

6262

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
~~Hydrographic~~

Sheet No. D

LOCALITY

~~EAGLE HARBOR, BLANCKLY HARBOR~~

+

S. E. SIDE BAINBRIDGE ISLAND

Yemoat Point to Beans Point
Yeomalt ~~FOOT~~ 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. D

REGISTER NO. **6262**

State Washington

General locality Puget Sound

Locality Yeomais Point to Beans Point
~~Eagle and Blackly Harbors, and S. E. side Bainbridge Id.~~

Scale 1:10,000 Date of survey June & July, 19 34

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~~

~~Contour~~, Approximate contour, ~~Formations interval~~ 20 feet

Instructions dated March 29, 19 34

Remarks: Elevations shown in pencil are elevations to tops of trees.

DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET "D"

EAGLE HARBOR, BLAKELY HARBOR

AND S. E. SIDE BAINBRIDGE ISLAND

PUGET SOUND - WASHINGTON

- 0 -

JACK SENIOR - CHIEF OF PARTY

SEASON OF 1934

DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET "D"

EAGLE HARBOR, BLAKELY HARBOR & S. E. SIDE BAINBRIDGE ISLAND

PUGET SOUND - WASHINGTON

INSTRUCTIONS:

The work done on this sheet was authorized by the Director's Instructions for Project No. HT-171, dated March 29, 1934.

LIMITS:

The area included on this sheet lies between Latitudes $47^{\circ} 34.4'$ N. and $47^{\circ} 38.0'$ N.; and between Longitudes $122^{\circ} 28.6'$ W. and $122^{\circ} 32.7'$ W. A junction is made with topographic sheet "C", 1934, at triangulation station YEMOALT 2, 1913-1934, in Latitude $47^{\circ} 38.0'$ N. and Longitude $122^{\circ} 29.32'$ W. A junction is made with topographic sheet "E", 1934, at triangulation station DIT, 1915-1933, in Latitude $47^{\circ} 35.86'$ N. and Longitude $122^{\circ} 32.63'$ 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:

The usual 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.

Practically all of the traverses closed perfectly, and the remaining ones closed well within the allowable limit.

CONTOURS:

All elevations were determined by standard planetable methods.

The elevations shown on the sheet 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 as approximate contours only.

COMPARISON WITH EXISTING CHARTS:

Chart No. 6444:-

The principal differences between this survey and Chart No. 6444 are due to changes that have been made in the wharves, buildings and roads since the date of the previous survey. These changes are particularly noticeable in Eagle Harbor, Blakely Harbor and in the vicinity of Pleasant Beach. The wharf shown on the chart at Pleasant Beach is now in ruins. The ferry wharf in Latitude $47^{\circ} 35.8' N.$ and Longitude $122^{\circ} 30.4' W.$ is the only wharf in Blakely Harbor at this time.

There are some slight differences in the shoreline between the two surveys, but none that cannot be attributed to erosion or filling-in.

GENERAL DESCRIPTION:

The shores within the limits of this sheet are wooded and moderately low, except as noted. At a distance of 0.4 mile north of Wing Point is a prominent yellow dirt bluff. This bluff is about 0.5 mile long and is 112 feet in height at its highest point. At triangulation station TYEE, 1934, Latitude $47^{\circ} 36.63' N.$ and Longitude $122^{\circ} 29.78' W.$, the land rises rapidly to a height of 223 feet. The shores from Blakely Harbor around to Pleasant Beach are steep. Restoration Point is low, flat and grass covered, except for a wooded knoll 116 feet in height in the center of the point. The low valley between this knoll on Restoration Point and the steep slope to the westward is prominent from either the north or south. The shores south of Creosote and from Restoration Point around to triangulation station DIT, 1915-1933, Latitude $47^{\circ} 35.86' N.$ and Longitude $122^{\circ} 32.63' W.$, are thickly settled.

