

4321

Form 504	
DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
....., Director	
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State: Washington.....	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. 4321
LOCALITY	
Puget Sound	
Tacoma - Commencement Bay	
1927	
CHIEF OF PARTY	
G.C. Jones	

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET.

Tacoma, Washington (Pt. Defiance to City Waterway;
(Dash Pt. to Hylebos Waterway.

Authority. The survey was executed under instructions of the Director to the Commanding Officer of the U. S. Motor Vessel NATOMA dated May 3-rd 1927.

Limits. This sheet includes the topography of both shores of Commencement Bay; on the North side it starts at Dash point, goes around Brown point and to the outside of the Hylebos Waterway where this sheet joins the 1 : 5000 topographic survey sheet of the inner Tacoma Harbor. On the other side of Commencement Bay this sheet starts at Point Defiance and goes to the beginning of the City Waterway where it again joins the 1 : 5000 sheet.

General Description. On the North shore the beach is mostly sand and gravel. From Dash Pt. to Nearly Brown Pt. the beach is mostly sand with occasional bulkheads, some of which are in a state of ruin. Around Brown Pt. a rip rap has been thrown up to protect the light on this point. From this point to the point on which A GULL is located the beach is more gravel which around this point goes back to sand again. Back from the shore line about mid way between Dash and Brown Pts. the terrain is rather steep. Around Brown Pt. it is rather flat and is steep between again A DRON, and A GULL. At these two points the cliff is yellow and almost vertical for over 100 feet. These high cliffs continue on down to the end of the street on this side. The cliff jumps across the road in

back of an old rotten dock between @ PAT and @ BAY.

On the other shore of Commencement Bay starting with the City Waterway there are numerous docks up to the smelter and the ferry dock and boat house beyond the smelter. Between these docks a retaining wall has been built and filled in, allowing for another railroad track which serves all the lumber mills along this shore. (The conventional sign for the stone rip rap retaining wall was omitted to avoid confusion.) Inside of this single track is a concrete highway and then another single industrial track. In further are the main line railroad tracks which go into a tunnel in behind the Tacoma Smelter Works. Beyond the main line tracks the ground rises rather abruptly.

From the smelter northwestward the shore is sandy with occasional boulders. A vertical concrete retaining wall goes from @ FID to @ LEE. Behind the high water line the ground rises very abruptly and is a vertical cliff at Point Defiance.

Behind Brown Point and A GULL the ground is sparsely wooded with frequent roads cutting through and rather sparsely settled. On Point Defiance the ground is also rather sparsely settled with a public park.

The beaches whether sand or gravel are in all cases very short.

Changes. Quite a few changes have taken place along the Tacoma waterfront

since the previous survey of 1909. The shore line from Dash point around Brown Pt. to about @ PAT is practically the same. The dock at this point shown in more or less of a wavy line is nothing but ruins. South East of this old dock the hill has been cut back to make way for a road which leads now along ^{the} face of a vertical cliff. Most of the houses have been moved out and additional ones built most of which are built on

piles and project over the high water line. Several groups of piles over a stretch from Ⓞ Crop. to Ⓞ Ham afford moorings for the log booms coming in.

The majority of the changes however are on the other side of Commencement Bay. Ⓞ LIGHT is an occulting green light on the end of a barge made fast to the dock at the Foss Tug and Barge Company. From this point up to Ⓞ CAN the docks and buildings are with few exceptions the same as the old survey. What changes there were are minor details such as office additions. The tracks in this vicinity are also somewhat changed.

From Ⓞ CAN on past the Tacoma Smelter practically a new survey was made. Additions have been made to certain docks and others have been left go to rot and ruin and where docks previously were, nothing remains but stubs of piles. The old mooring buoys have been done away with^{with} the addition of new docks. Also as was mentioned previously in this report a rip rap bulkhead has been built, filled in behind, and a new track placed close to this bulkhead. The highway running parallel to this track is concrete and^{there is} another track between it and the railroad main line. The Smelter docks have evidently been rebuilt and also the ferry dock North West of it. The slag breakwater has^{been} extended quite a bit since the last survey and now has made a small cove where small boat racks and launch moorings have been built. Additions have also been made to the boat house North West of the ferry slip along with the building of the concrete bulkheads from Ⓞ FID to Ⓞ LEE.

Landmarks. The only prominent landmarks that might be used as aids to navigation were cut in by triangulation and appear in the

report of same.

Survey Methods. The entire survey was made by ordinary planetable methods.

The survey started at Δ PUG and went in opposite directions to Δ BAR and \odot TUG respectively and on the other side of Commencement Bay the start was made at Δ BROWN and carried to Δ DASH and \odot HAM.

Some of the signals such as on offlying piles were located by planetable triangulation but in most cases were located by traverse from one triangulation station to another. Frequent three point fixes were used to check up the traverse.

The direction of the magnetic meridian was determined by use of the compass declinometer at Δ THEO and Δ GULL.

Respectfully submitted,

Chas R Bush Jr.
Chas. R. BUSH, Jr. Jr. H. & G. E.

FORWARDED:

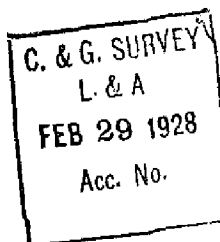
G. C. Jones
G. C. JONES, H & G. E.
Chief of Party, C. & G. S.

Inspected and found adequate

E. P. Ricci, Mar, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET



REG. NO. 4321

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. K

REGISTER NO. 4321

State Washington

General locality Puget Sound

Locality Tacoma, Commencement Bay

Scale 1-10000 Date of survey November-December, 1927

Vessel Motor Vessel Tacoma

Chief of Party C. C. Jones

Surveyed by Chas. R. Bush Jr.

Inked by Chas. R. Bush Jr.

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated May 3, 1927, 192

Remarks: