

6268

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. "L"

LOCALITY

Sinclair Inlet

Puget Sound, Washington

1934.

CHIEF OF PARTY

Jack Senior

6268

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 Letter

REGISTER NO. **6268**State WashingtonGeneral locality Puget SoundLocality Sinclair InletScale: 1:10,000 Date of survey Sept. 7 to Oct. 9, 1934.Vessel U.S.C. & G.S.S. EXPLORERChief of Party Jack SeniorSurveyed by William F. MalnateInked by William F. Malnate and Francis S. ButlerHeights in feet above M.H.W. to ground ~~to tops of trees~~~~Contour~~ Approximate contour ~~Form-line~~ interval 20 feetInstructions dated March 29, 1934.

Remarks:

DESCRIPTIVE REPORT  
TO ACCOMPANY TOPOGRAPHIC SHEET "L"  
SINCLAIR INLET  
PUGET SOUND, WASHINGTON.

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JACK SENIOR, CHIEF OF PARTY,

1934.

DESCRIPTIVE REPORT  
TO ACCOMPANY TOPOGRAPHIC SHEET "L"

SINCLAIR INLET  
PUGET SOUND, WASHINGTON.

INSTRUCTIONS:

The survey was made in accordance with the Director's instructions for Project No. HT-171, dated March 29, 1934.

LIMITS:

Sinclair Inlet including the approach to Port Washington Narrows and the south end of Port Orchard.

Junctions are made with topographic Sheet "E - 1934" at triangulation station "HIGH - 1915", Latitude  $47^{\circ}34.45'$  north, Longitude  $122^{\circ}36.13'$  west, and triangulation station "DRONE 2 - 1934", Latitude  $47^{\circ}34.38'$  north, Longitude  $122^{\circ}34.80'$  west.

METHODS:

The standard survey methods outlined in the "Topographic Manual, Special Publication No. 144", were used throughout.

All off-lying dangers and rocks were located by a rod reading when visible and all hydrographic stations checked by cuts.

CONTROL:

The topography was controlled by second order triangulation established in 1934.

TRAVERSE CLOSURES:

There were no closing errors of traverse. The frequency of triangulation stations made possible a check on all plane-table positions, by either three point fixes or resection, throughout.

CONTOURS:

The contours were transferred from Chart No. 6440 and were checked where possible. Where checked the agreement was

good so the original contours were retained.

MAGNETIC OBSERVATIONS:

Observations with a magnetic declinometer were made at triangulation station "BENSON 2 - 1934".

GENERAL DESCRIPTION:

Sinclair Inlet is a body of water about three and one half miles long and averaging about one mile in width, making off to the southwestward from the south end of Port Orchard at the entrance to Port Washington Narrows.

On its shore are located the Puget Sound Navy Yard; the City of Bremerton, the town of Port Orchard, which is the county seat, the State of Washington Veterans Home at Retsil; and the post village of Annapolis.

East Bremerton is connected to Bremerton by a toll bridge across Port Washington Narrows. This bridge has a clearance of 80 feet at mean high water.

A state highway closely parallels the highwater line on both the north and south shore of the inlet and connects with the main highway to the Olympic Peninsula. Numerous dwellings are located close to this highway and back of this highway except in the more settled districts the shores are heavily wooded and steep.

At the southwestern end of the inlet is an extensive tidal flat at which is located a log booming area.

A smaller log booming area lies about three quarters of a mile west of the town of Port Orchard.

COMPARISON WITH EXISTING CHARTS:

The survey agrees satisfactorily with Chart No. 6440, except as follows:

At the Bremerton highwater line east of the Navy Yard numerous houses now exist outside of the highwater line below the bluff.

At East Bremerton no roads or highways extend through to the highwater line.

West of the Navy Yard, the difference in the number of wharves was noted and verified.

The changes in the water front at Port Orchard were noted and verified.

The difference in location of outlets of small streams and the highwater line between Port Orchard and the Soldiers Home at Retsil were noted and verified.

Differences in the location of the highway along the shores was noted and verified. A new highway was built from Port Orchard around to Bremerton in the past few years.

BLUEPRINTS:

A blue print of the Navy Yard at Bremerton is enclosed and co-ordinated at several points. These were encircled on the blue print and labeled to correspond with the similar points on the topographic sheet.

NEW NAMES:

"ANNAPOLIS": So called locally an on bus schedules.

Respectfully submitted,

*William F. Malnate*

William F. Malnate,  
Jr. H. & G. Engr., C. & G. S.,  
U.S.C. & G.S.S. EXPLORER.

APPROVED AND FORWARDED:

*Jack Senior*

Jack Senior,  
Chief of Party, C. & G. S.,  
Comdg., U.S.C. & G.S.S. EXPLORER.

