

6260

U. S. COAST & GEODETIC SURVEY
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Form 504
Ed. June, 1928
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, Director

State: WASHINGTON

DESCRIPTIVE REPORT

Topographic } Sheet No. "B"
~~Hydrographic~~

LOCALITY

PORT MADISON

PUGET SOUND

19 34

CHIEF OF PARTY

JACK SENIOR

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. "B"

REGISTER NO. 6260

State Washington

General locality Puget Sound

Locality Port Madison

Scale 1:10,000 Date of survey June, 1934

Vessel U.S.C. & G.S.S. EXPLORER

Chief of Party Jack Senior

Surveyed by E. B. Lewey

Inked by E. B. Lewey

Heights in feet above M.H.W. to ground ~~to tops of trees~~

~~Ground~~ Approximate contour, ~~500-foot~~ interval 20 feet

Instructions dated March 29, 1934

Remarks: Elevations shown in pencil are elevations to

tops of trees.

DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET "B"

PORT MADISON - PUGET SOUND

WASHINGTON

- 0 -

JACK SENIOR - CHIEF OF PARTY

SEASON OF 1934

DESCRIPTIVE REPORT
TO ACCOMPANY TOPOGRAPHIC SHEET "B"
PORT MADISON - PUGET SOUND

WASHINGTON

INSTRUCTIONS:

The work on this sheet was done in accordance with the Director's Instructions for Project Number HT - 171, dated March 29, 1934.

LIMITS:

The area included on this sheet lies between Latitude $47^{\circ} 41.5'$ N. and $47^{\circ} 45.0'$ N.; and between Longitudes $122^{\circ} 29.2'$ W. and $122^{\circ} 33.8'$ W. The insert of Miller's Bay extends from Latitude $47^{\circ} 45.1'$ N. to Latitude $47^{\circ} 46.3'$ N.; and from Longitude $122^{\circ} 32.9'$ W. to Longitude $122^{\circ} 33.8'$ W.

A junction is made with topographic sheet "A", 1934, at triangulation station THOMAS, 1931, Latitude $47^{\circ} 44.63'$ N. and Longitude $122^{\circ} 29.2'$ W. A junction is made with topographic sheet "C", 1934, at triangulation station ELDER 2, 1934, Latitude $47^{\circ} 41.67'$ N. and Longitude $122^{\circ} 30.16'$ W. Junctions are made with topographic sheet "G", 1934, in Agate Passage at triangulation station MISH 2, 1934, Latitude $47^{\circ} 42.99'$ N., Longitude $122^{\circ} 33.76'$ W., and at triangulation station AGE 2, 1934, Latitude $47^{\circ} 42.78'$ N., Longitude $122^{\circ} 33.70'$ W.

CONTROL:

The topography was controlled by the second order scheme of triangulation executed by Jack Senior, Commanding Str. EXPLORER, in 1934.

All triangulation is based on the North American Datum, 1927.

SURVEY METHODS:

Standard planetable survey methods were used. A combination traverse and resection method was used in locating topographic signals, shoreline and other topographic details. When possible, signals were verified by cuts from triangulation stations.

All traverses closed well within the limit as allowed by the required standard of accuracy, and most of them closed perfectly.

CONTOURS:

All elevations were determined by the usual plane table methods.

The elevations shown in pencil are the elevations to tops of trees. The estimated heights of the trees were deducted from the obtained elevations and the results shown in red as ground elevations. Wherever possible, the heights of trees were measured by distances and angles and the results used as a basis for estimating the heights of other trees.

Since most of the ground elevations were determined by an estimation of the heights of trees over them, the contours as shown on the sheet are considered approximate contours only.

COMPARISON WITH EXISTING CHARTS:

Chart No. 6443:

In general, this survey agrees satisfactorily with chart No. 6443. The principal difference between the two surveys is in Miller's Bay (called Squaib Bay on the chart). This bay extends 0.4 mile farther north than is shown on the chart. The area covered by this sheet is more thickly settled now than at the time of the survey for the chart. There are several wharves and floats in Miller's Bay and in the small bay extending to the south-west from the town of Port Madison that were not in existence at the time of the previous survey. The wharf shown on the chart at Agate Point, Latitude $47^{\circ} 43.3' N.$ and Longitude $122^{\circ} 33.1' W.$ has been replaced by a wharf on the east side of Agate Point in Latitude $47^{\circ} 43.05' N.$ and Longitude $122^{\circ} 32.5' W.$ The wharf at Suquamish has been changed slightly in position and shape. There have been some changes in the swamps in Latitude $47^{\circ} 44.8' N.$, Longitude $122^{\circ} 29.7' W.$ and in Latitude $47^{\circ} 42.0' N.$, Longitude $122^{\circ} 30.3' W.$

All differences between the two surveys were noted and verified.

GENERAL DESCRIPTION:

Port Madison lies between the northern end of Bainbridge Island and Point Jefferson. It is about 2-1/4 miles long in a north and south direction and approximately 2 miles in width. To a distance of 1 mile east of Indianola the north shore of Port Madison is marked by high white cliffs varying in height from 80 to 216 feet. One and one quarter miles east of Indianola a low valley extends to the northward, starting from a

swampy area at the beach. One quarter mile west of Indianola is a prominent white cliff 74 feet in height. A low, narrow, sand and gravel spit extends 1/2 mile west of triangulation station SQU, 1934, Latitude 47° 44.84' N., Longitude 122° 32.5' W. The bluffs on the western shore of Port Madison vary in height from a few feet to 106 feet and are not as prominent as the bluffs on the northern shore. The southern shore is marked by moderately low and broken bluffs. Point Monroe is a low, narrow, sand and gravel spit, curving westward and southward. A small shallow lagoon lies within this curving spit. A flashing red light is established on Point Monroe in Latitude 47° 42.53' N. and Longitude 122° 30.61' W. The shore south of Point Monroe as far as this sheet extends is low and some of it is swampy.

