

6442

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. "H"

LOCALITY

Port Washington Narrows

& Vicinity

South part Dyes Inlet

Puget Sound, Washington.

19 35.

CHIEF OF PARTY

Jack Senior.

Applied to Cht 6440, June 25, 1936. K.P.
" " " 6444, Sept. 15, 1936 K.P.
" " " 6450, Apr. 20, 1937 K.P.
" " " 6460, " 21, 1937 K.P.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LIBRARY OF ARCHIVES

APR 17 1936

REG. NO.

TOPOGRAPHIC TITLE SHEET

Acc. No. _____

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 "H"

REGISTER NO.

State WashingtonGeneral locality Puget SoundLocality Port Washington Narrows & South Part Dyes-Inlet ^{Vicinity 32}Scale 1:10,000 Date of survey May, 19 35.Vessel U.S.C. & G.S.S. EXPLORERChief of Party Jack Senior,Surveyed by E. E. SmithInked by Francis S. ButlerHeights in feet above M.H.W. to ground ~~to top of stream~~Contour Approximate contour Form line interval 50 feetInstructions dated March 29,, 19 34.

Remarks: _____

DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET "H",

PORT WASHINGTON NARROWS AND SOUTH PART DYES INLET.

GENERAL:

The Narrows is entered at Bremerton through the highway toll bridge. There are six piers in the water and the main channel is between the second and third piers counting from the south. The clear height of the span is eighty feet at mean higher high water and 93.5 feet at mean lower low water. It is 231 feet wide. Small boats pass between the other piers where the height is less. On the spans to the south and north of the main span the clear height is 43 feet at mean higher high water. The height is further reduced on the two other spans to the northward. Bridge work blocks all passage from the shores to the nearest piers.

There are two cables crossing the Narrows 400 and 1200 meters northwest of the bridge and an overhead power line crosses between steel towers 600 meters from the bridge.

Just west of the north power tower is a pair of range marks faced for the channel to the westward.

There is an eastward facing rear range mark 350 meters N.W. of triangulation station "LIGNITE", and a rear range mark faced toward the bridge stands on the north bluff, 1200 meters west of the bridge. There are no front range marks paired with either of these two.

On the point at the end of the Narrows 500 meters south of Tracyton is a pair of southward facing ranges. All of these ranges are white painted boards having a vertical red stripe in the middle. The rear ranges are diamond shaped and the front ranges square.

No detail is shown of the Naval Ammunition Depot on Ostrich Bay as the Commandant of the Yard did not favor it. With his courteous permission the shoreline and wharf were shown as usual and signals were established along the beach. The end of the north fence line of the property is shown 750 meters northward of Elwood Point and the south fence is 1400 meters south of that point. The object plotted in this area as "Air Beacon" is more properly a warning signal. It is a red light which is flashed at night only on the approach of trespassing aviators to warn them away from the forbidden area. The Commandant considers it military only and does not wish it shown as it is seldom light-

ed. (Since first writing the above it is noted that Chart No. 6444 has appeared showing this light as an air beacon. It is repeated that it is rarely lighted and was not seen in use during several weeks work in the immediate vicinity during which the party anchored at night on the working grounds. ✓

LANDMARKS:

The two steel towers supporting the power line 600 meters northwestward from the bridge.

Gas House Tank. This is the triangulation designation given to the fuel oil stand pipe at the gas plant 400 meters east of Anderson Cove.

The large boulder located by triangulation a kilometer south of Erland Point.

CONTROL:

Second order triangulation stations were amply provided. Positions could nearly always be checked by resection or three point fixes.

CONTOURS:

The areas back of the shoreline are wooded. Where the ground level could be approximately determined elevation angles were taken on the ground. At other places elevations were taken to the tree top and the estimated height of the tree deducted. Contour interval is fifty feet.

NAMES:

✓ PORT WASHINGTON NARROWS: - The name is used as shown on the chart to designate the Narrows from Sinclair Inlet to Dyes Inlet (Port Washington Bay). The term "Second Narrows" is sometimes applied to that part between Phinney Bay and Dyes Inlet.

