

2300

MAR. 14. 1900. 01151

Diag. Cht. No 6460-1

Descriptive Report-

Eastern Part of Puget Sound Naval Station

Port Orchard, Wash. :

1897

Hydrography

Registry No. = 2300

J. J. Gilbert

2300

Descriptive Report

Eastern Part of Puget Sound Naval Station.

Port Orchard Wash

Hydrographic

1897

Registered No. 2300.

J. J. Gilbert

1

Descriptive Report.
Eastern Part of Puget Sound Naval Station
Port Orchard, Wash.
Resurvey of Approaches
1897.

In 1897, after the grounding of the Battle Ship "Oregon", I was directed to make a careful survey of the Approaches to the Port Orchard Dry Dock. This channel had been dredged since the survey of 1895.

I found some changes, and additions to the topography, including the roads and walks. Some buildings had been removed and others constructed. The long wharf originally straight, had been changed, and there is now a bend about half way out.

On the other side of the channel is a wall of sheet-piling, extending out nearly 200 feet. In preparation for the hydrography I laid off the wharf making a mark, and numbering it consecutively, every five metres. - These marks, beginning on the stone casement just outside the caisson, extended to the end of the wharf. On the East side of the channel were similar marks along the casement, and out to the

14

End of the wall of sheet-piling. - A buoy was next anchored, across the Channel, East of the end of the wharf; and a rope, marked every five metres was stretched from the buoy to the end of the wall. - These marked points are indicated on the sheet by red figures as (0.25).

A long deep-sea lead line, was then marked for every five metres, - and stretched across the Channel, the zero mark always at the mark on the West side; soundings were taken along this line at each mark. - and the line then shifted to the next marks. - In this way the whole Channel was sounded, and no space greater than five metres square was missed. The results are shown on the sheet. (after reduction to plane of reference.)

The plane of reference is the same as that used in 1895, - being that adopted by the Engineers of the Naval Station, and which is 0.77 ft. above the C. + G. Survey plane. -

The stone sill at Entrance to Dock, is 21 feet below the plane of reference, and as the plane of reference is eleven feet below the mean high waters, it is evident that vessels drawing 30 feet can safely

Enter the Dock, at ordinary tides, and even 35 feet might be floated over the sill at extreme tides.

The pumping machinery was set up by Moran Bros. of Seattle, and, I understand, is quite satisfactory.

J. J. Gilbert
Asst. Col. Survey