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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: _____

DESCRIPTIVE REPORT.

3530 *Sheet No. 3530*

LOCALITY: _____

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CHIEF OF PARTY: _____

11-4645

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DESCRIPTIVE REPORT,

REVISION OF TOPOGRAPHIC SHEET OF PORT ORCHARD, FROM CRYSTAL SPRINGS TO BATTLE POINT.

April, 1915.

The projection was furnished from the Office on scale 1/20,000 and had evidently been intended for a hydrographic projection, since it did not fit plane table.

The work embraced on the sheet extends on the eastern side from Crystal Springs to Battle Point; on the western side from Illahee to Brownsville.

Instructions of the Inspector was that this should be a revision sheet and that all important changes and improvements visible from the water should be determined; but that contours were not required.

The shoreline was run in in course of work because the pencil shoreline on the sheet did not agree with the actual shoreline.

The sheet was controlled by triangulation which was extended from the entrance to Rich's Passage.

It was expected to terminate the work at Triangulation Stations LOST and INDIANA. However, it was found that a few more days could be utilized and a plane table traverse was run from Δ INDIANA to BATTLE POINT, and a traverse was run from Δ LOST and BROWNSVILLE.

Later it was decided to control this by triangulation on one day and two weak figures were observed, as follows:

INDIANA-LOST as base, to VIC-ALAP 2, and a further figure consisting of KREG, ALAP 2, INDIANA, and VIC, and points Bluff and Flag Pole at old store at Brownsville were cut in from Kreg and Alap 2, without a check.

When the position of Kreg was computed it was found that the traverse was out about 100 meters and the shoreline was adjusted to fit this discrepancy.

The work along the western shore from University Point on, had been controlled by three-point fixes by using Kreg, Tolo Wharf, and Fletcher's Bay Wharf for fix. This was also adjusted to agree with the computed position of the Flag Pole and Bluff.

The names of wharves, etc., given on the sheet are the names by which they are now locally known. This country has settled up decidedly and these names should be added to the chart.

Detailed descriptions of the shores are as follows:

From Crystal Springs to \triangle INDIANA is a sandy beach below the low water line. The rise is gradual. Houses, as shown.

\triangle INDIANA TO FLETCHER'S BAY:- There are no houses along this stretch at present. A heavy growth of alders and firs extend to high water line. The country back of high water line gradually rises to 100 and 150 feet high within a few hundred yards of shore.

FLETCHER'S BAY TO TOLO WHARF:- The beach is gravel and small boulders. At extreme high water line is a steep bluff, approximately 100 feet high, which extends along the shore, as shown. In vicinity of Tolo Wharf is a swampy section covered with drift logs. Alders are very thick in vicinity of Tolo Wharf, along the road.

TOLO WHARF TO BATTLE POINT:- A sandy beach from Tolo Wharf to Battle Point, with low bluffs, as shown. Alders and a number of houses are in this vicinity.

BATTLE POINT is a low sandy point, which forms the most western part of Bainbridge Island. There is a lagoon and salty marshes inside of Battle Point, which was sketched in.

ILLAHIEE WHARF TO UNIVERSITY POINT:- The country is sparsely settled. There is a dense growth of alders and firs down to the high water line. There are several isolated boulders along this beach, as shown. In the vicinity of \triangle LOST the bluff rises to approximately 60 feet, but is scaleable. In the vicinity of \triangle VIC is an old wharf and abandoned gravel pit.

UNIVERSITY POINT:- A sandy beach along the point and there is a low bluff which reaches a height of about 40 feet along the northern part of the point. There is a couple of houses on this point and a small clearing.

GILBERTON WHARF:- In the vicinity of Gilberton Wharf there is a heavy growth of alders to the high water line and a fine sandy beach. Along the point westward of \triangle Bluff there is a steep bluff. The sand beach in this vicinity consists of very fine sand.

There is a plank roadway built on pilings leading to Brownsville, and a plank bridge. An old saw mill was located, which was in poor repair although in operation.

The details at Brownsville are only what could be seen from a location near the drawbridge. The beach northward from Brownsville Dock was sandy, and heavy alders grow to the high water line.

Respectfully submitted,



Assistant, C. & G. Survey,
Com'dg. U S S "McARTHUR."

CGQ/MDG.

PLANE TABLE POSITIONS
on

Post overland

Topographic Sheet No.

Crystal Springs to Battle Point

OBJECT	LATITUDE			LONGITUDE			Description
	Deg.	Min.	M.	Deg.	Min.	M.	
Boulder	47	36	1545	122	35	876	
Boulder	47	37	402	122	35	740	
Boulder	47	37	499	122	35	740	
Boulder	47	37	730	122	35	719	
Boulder	47	38	1481	122	36	468	
Boulder	47	39	331	122	36	1097	
Boulder	47	39	996	122	35	368	
Boulder	47	39	198	122	35	35	
Boulder	47	39	129	122	34	1239	
Boulder	47	38	1635	122	34	1109	
Boulder	47	38	873	122	34	819	
S. Boulder	47	38	212	122	34	806	
Boulder	47	37	1436	122	34	772	
Boulder	47	37	1415	122	34	777	
Boulder	47	36	1382	122	34	546	
Flag Pole	47	38	1026	122	34	828	
Summer Ho.	47	38	1028	122	34	823	
<u>W. Gable</u>							
<u>Gazzam's Bn</u>	47	36	1389	122	34	417	
<u>So. Chy.</u>							
<u>Gazzam's Ho</u>	47	36	1246	122	34	495	

PCB