✓ PORT WASHINGTON BAY: - The bay shown on the chart as Dyes Inlet. That name is known to local residents but the term is in complete disuse. They call it "Port Washington Bay".

✓ DYES INLET: - See "Port Washington Bay". O.T.

✓ PHINNEY BAY: - Locally known and used as shown on chart to indicate the bay on the southwest side of Port Washington Narrows near its northwest end.

no Dyes Inlet
from history
5/22/36

SANDY POINT: - Not very widely known. The term applies to the point on the south side of Phinney Bay. Assiduous inquiry was made for a name for this point. The one supplied seems to be known by the older inhabitants of Tracyton. People living around the bay and on the point have no name for it. The only other name learned is from an Indian. He called it "Pult-Kss", meaning "Tide Whirls" and the name is apt. The spelling is my interpretation of his annunciation. The first syllable is spoken with expletive force and the last syllable has no recognizable vowel while the sibilant sound is prolonged and the pause between syllables is definitely marked.

ERLAND POINT: - The low point two kilometers west of the north end of the narrows. The point is only partly outlined at the end of the work on the southwest side of the sheet. This is the name of an owner who sub-divided the property back of the sand spit where the name now appears on the chart but the name seems to apply now to the whole point. The highest part of the land is below the 50 foot contour.

ANDERSON COVE: - The cove on the south side of the narrows two kilometers west of the Manette Bridge. The name seems well established and is well known in the district.

MANETTE: - The name of the post office of the town on the north side of Port Washington Narrows at its junction with Sinclair Inlet. This has been incorporated with Bremerton and is also known as East Bremerton. See map published by Bremerton City Engineer. (Manette P.O.)

EAST BREMERTON: - See Manette.

TRACYTON: - The small town (post office) 500 meters north of the north end of Port Washington Narrows.

SHERIDAN: - This name does not apply where shown on Chart No. 6444 of October 2, 1932, issued June 16, 1933. I note that the name has been removed from these charts issued December 14, 1934. It was probably misplaced in the original instance. The wharf and locality on the north shore a kilometer north of Anderson Cove and half as far east of Phinney Bay is known as Sheridan and the wharf carries in large letters the name "Port of Sheridan". The name should apply here.

✓ BASS POINT: - The rocky point at the northwest part of Phinney Bay where it joins the "Second Narrows". It is named from an owner of the Point. It is fairly well known by the inhabitants and no other term for it was found.

✓ ROCKY POINT: - This name is well established but is loosely applied to the point on the west side of the north end of the Narrows where it joins Dyes Inlet. Sometimes it is used to designate the northernmost part of this point at triangulation station "NARROW". Several large boulders on the beach inclines me to think it originally applied here. At other times the term names the point at the narrowest part of the channel where triangulation station "CURRENT", is placed. Boatmen usually think of the latter place where the current is swiftest. Others speak of the first more prominent geographical feature and I recommend that the name be applied to this the northernmost point.

✓ MAPLE POINT: - The point on the east side of the north end of the Narrows. Not very well known. The only other name learned for this place is Hansen Point (present owner's name) but this is less well known and is not recommended. A large maple tree marks the point and Maple Point seems to be well enough known to justify its use.

✓ SHAG POINT: - The point on south side of the Narrows at west side of Anderson Cove. It is vertical gravel fifty-five feet high. A vein of lignite shows at tide line and gives the name "LIGNITE" to the triangulation station. Shag Point was not widely heard but is the only one ascertained for this spot.

✓ SULPHUR SPRINGS: - The locality is the small bay in the Narrows just north of Phinney Bay. The name is well known on account of the mineral springs. Vertical sandstone strata runs across the Narrows from Sulphur Springs to triangulation station "CURRENT" and continues across the point passing westward through triangulation station "ROCKY PT." Water on Rocky Point is also sulphurous.

✓ OSTRICH BAY: - Known and used as shown on Chart 6444.

✓ ELWOOD POINT: - The point on west side of Ostrich Bay where the name "Elwood" shows on Chart 6444. This was the name of the former owner of a general store at this point. The store is gone and the land is included in the arsenal but the name is known and used.

✓ OYSTER BAY: - The enclosed bay entered through a bottle neck from Ostrich Bay.

