DESCRIPTIVE REPORT

Topographic  Sheet No. "A"
Hydrographic

State  Washington

LOCALITY

Fugget Sound.
Johnson Point & Vicinity

1936

CHIEF OF PARTY

G. C. Jones

U. S. GOVERNMENT PRINTING OFFICE
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 No. 49

REGISTER NO. 7167

State Washington

General locality Firet Sound

Locality Vicinity Johnson Joint & Vicinity

Scale 1:10,000 Date of survey May-June, 1936

Vessel U.S.C.G. L.S. 123 H

Chief of party J. P. Jones

Surveyed by Edwin C. Neum

Inked by Edwin C. Neum

Heights in feet above mean tide to ground to tops of trees

Contour, Approximate contour, Formline interval 50 feet

Instructions dated March 29, 1934

Remarks: Project B.T. 171

Remarks: 1. 21. 0
DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET "A",

FUGLT SOUND - WASHINGTON

SEASON OF 1936

- o -

G. C. JONES, CHIEF OF PARTY, C. & G. S.
DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET "A"

PUGET SOUND - WASHINGTON.

AUTHORITY:

Survey was executed in accordance with the Director's instructions, dated March 29, 1934, Project No. K.T.-171.

LIMITS:

This survey includes the eastern part of Dana Passage, the northern part of Henderson Inlet and the extreme southernmost portion of Case Inlet extending southward to Devils Head.

GENERAL DESCRIPTION:

The shoreline throughout this area is very irregular, being broken by numerous sloughs.

Fills of varying heights, footed by steep dirt eroding bluff in general, and heavily wooded with evergreen and deciduous trees characterize the topography.

CONTROL:

Triangulation control points executed during the season of 1934 and 1936 and based on the North American 1927 datum were used.

SURVEY METHODS:

Standard plane table survey methods were used. Topographic signals were cut in from triangulation stations on the opposite shore and checked by traversing between control points. No errors were found.

All off-lying features were rodded in with the exception of Itsami Shoal Buoy which was determined by intersections of four cuts.

CONTOURS:

Obtaining contours presented one of the most trying problems in the execution of the topography. Due to the wooded nature of the country extreme caution had to be exercised in
estimating the heights of trees. Tree heights varied up to 175 feet depending on whether second growth or virgin timber.

TOWNS:

No towns exist in this area.

During the period of this survey, a large estate located on Johnson Point, was being sold under the subdivision plan. Many sales had been consummated and the probability of a small community at this point, in the near future, exists.

JUNCTIONS:

Field sheet "Y - 1935", scale 20,000 extended southward to triangulation stations "THN - 1924" and "GET - 1924". The hydrography did not extend to the extreme southern limits of the topography. This seasons topography (scale 10,000) was extended northward of triangulation stations "THN - 1924" and "GET - 1924", to insure a satisfactory juncture for hydrography due to the overlap and differences in scale. The contours of sheet "Y - 1935", were accepted in full and junctures made as shown.

Where field sheet "X-1935", vicinity triangulation station "FUG - 1924", joins this survey, the 1933 juncture as shown here must be accepted. This sheet, "A-1936", and sheet "X-1935", to southward were executed by same topographer.

Except for the contours this survey is in excellent agreement with chart.

The contours are in absolute disagreement throughout this area. This new survey must supercede all existing contour data.

ROCK AND LOW WATER LINE:

In accordance with the standard symbols, all rocks were rodded in, as shown. In cases of numerous rocks in any immediate vicinity, only those critical ones are noted as "Beres -- feet at M.L.L.W.

Chart No. 6460 shows no rocks.

The low water line was transferred from smooth hydrographic sheet.
TOPOGRAPHIC SIGNALS:

Except as noted on sheet, all topographic signals shown outside of high water line are targets attached to stumps, fallen trees and etc., and are not of a permanent nature.

DOCKS AND BRIDGES:

A floating, small boat landing of no importance is shown in slough whose entrance is marked by topographic signal "PACK".

Between signals "RED" and "GREEN", a small boat landing privately owned is shown. (vic. of Dickerson Pt.)

Between signals "BACK" and "EYE", a floating, small boat landing, privately owned, is shown. (vic. of Henderson Point)

On Johnson Point, east side, is shown a privately owned small boat landing.

At signal "TIC", a floating, small boat landing, privately owned, is shown. Lat 47° 04' 04" N Long 122° 44' 26.8"

Immediately N.E. of signal "NEL", is shown a highway bridge in good condition. Lat 47° 11' 03" N Long 122° 46' 21.0".

