DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic Sheet No. C-41

U. S. COAST & GEODETIC SURVEY
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SEP 17 1942

State WASHINGTON

LOCALITY
Port Townsend, Admiralty Inlet
South Part of Port Townsend Bay-southeast

Latitude 48° 06' 41"

19341

CHIEF OF PARTY

La. De. Graham, R. R. Moore
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. T6885a

State  WASHINGTON  

General locality  Port Townsend - Admiralty Inlet  
South Part of Port Townsend

Locality  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. R. Moore

Surveyed by  E. F. Hicks, Jr.

Inked by  E. F. Hicks, Jr.

Heights in feet above MHW to ground \text{[Marked numbers]}

Contour, Approximate contour, Form line interval \text{[Marked numbers]} feet

Instructions dated  Sept. 30, 1941 \text{[Marked numbers]}, 19

Remarks:  \text{[Marked numbers]}

\text{[Marked numbers]}
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 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° 01.8' in Portage Canal, and the west shore of Indian Island from Triangulation station Portage at latitude 48° 02.0' in Portage Canal northward to Triangulation station French 2 at longitude 122° 43.5'. The main system of roads is as far 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, 1929; Soowalan, 1908-28; Indian, 1940; Navy East, 1940; the following old stations relocated by this party during the current season,
Come, 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, Iron, 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 49° 02'.9 southward to signal GAP at latitude 48° 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 unclesed traverse up Chisum 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
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° 05' 0 southward to latitude 48° 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° 03' 6 and 48° 02' 6, 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.
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-561, T-562, 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-561 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 561. 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
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
Point is known locally as Sherman Spit.

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 leading into Oak Bay is known locally as Portage Canal and it is recommended that it be charted as such.

Kilisut Harbor does not appear on this sheet, but according to several people that harbor is known as Scoow 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.
10. **STATISTICS**

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

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

Approved and forwarded.

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 INDIANAPOLIS 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.
MAT — 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.
ER --- Flag nailed to piling.
SIG --- Cable Crossing sign.
FRA --- Flag nailed to piling.
GO --- Banner nailed to piling.
HIP --- Flag
IDB --- 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.
TGW --- Northerly of three poles along the shore.
ULE --- Small sign nailed to tree.
VIM --- Flag
DGS --- 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.
GAB --- Flag
HIT --- Banner nailed to tree overhanging point. Banner nailed upside down.
IS --- Flag
NO --- Offshore end of ferry slip.
AL --- Chimney of shack on spit.
BIT --- Chimney of most northerly shack.
GOV --- Chimney of most southerly shack.
DIP --- Pole, abandoned telephone line.
EL --- Flag
FUS --- Flag
GAR --- Banner
HIM --- Flag
ILE --- Flag
JUG --- Banner
KUM --- Flag nailed to old post.
LID --- Banner
MIS --- Flag
NIT --- Flag
OAR --- Banner
PUM --- Flag
RIL --- Banner nailed to old tree. Large spike at top of banner.
SID --- Banner
TIF --- Banner nailed to tree.
US --- Cable crossing sign.
VIG, MIL, 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 TRESPASSING 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
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<td>Sherman Spit</td>
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<td>(Hitherto Wala Pt.)</td>
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Names underlined in red approved by L. H. 1/25/42
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. D-41
REGISTER NO. T6885 b

State WASHINGTON

General locality Port Townsend, Admiralty Inlet
South of Port Townsend
Locality Harrowstone Island west of longitude 122° 42’

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

Vessel M. V. PRATT

Chief of party R. E. Moore
Surveyed by E. E. Hicks, Jr.
Inked by E. E. Hicks, Jr.

Heights in feet above ——— to ground to tops of trees
Contour, Approximate contour, Form line interval ——— feet
Instructions dated Sept. 30, 1941

Remarks:
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° 42.8

3. CONTROL

The control for this survey was furnished by recovered triangulation stations Kiliut 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° 43.2 and 122° 43.7 being subjected to water breaking over it at moderate storm highwater. On the south side of the spit between stations Kiliut 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 46° 05.5 and longitude 122° 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. 6406 pub-
lished 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
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

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<th>High water line</th>
<th>2.8 statute miles</th>
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<tr>
<td>Area</td>
<td>0.1 square statute miles</td>
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Respectfully submitted,

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

Approved and forwarded

R. R. Moore,
H. & G. E., C&GS.
Commanding H. V. Pratt
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Handwritten note: "Rec: 9/15/41"
MEMORANDUM
IMMEDIATE ATTENTION

SURVEY DESCRIPTIVE REPORT
No. T6885a & 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.

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V. P. W. K.