✓ MADRONA POINT: - The narrow point between Ostrich Bay and the channel into Oyster Bay.

✓ MUD BAY: - (1) The small high tide bay west of the southern part of Phinney Bay.

(2) The high tide bay whose entrance is in Ostrich Bay between triangulation stations "MUD" and "BENEDICT" and extends thence south for 1-1/2 kilometers.

(3) The high tide bay between Erland Point and Elwood Point.

Respectfully submitted,

E. E. Smith

E. E. Smith,
Surveyor, C. & G. Survey.

APPROVED AND FORWARDED:

Jack Senior

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

STATISTICS

Shoreline, statute miles..... 23.1

Roads, statute miles..... 6.9

Area, square statute miles..... 5.1

U. S. GOVERNMENT PRINTING OFFICE

Remarks

Decisions

1		
2	● first office of East Brenton	
3		
4	of doubtful application	
5		
6	no info. as to old issues of 6444 and removed from both editions	<u>5/15/1947</u>
7		
8		
9		
10		
11	more Aubian. "present not prominent."	
12		
13		
14		
15		
16		
17		
18	check 6444. No Elwood, but settlement is no more: Elwood Pt. known locally	<u>Elwood Pt</u>
19		
20		
21		
22		
23		
24	●	
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. **6442**

GEOGRAPHIC NAMES		Survey No. 6442		<div>On Chart No. 6444</div> <div>On previous survey No. T-637</div> <div>On U. S. quadrangle Maps Index</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List T-6442</div>									
Name on Survey	A	B	C	D	E	F	G	H	K				
Tracyton ✓	*					-	-			1			
Manette (P.O.) ✓						-	-			2			
East Bremerton ✓	*									3			
Maple Pt.										4			
Sulphur Springs ✓				✓					*	5			
Sheridan ✓				✓	✓				*	6			
Port Washington Narrows ✓	*	✓								7			
Phinney Bay ✓	*	T-1931								8			
Bremerton ✓	*		-	-	-		-			9			
Andersons Cove ✓				-	-				*	10			
Shag Pt.										11			
Sandy Pt.										12			
Bass Pt. ✓				✓					*	13			
Rocky Pt. ✓				✓					*	14			
Ostrich Bay ✓	*	✓		✓	✓					15			
Madrona Pt. ✓									*	16			
Oyster Bay ✓				✓					*	17			
Elwood Pt. ✓	✓			✓					*	18			
Erland Pt. ✓	*			✓					-	19			
Dyes Inlet ✓	*	✓	✓	✓						20			
										21			
										22			
										23			
										24			
										25			
										26			
										27			

Names underlined in red approved
by E.P.D. on 5/22/36

M 234

Names underlined in red approved
by **E.P.D.** on **5/24/36**

MEMORANDUM

IMMEDIATE ATTENTION

~~SURVEY~~
 DESCRIPTIVE REPORT } No. ~~H~~
~~PHOTOSTAT OF~~ } No. T 6442

{ received APR 17 1936
 registered MAY 18 1936
 verified
 reviewed
 approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
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26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	
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C. K. Green

REVIEW OF TOPOGRAPHIC SURVEY No. 6442

Title (Par. 56) *Port Washington Narrows & Vicinity, Wash.*Chief of Party *Jack Senior* Surveyed by *E. E. Smith* Inked by *F. S. Butler*Ship *Explorer* Instructions dated *Mar. 29, 1934* Surveyed in *May 1935*

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-~~fermlines~~ was accomplished. (Par. 18, 19, 20, 21, 22, 23.) ✓
5. The delineation of -contours-~~fermlines~~ 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.)
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

T1637T(1881)

This survey is on a scale of 1:20,000 whereas the present survey is on 1:10,000. The present survey is much more in detail than T1637. Inshore rocks shown on T1637 are included inside the L. W. Line on the present survey.

T1941 (1889)

This is a combined hydrographic and topographic survey. Although this survey is on a scale of 1:5,000 and the present survey is on 1:10,000, the present survey is more in detail than T1941. The general shore line of the two surveys is in good agreement.

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 DMs 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 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 6268 (1934) on the South
Joins T 6443 (1935) 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. Dolbert
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work

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