakes.</td>
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<td>Name on Survey</td>
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<tr>
<td>Tracyton</td>
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<td>East Bremerton</td>
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<td>Maple Pt.</td>
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<td>Sheridan</td>
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<td>Phinney Bay</td>
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<td>Bremerton</td>
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<td>Anderson's Cove</td>
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<td>Sheep Pt.</td>
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<td>Sandy Pt.</td>
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<td>Rocky Pt.</td>
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<tr>
<td>Madrona Pt.</td>
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</tr>
<tr>
<td>Oyster Bay</td>
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<tr>
<td>Elwood Pt.</td>
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<tr>
<td>Erlind Pt.</td>
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<tr>
<td>Dyes Inlet</td>
<td>✓</td>
</tr>
</tbody>
</table>

Names underlined in red approved by **J.R.** on 5/7436
MEMORANDUM
IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

No. H
No. T 6442

received registered verified reviewed approved

APR 17 1936
MAY 18 1936

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.

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<th>ROUTE</th>
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</table>

RETURN TO

82

C. K. Green
Title (Par. 56) Port Washington Narrows & Vicinity, Wash.

Chief of Party Jack Senior Surveyed by E. E. Smith Inked by F. S. Butter

Ship Explorer Instructions dated Mar. 23, 1884 Surveyed in May 1935

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 7, 8, 9, 13, 16.)

2. The character and scope of the survey satisfy the instructions.

3. The control and closures of traverses were adequate. (Par. 12, 29.)

4. The amount of vertical control that the Manual specifies for contours—fermlines—was accomplished. (Par. 18, 19, 20, 21, 22, 23.)

5. The delineation of contours—fermlines—is satisfactory. (Par. 49, 50.)

6. There is sufficient control on maps from other sources that were transmitted by the field party to enable their application to the charts. (Par. 28.) None submitted

7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)

8. The representation of low water lines, reefs, coral reefs, and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.)

9. Rocks and other important details shown on previous surveys and on the chart were verified. (Par. 25, 26, 27.)

See reverse side

10. The span, draw, and clearance of bridges are shown. (Par. 16c.)

11. Locations and elevations of summits are given. (Par. 19, 51.)

12. The tree line was shown on mountains. (Par. 16g.)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.
Paragraph 9

T1637 (1881)

This survey is on a scale of 1:20,000 whereas the present survey is on 1:10,000. The present survey is much more in detail than T1637. Inshore rocks shown on T1637 are included inside the L. W. Line on the present survey.

T1941 (1889)

This is a combined hydrographic and topographic survey. Although this survey is on a scale of 1:5,000 and the present survey is on 1:10,000, the present survey is more in detail than T1941. The general shore line of the two surveys is in good agreement.
13. The descriptive report covers all details listed in the Manual, in so far as they apply to this survey. (Par. 64, 65, 66, 67.)

14. The descriptive report also contains additional information required in aero-topography relative to type of photographs, method of compilation and type of ground control.

15. The descriptions of recoverable stations and references to shore line were accomplished on Form 524. (Par. 29, 30, 57, 67 except scaling of DMs and DFs, 68.) None submitted.

16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16d, e, 60.)

17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.) Declination not shown on chart.

18. The geographic datum of the sheet is N.A. 1927 (Adjusted) and the reference station is correctly noted. (Par. 34.)

19. Junctions with contemporary surveys are adequate.
   Joins T626S, R46W, on the South
   Joins T644S, R48W, on the North

20. Geographic names are shown on the sheet and are covered by the Descriptive report. (Par. 64, 66k.)

21. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46, 47, 49, 50.)

22. No additional surveying is recommended.

23. The Chief of Party inspected and approved the sheet and the descriptive report after review by.

24. Remarks:

Reviewed in office by Chas. P. Buchanan, Jr., June 24, 1936.

Examined and approved:

Chas. P. Buchanan, Jr. Chief, Section of Field Work

Chief, Division of Field Records

Chief, Division of Charts

Chief, Division of Hyd. and Top.