Eagle Harbor is one mile long in and east and west direction and averages one-half mile in width. Winslow Marine Railway and Shipyards is situated on

the north side of Eagle Harbor. A narrow and crooked arm extends three-fourths of a mile north-west from the west end of Eagle Harbor. The north-western half of this arm is muddy and bares at M.L.L.W. A range for entering Eagle Harbor is situated on the west side of Wing Point. The front range marker is a red light and white beacon on a dolphin in Latitude $47^{\circ} 37.33' N.$ and Longitude $122^{\circ} 29.78' W.$ It is the triangulation station FRONT RANGE, EAGLE HARBOR, 1934. The rear range marker is a red light and white beacon on top of the bluff in Latitude $47^{\circ} 37.50' N.$ and Longitude $122^{\circ} 29.87' W.$ It is the topographic signal REAR.

Blakely Harbor is about 0.8 mile long in and east and west direction, 0.5 mile wide at the entrance and narrows towards its western end. The western end and the southern shore of the harbor is cluttered up with broken pilings, dolphins and ruins of wharves.

Blakely Rock lies three-fourths of a mile east of the entrance to Blakely Harbor. There are four separate rocks here, the highest being 10 feet above M.H.W. and supporting a flashing red light which is 20 feet above M.H.W. A rocky reef extends 100 meters to the westward, northward, and eastward of the light. Shoal water extends about 250 meters north of the light. The rocks, reef and shoal water are surrounded by heavy kelp.

Orchard Rocks lies 0.4 mile north-west of Beans Point on the southern end of Bainbridge Island. The rocks make up a more or less circular reef which bares 9 feet at M.L.L.W. The rocks are surrounded by a heavy growth of kelp and are marked by a large metal echo board located on the southern end of the reef.

Around Restoration Point and along the southern shore of the island the beaches are made up of rocky ledges covered with large boulders and are fringed with kelp. There are some sand beaches in Eagle Harbor and Blakely Harbor. Elsewhere the beaches are of gravel and boulders. A sand spit baring at M.L.L.W. extends 330 meters south-east of Wing Point

DISTORTION:

The sheet was frequently tested, but no distortion was noted at any time. A 24" x 31" aluminum mounted sheet was used.

MAGNETIC OBSERVATIONS:

An observation was made at triangulation station TYEE, 1934, with the declinatoire.

NEW NAMES:

HAWLEY:- ✓

The settlement in Latitude $47^{\circ} 37.6'$ N. and Longitude $122^{\circ} 30.4'$ W. on the north side of Eagle Harbor, is locally known as Hawley. On chart No. 6444 this settlement is called Madrone, but has been changed to Hawley since the previous survey.

EAGLEDALE:- ✓

The small settlement on the south side of Eagle Harbor in Latitude $47^{\circ} 36.95'$ N. and Longitude $122^{\circ} 30.75'$ W., is locally known as Eagledale.

NOTE:

The inland limit of trees as shown on the sheet are not necessarily the actual limits of the trees. The area inland could not be seen and its vegetation not known.

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 "D" (1934) examined
& approved.
J. Senior*

STATISTICS
TO ACCOMPANY TOPOGRAPHIC SHEET "D"

Number of statute mile of shoreline.....	18.8
Number of statute miles of roads.....	10.4
Number of square statute miles of area surveyed.....	10.8
Number of elevations determined.....	101

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Seattle, Washington,February 25, 19 35

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
Jack Senior, Comdg. Str. EXPLORER.

Chief of Party.

DESCRIPTION	POSITION						METHOD OF DETER- MINATION	CHARTS AFFECTED	
	LATITUDE			LONGITUDE					DATUM
	°	'	D. M. METERS	°	'	D. P. METERS			
CUPOLA, school house	47	37	965.0 ✓	122	31	285.4 ✓	N.A. 1927	Plane- table	6444, 6450
SPIRE, church	47	37	896.0 ✓	122	31	246.0 ✓	"	"	" "
SPIRE, church	47	37	981.0 ✓	122	31	213.5 ✓	"	"	" "
OILTANK	47	37	742.0 ✓	122	31	197.0 ✓	"	"	" "
TANK (ELEVATED)	47	37	711.5 ✓	122	31	217.0 ✓	"	"	" "
TOWER, observation	47	37	1069.5 ✓	122	30	534.0 ✓	"	"	" "
REAR RANGE, Eagle Harbor	47	37	930.0 ✓	122	29	1077.0 ✓	"	"	" "
CUPOLA, school house	47	36	1553.0 ✓	122	31	266.5 ✓	"	"	" "
WINDMILL	47	36	1708.5 ✓	122	31	213.0 ✓	"	"	" "
WINDMILL	47	36	1785.0 ✓	122	30	833.0 ✓	"	"	" "
TANK (ELEVATED)	47	36	1772.0 ✓	122	30	1028.0 ✓	"	"	" "
TANK (ELEVATED)	47	36	1733.5 ✓	122	30	1033.0 ✓	"	"	" "
*OILTANK, yellow (⊙ NO)	47	36	1759.0 ✓	122	30	687.0 ✓	"	"	" "
{ of group of six OILTANK, (largest & S'y/	47	37	3.0 ✓	122	29	1205.5 ✓	"	"	" "
TANK, easterly of two	47	36	1606.0 ✓	122	30	43.0 ✓	"	"	" "
SPIRE, church	47	35	1844.0 ✓	122	30	867.5 ✓	"	"	6444, 6450, 6460
SPIRE, church	47	35	1640.5 ✓	122	30	887.3 ✓	"	"	" " "