On sand spit northward of signal "MAC", is shown a small foot bridge. Lat 47° 09' 36" N Long 122° 45' 47.48"

Signal "LAK" is located on piling of ruins of old bridge. Lat 47° 10' 01" N Long 122° 45' 00.7"

Respectfully submitted,

Edwin C. Baum
Jr. H. & G. Engr., C. & G. S.,
U.S.C. & G.S.S. EXPLORER.

APPROVED AND FORWARDED: Sheet examined and approved.

C. O. Jones,
Commanding Officer,
U.S.C. & G.S.S. EXPLORER.
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Names underlined in red approved by E on 1/4/39
MEMORANDUM
IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOGRAPH

B 2
No. T-6528

received May 18, 1937
registered May 20, 1937
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.

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RETURN TO

| 82 | C. K. Green |
Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6528 (1936) FIELD NO. A

Johnson Point and Vicinity, Puget Sound, Washington
Surveyed in May - June, 1936, Scale 1:10,000
Instructions dated Mar. 29, 1934.

Plane Table Survey.  Aluminum Mounted.

Chief of Party - G. C. Jones.
Surveyed by - E. C. Baum.
Inked by - E. C. Baum.


The records are neat and legible and conform to the requirements of the Topographic Manual except as follows:

a. The low water line shown on this survey was transferred from H-6197 (1936). It is not the accepted practice to transfer the low water line from hydrographic surveys to contemporary topographic surveys. The low water line on hydrographic surveys is subject to office revision and changes cause difference with transferred low water line on topographic surveys. (Par. 16(a) Topographic Manual).

b. Triangulation stations Dan, Pie, Tot, and Del are shown outside the high water line. They are not located on any topographic feature, but are standard triangulation marks established between high and low water.

c. The topographic features on which triangulation stations Ker, Sam and Get, are located were not shown on the sheet but their descriptions state that they are on rocks covered at high water. A rock awash symbol has been added in the office to the stations as well as the note "covered at high water".

d. Triangulation stations Hen and Rose, were erroneously represented as being on bare rocks. The description cards indicate that they are standard triangulation marks established between high and low water and imbedded in concrete.

e. There is no evidence that the declinatoire was checked at a station of known declination during the season's work (par. 17). Declinatoire Correction = + 0.8° (See letter from Chief of Party, 1-27-38, attached to Descriptive Report). Correction too small to be applied to meridian on sheet.

f. The information giving the junction limits and junction sheet numbers (field) was inked on the sheet by the field party and should have been left in pencil. This information was superseded in the office by the proper register numbers.
g. Signal LAM is noted in the Descriptive Report, page 3, as being "located on piling of ruins of old bridge". The bridge as shown on the sheet is in solid lines and it is assumed that this representation is in error. The plotting was changed to dashed lines in the office.

h. The elevations and the contour numbers were shown on the sheet with the foot symbol. It is not the accepted practice to attach this symbol to these features. (par. 49 and 51).

i. No information was furnished relative to signal Tide, where the tide gage was located (lat. 47° 09.3', long. 122° 50.2'). This signal falls in 2 feet of water, 100 meters offshore. It is assumed to be of temporary nature and of no charting value.

The Descriptive Report satisfactorily covers all items of importance except that no information relative to the existence or non-existence of the charted roads falling on the present survey was mentioned. (See par. 5a(I), this review).

In connection with topographic stations it is desirable that an alphabetical list of all the plane table stations determined, and of all triangulation stations outside the high water line should be included in the Descriptive Report, giving a brief description of the stations and a statement as to which planetables stations are recoverable.

2. Compliance with Instructions for the Project.

The plan, character and extent of the survey satisfy the instructions for the project. Though the survey covers the shoreline area in general several of the charted roads that fall within the limits of the present survey were not shown on the sheet or mentioned in the Descriptive Report. It is assumed that since this sheet is primarily intended to be a control sheet for the hydrography, the survey of roads in the heavily wooded country was purposely avoided, and since no information is given to the contrary, the roads are considered existent as charted. (See par. 5, this review).

3. Junctions with Contemporary Surveys.

The junctions with T-6436 (1935) on the north, with T-6453 (1935), T-6455 (1935) and T-6530 (1936) on the south, and with T-6529 (1936) on the west, are satisfactory.


T-1672 (1878) 1:20,000.

a. Shoreline and Associated Details.