In general, the shores on this sheet are wooded.

Miller Bay extends 1-3/4 miles north from the north-west corner of Port Madison, it is 1/2 mile wide at its southern end and narrows towards its northern end. The entrance is narrow (150 meters) and to the westward of the low sand and gravel spit. North-east of the low spit and north of Latitude 47° 45.4' N. the bay is muddy and bares at M.L.L.W. The remainder of the bay is shoal and has numerous sand bars. The shores are wooded and low on the west side, but steep on the east side.

The town of Suquamish is prominent from seaward.

Agate Passage extends to the south-west into Port Orchard from the west side of Port Madison. That portion of it which is covered by this sheet is 3/4 mile long and averages 400 meters in width. The shores are wooded and steep. The beaches are of gravel and are fringed with kelp. The northern entrance to the passage is marked with a flashing light established on a dolphin in Latitude 47° 43.47' N. and Longitude 122° 33.29' W. The north-east end of a shoal in the passage is marked by a red spar buoy.

A narrow and crooked bay extends 1 mile south-west of the town of Port Madison. It averages 300 meters in width and affords excellent anchorage for small boats, it is a favorite overnight anchorage for Puget Sound Yachtmen. The entrance to the bay is 3/4 mile west-south-west of Point Monroe and is very narrow, only 100 meters at low water. The town of Port Madison is served by the wharf on the east side of the entrance to the bay. Generally, the shores are wooded and low. The beaches are sandy with occasional patches of mud.

For the most part, the beaches within the limit of this sheet are composed of sand and gravel with occasional boulders. In the vicinity of Indianola, flat sand beaches extend from 100 to 350 meters offshore at low water. East of triangulation station INDI, 1934, Latitude $47^{\circ} 44.62' N.$ and Longitude $122^{\circ} 30.8' W.$, the beach is composed of large gravel and boulders.

DISTORTION:

A 24" x 31" aluminum mounted sheet was used. No distortion was noted at any time.

MAGNETIC OBSERVATIONS:

An observation was made at triangulation station ROE, 1916-1931, with the declinitaire.

NEW NAMES:

INDIANOLA:

The small town in Latitude $47^{\circ} 44.9' N.$ and Longitude $122^{\circ} 31.5' W.$ on the north side of Port Madison is locally known as Indianola.

MILLER'S BAY:

The shoal bay extending to the northward from the north-west corner of Port Madison is locally known as Miller's Bay. On charts No. 6443 and No. 6450 this bay is called Squaib Bay, but has been changed to Miller's Bay since the date of the survey for the charts.

Respectfully submitted,

Ernest B. Lewey
Ernest B. Lewey,
Jr. H. & G. E., C. & G. S.,
U.S.C. & G.S.S. EXPLORER.

Approved and forwarded,

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

Sheet B (1934)
examined & approved
J Senior

STATISTICS

Number of statute miles of shoreline.....	22.8
Number of statute miles of roads.....	4.0
Number of square statute miles of area surveyed.....	7.0
Number of elevations determined.....	78

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Seattle, Washington.

March 11 1935.

DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

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

Jack Senior, Comdg. Str. EXPLORER

Chief of Party.

[illegible]

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, flagstuffs and like objects are not sufficiently permanent to chart.

WASHINGTON

Survey No. 6260

Diagram No. 6450-2

Under investigation. Q

[illegible]

REVIEW OF TOPOGRAPHIC SURVEY No. 6260

Title (Par. 56) *Port Madison, Washington*Chief of Party *Jack Senior* Surveyed by *E. B. Lerrey* Inked by *E. B. Lerrey*Ship *Explorer* Instructions dated *Mar. 29, 1934* Surveyed in *June, 1934*

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-~~formlines~~- was accomplished. (Par. 18, 19, 20, 21, 22, 23.) ✓
5. The delineation of -contours-~~formlines~~- 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.) ✓
Practically no summits within bounds of this survey
12. The tree line was shown on mountains. (Par. 16g.)
Tree line does not come within bounds of this survey

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

T1087 (1868)

This survey is in very good agreement with the present survey. Only very small changes in detail are apparent other than man-made changes such as docks and retaining walls.

T3675 (1917)

This is a revision survey showing additional docks, houses and other landmarks. It shows a dock in poor condition just below Pt. Monroe on the East side of the Point. The present survey and chart 6450 do not show this dock nor does the contemporary hydrographic survey H5710. It probably has rotted away. Other comparisons are made on page 2 of the Descriptive Report.

T6260 supersedes T1087 and T3675 in part.

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 IMs and DPs, 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 checks value on chart*
No note of having checked declination
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 T 6261 (1934) on the South Joins T 6265 (1934) on the West
Joins T 6259 (1934) on the East
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, 48, 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 R. Bush Jr. June 25, 1936

Examined and approved:

E. K. Green
Chief, Section of Field Records

L. O. Polbat
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work

G. H. Wade
Chief, Division of Hyd. and Top.