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.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Seattle, Washington.

February 25 19 35

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.

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Duplicate.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DIVISION OF CHARTS, FILE NO. _____

U. S. COAST & GEODETIC SURVEY
2 sheets LIBRARY AND ARCHIVES

APR 24 1935

LANDMARKS FOR CHARTS

Do not chart planetable positions until
the sheets are applied.
Direction Chief of Charts.

Seattle, Washington,

Acc. No. _____

February 25, 1935

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LANDMARKS FOR CHARTS

Seattle, Washington.

February 25 19 35

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]

Scaled from Topographic Sheet "D", 1934 T 6262

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

Date. April 27, 1935

Survey No. 6262

Chart No. 6450; 6460

Diagram No. 6450-2; 6460-2

Approved by the Division of Geographic Names, Department of Interior. *

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Yemoalt Point</u>	Same	<u>Yeomalt Point</u>	(change this on sheet)	
	<u>Wing Point</u>	"			
	<u>Hawley</u>		Hawley		100 add
	<u>Winslow</u>	Same			
	<u>Bainbridge Island</u>	"			
	<u>Eagle Harbor</u>	"			
	<u>Eagledale</u>		Eagledale		100 add
	<u>Creosote</u>	Same			
	<u>Puget Sound</u>	"			
	<u>Blakely Rocker</u>	"			
	<u>Restoration Point</u>	"			
	<u>Blakely Harbor</u>	"			
	<u>Port Blakely</u>	"			
	<u>West Blakely</u>	"			
	<u>Pleasant Beach</u>	"			
	<u>Rich Passage</u>	"			
	<u>Orchard Rocks</u>	"			
	<u>Fort Ward</u>	-----			
	<u>Beans Point</u>	"			
	<u>South Beach</u>	-----			

REVIEW OF TOPOGRAPHIC SURVEY No. 6262 (1934) Field Letter D

Title (Par. 56) *Yeomalt Pt to Beans Pt., Puget Sound, Washington*Chief of Party *Jack Senior* Surveyed by *E.B. Levey* Inked by *E.B. Levey*Ship *Explorer* Instructions dated *March 29, 1934* Surveyed in *June and July, 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.)~~
not 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 attached notes on back.
10. ~~The span, draw and clearance of bridges are shown. (Par. 16c.)~~
11. Locations and elevations of summits are given. (Par. 19, 51.) ✓
12. The tree line was shown on mountains. (Par. 16g.)
Generally wooded.

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.

The sunken rock, covered 1 foot at M.L.L.W. about 220 meters north of the light on Blakely Rock on T-6262 (1934) has been shown on H-5711 (1934-5) as a rock awash at M.L.L.W. from hydrographic information. It should be charted as shown on the latter sheet.

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 have been received.*
16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16d, e, 60.) *None have been received. Attached.*
17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.) *Meridian shown but no evidence declination was checked.* ✓
18. The geographic datum of the sheet is *North American 1927* and the reference station is correctly noted. (Par. 34.) ✓
19. Junctions with contemporary surveys are adequate. ✓
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 *E. B. Levey* ✓
24. Remarks:

Reviewed in office by *R L Johnston* Sheet inspected by *A. L. Shalowitz*

Examined and approved:

C. H. Green
Chief, Section of Field Records

L. O. Pollat
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work

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