(1) The comparison of the old shoreline shows a general good agreement with that on the present survey.
(2) The sunken rock (uncharted) in lat. 47° 10.2',
long. 122° 49.4' falls on the present survey inside
the low water line. The present hydrographic survey
H-6197 (1936), did not locate the rock, due no doubt
to the high stage of the tide when surveying in this
area. This rock, which is necessarily a rock awash,
was so carried forward to the present survey.

b. Contours and Inland Details.

The agreement of contours is generally poor. In a number
of cases the contours on the old survey are of a different
pattern from that on the present survey. In other cases
the patterns are about the same but the positions of the
contours are different from those of the corresponding
contours on the present survey, the displacements varying
from 50 to 350 meters. For example; the 80 foot contour,
vicinity of Johnson Pt., and the 100 foot contour in
approximate lat. 47° 11.3', long. 122° 45.7'. No elevations
are shown on the old survey and it is believed that the
contours may have been greatly generalized due to the wooded
character of the area. Numerous elevations are shown on
the present survey and the contours shown thereon are con-
sidered the more accurate representation of the area.
There is no information that is not fully covered by the
present survey and since it is a later survey and on a
larger scale, the old survey should be superseded for
charting purposes.

5. Comparison with Chart 6460 (New Print dated July 26, 1937).

Chart 6462 (New Print dated April 8, 1937).

a. Topography.

Within the area of the present survey the charts are based
on surveys discussed in the foregoing paragraphs and the
following additional information:

(1) The charted roads originate with a Progressive Military
Map of the U. S. Army Engineers (Olympia, Washington
Quad. 1914). Since there is no information on the
present survey to indicate that the roads are no
longer in existence they are assumed to exist as shown
on the present chart.

(2) No authority could be found for the land elevations
charted in this area. They appear to be the elevations
to the highest contours shown on T-1672 (1878). Since
the contours were found to be in disagreement with those
determined on the present survey (see par. 4b, this
review), the charted elevations should be disregarded
in future charting.
b. Magnetic Declination.

The declination determined with the declinometer on the present survey agrees with the charted value.

c. Aids to Navigation.

The charted position of Johnson Pt. Light is in good agreement with the position as located on the present survey. The buoy marking Itsami Ledge was located independently by the present hydrographic and topographic surveys 100 meters north of the charted position. The latter is the same as that shown on the 1st edition (1908) of the charts. The present survey's position satisfactorily marks the feature intended.

6. Field Drafting.

The inking of the shoreline and topographic features is very good. The lettering is fair. A mechanical lettering set should be used for all lettering whenever possible.

7. Additional Field Work Recommended.

The survey is complete and no additional work is required.

8. Note to Compiler.

Attention is called to para. 5a(1) and 5a(2) of this review relative to the present charted roads and land elevations.


In so far as the topography actually included on the present survey is concerned, the present survey supersedes the following survey for charting purposes:

T-1672 (1878) in part


Inspected by - A. L. Shalowitz.

Examined and approved:

C. K. Green, Chief, Section of Field Records.

Fred L. Vanhook, Chief, Section of Field Work.

L. C. Abbott, Chief, Division of Charts.

E. M. Wade, Chief, Div. of H. & T.
U.S.C. & G.S.S. EXPLORER.

January 27, 1938.

To: Director, U.S. Coast & Geodetic Survey, Washington, D.C.


Subject: Magnetic information on topographic Sheet T-6530, T-6528, T-6529

Reference: Director's letter of Jan. 15, 1938, 40-OLH.

On receipt of above letter the plane table outfit used by Lt. (j.g.) Edwin C. Baum in 1936, was set up at Seattle Magnetic Station (Green Lake) and pointings made on three objects. One was rejected because of uncertainty of the object. The declinatoire was placed alongside the alidade, a line drawn through control point and values scaled with steel protractor. Results are given below:

Jan. 22, 1938, 9:15 A.M.

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<tr>
<td>Rt. edge smokestack</td>
<td>S 79°17.2' E</td>
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It was intended that the magnetic meridian by declinatoire should be shown at least once during the season at a station which had been occupied by compass declinometer. If such was not done determination of index error at present is all that can be furnished. The plane table outfits used by the other topographers in 1936 have been sent to Washington.

Date furnished by Magnetic Division

23° 08' in 1935
06'
23° 02' in 1938 (Jan.)
22° 54' declin.
+ 08' corr.

Original of this letter filed in Magnetic Division.

Information added to Review.

A.L.S.

/signed/ G. C. JONES
G. C. Jones,
Commanding Officer,
U.S.C. & G.S.S. EXPLORER.