*Sheet L (1934) examined*

*& approved.*

*J. Senior*

STATISTICS

TOPOGRAPHIC SHEET "L"

Statute miles of shoreline.....	19.4
Statute miles of highway.....	12.7
Area in square statute miles.....	2.8
Number of hydrographic stations located.....	166

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

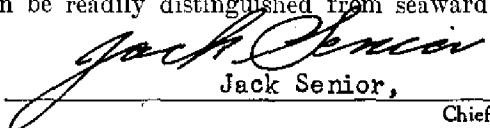
## LANDMARKS FOR CHARTS

Seattle, Washington,

April 15, 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,

Chief of Party.

DESCRIPTION	POSITION						METHOD OF DETERMINATION	CHARTS AFFECTED	
	LATITUDE			LONGITUDE					DATUM
	°	'	D. M. METERS	°	'	D. P. METERS			
* STACK, central Power Plant, Navy Yard(° North)	47	33	1341.0	122	37	927.0	NA-1927	Plane-table	6440, 6444, 6460
* STACK, central Power Plant, Navy Yard(° South)	47	33	1270.0	122	37	926.5	"	"	" " "
RADIO MAST, North, Navy Yard	47	33	1498.0	122	38	466.0	"	"	" " "
RADIO MAST, East, Navy Yard	47	33	1464.0	122	38	398.0	"	"	" " "
RADIO MAST, West, Navy Yard	47	33	1432.0	122	38	500.0	"	"	" " "
* STACK, West End Power Plant, Navy Yard	47	33	1031.0	122	38	655.5	"	"	" " "
OIL TANK, Shell Oil Co., (° Tank)	47	33	864.0	122	39	192.0	"	"	" " "
STACK, (° Rust)	47	32	1471.5	122	40	327.5	"	"	" " "
* WHITE CROSS on hill (° Klux)	47	32	663.0	122	40	618.5	"	"	" " "
* TANK (ELEVATED), Port Orchard	47	32	142.5	122	38	126.5	"	"	" " "
* BUILDING, (Kitsap Brewery) "Chart outline"	47	32	1130.0	122	37	837.0	"	"	" " "
STACK, Soldiers Home, Retsil	47	32	1268.5	122	36	949.0	"	"	" " "
* OIL TANK (MIDDLE) (° Shell)	47	32	130.0	122	41	103.0	"	"	" " "
STACK (° Smoke)	47	31	1574.0	122	40	433.0	"	"	" " "

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



Diagram No. 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

[illegible]



## REVIEW OF TOPOGRAPHIC SURVEY No. 6268

Title (Par. 56) *Sinclair Inlet, Washington*Chief of Party *Jack Senior* Surveyed by *W.F. Malnate* Inked by *W.F. Malnate*  
*F.S. Butler*Ship *Explorer* Instructions dated *March 29, 1934* Surveyed in *Sept. - Oct. 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.) *Blue Print Submitted of Bremerton Navy Yard with common points marked*
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.)  
*Only vertical clearance shown*
11. ~~Locations and elevations of summits are given.~~ (Par. 19, 51.)
12. ~~The tree line was shown on mountains.~~ (Par. 16g.)

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

T1637 (1881)

This survey agrees with the present survey in only a very general way. The entire shore line has been changed by man with bridges, docks and buildings and cannot be compared with any degree of accuracy.

T1951 (1889)

This combined hydrographic and topographic survey, like T1637, does not show the development that came later along both sides of Sinclair Inlet and although on a scale of 1:5,000 is of very little value in making a comparison with the present survey T6268.

T2196 (1895) - H2300 (1897)

These combined hydrographic and topographic surveys of only the North side of Sinclair Inlet are not of any value in making a comparison with the present survey as they do not show the present man-made changes and development. They are on a scale of 1:10,000 and show development at that time of certain features which have been changed since.

T2264 (1895)

This survey shows development of certain spots on either side of Sinclair Inlet. The survey is of little value in making a comparison with the present survey.

T2921 (1909)

This survey of 1909 shows quite a development on both sides of Sinclair Inlet over the previous surveys. Since this survey there has been many man-made changes along both sides so that even with its accurate development T2921 is only comparable to the present survey in a general way.

T4599 (1931)

This survey shows only a few docks, all of which are shown on the present survey T6268.

T6268 supersedes T1637, T1951, T2196, T2264, T2921, T4599 and H2300.



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 shown on chart*  
*No evidence 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 6442 (1935) and T 6263 (1934) on the North*
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 26, 1936.*

Examined and approved:

*E. H. Green*  
Chief, Section of Field Records  
*L. O. Lobert*  
Chief, Division of Charts

*Fred. L. Pearce*  
Chief, Section of Field Work  
*G. H. Hude*  
Chief, Division of Hyd. and Top.