



3373

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ACC. NO.

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State:

Wash

DESCRIPTIVE REPORT.

Hyd. Sheet No. *3373*

LOCALITY:

Eagle Harbor

1912

CHIEF OF PARTY:

R. B. Derickson

11-4845

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DEPARTMENT OF COMMERCE AND LABOR

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Coast and Geodetic Survey

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O. H. Tittman, Supt.

Topographic & Hydrographic Sheet No. 3373

Eagle Harbor, Wash.

Assistant R. B. Dericksen, Chief of Party.

Steamer "EXPLORER".

Began Mar. 22

Ended Apr. 4

1912

Scale 1 : 5,000

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DESCRIPTIVE REPORT.

TO ACCOMPANY.

HYDROGRAPHIC SHEET.

OF.

EAGLE HARBOR, WASH.

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Explanatory Note

All of this resurvey was made under the direction of Assistant Derickson when he was in command of both the Str, " GEDNEY " and the Str, " EXPLORER ", both vessels being all the time at Eagle Harbor, and the personal of both vessels messing aboard the " GEDNEY ". The tidal records were accessible to the officer that had charge of the execution of this sheet during all the time that this work was underweigh and after the field work was actually completed, until the " GEDNEY " sailed north, a period of about 40 working days.

The office work of this sheet was not completed when the " GEDNEY " sailed north, and was turned in a little more than a month later, the day before the " EXPLORER " sailed.



Inspector, U. S. Coast and Geodetic Survey.

U. S. S. EXPLORER -- 1912.

Descriptive Report to accompany Hydrographic Sheet of Eagle Harbor Wash. Survey made for the purpose of investigating whether any changes had taken place in the channel from natural causes or from dredging approach to a wharf being erected for landing cars from barges. Instructions called only for the location of a sufficient number of signals to control the hydrography and not a detailed topographic survey. A plane table traverse was run, scale 1-5000 from Wing Point on the north side to Hall Bros. Marine Ry. and Ship Building Co's. yard. Across the Bay the traverse was resumed and carried along the beach to the point on the north side of Blakely Harbor. No stations were permanently marked and no heights nor contours obtained.

About three hundred meters westerly from Wing Point is a small wharf owned or controlled by the Wing Point Development Co. which is used for the landing of Passengers and stores by a small steamer which makes several trips daily to Seattle. About 3/4 mile in a westerly direction from this wharf on the north shore is the Ship Building yard of Hall Bros. Marine Ry. and Ship Building Co. all the details of which are not shown. The work of the plant is confined principally to repair work on wooden ships. There are numerous houses in the vicinity and roads inshore. On the south shore the only industry of commercial importance is a creosoting plant. The only changes in that vicinity since the survey of 1910-1911 is a wharf for car barges. At the time this traverse was run, four dolphins marked its outer extremity. Southerly from the point is a wharf 275 meters long used as a landing by the Seattle steamer. At the inshore end of the wharf is a general store. Southerly from this wharf is another wharf about 225 meters long leaving from Barkers Sand Pit. From this wharf to the point on the north side of Blakely Harbor, there are a number of houses, shown on the sheet, but nothing of commercial importance.

Hydrography was done from a whaleboat using the hand lead. Lines are distant from 50 to 100 meters, and the entrance is crossed by check lines, from 100 to 200 meters apart.

Buoys:- The red buoys at the entrance were 225 meters out of the position shown on the ^{sheet} chart, but are now in the position shown having been raised and shifted by a light house tender during the survey. Positions as shown on the ~~chart~~ sheet are from sextant angles, given in the sounding books. Plane table positions of these buoys, were obtained before the changes. Two black buoys mark the inside channel. There are two mooring buoys off the Marine Ry.

Ranges:- On the north shore is a range consisting of two targets lighted at night. Vessels entering the harbor pass between the buoys until these targets or lights are in range, and then proceed along the range changing course to clear the black buoys. This range is not sensitive and could be changed to mark the channel to better advantage.

Channels:- The tidal data was obtained from a tide staff on the east side, and near the end, of the long dock near the Marine Ry. This data, obtained by the party on the U.S.S. GARDNEY, is not and has not been in my possession, without which reduced soundings could not be plotted. Without this data I do not care to give sailing direction or define the limit of the shoal marked by black buoys. The hydrography^{ic} data given on the sheet, after reduced soundings have been plotted is sufficient for giving this information.

The area between high and low water is shown sanded, which is contrary to instructions. After the plane table sheet was inked in I received orders to make it the original hydrographic sheet

J. M. Baker
U.S.S. Gardney

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Eagle Harbor Washington

March 1912

C. & G. SURVEY
LIBRARY AND ARCHIVES

JUL 15 1912

See No

PLANE TABLE POSITIONS.

Object	Description
Dek	S.E.Cor.Long dock Hall Bros.Marine Ry. & S.B.Co.
Pole	Flagpole on wharf about 5 meters from S.E.Cor.office building of Hall Bros.Marine Ry.& S.B.Co.
Beat	S.E.Cor.beat shed, H.B.M Ry.& S.B.Co.
Red	N.E.delphin at entrance to yacht ways,H.B.M Ry.& S.B.Co.
Mer	Top of Flag staff on cupola of Morrels house,Height 115ft.
Mill	Smeke Stack on Indian Saw Mill.
Shed	S.E.Cor. small shed on Wing Point Wharf.
Cre	N.W.Cor.of small platform at end of long narrow wharf running N.W'y from large wharf of Creosete Plant.
End	N.E.Cor. same platform.
Stack	4 Stacks on power plant of Creosete Co.N.E. & S.W.Stacks are low,central stacks are higher,N.E.or outboard stack of two central ones is the signal.
Flag	Large flag pole on hill back of Creosete Plant.
Chim	Chimney on building at entrance to Barkers Sand Pit.

All buildings shown on sheet have been redded in, and any part of any building shown can be used as a hydrographic signal.

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C. & G. SURVEY,
 U.S. NAVY ARCHIVES
 JUL 3 1912
 Sec. No.

S T A T I S T I C S .

Date	Let.	Vol	Positions	Soundings	Miles	Beat
1912 Moh. 22	A	1	60	225	5.3	Whalebeat
" 23	b	1	107	459	9.4	"
" 25	c	1	133	574	10.8	"
" 26	d	1	45	198	2.7	"
" 27	e	1-2	161	665	11.7	"
" 28	f	2	136	577	8.2	"
" 29	g	2	119	480	9.0	"
" 30	h	2	40	148	2.6	"
Apr. 4	j	2	51	266	2.9	"

The name Eagledale, is well established and used on printed time table etc.

The changes at Creosote are due to bulk-heading and filling. Foreign as well as American vessels load here.

On the attached photostat of H-3375, the projection was drawn by using the intersection of the directions to Blakely Rock, assuming that this intersection coincided with triangulation station Blakely Rock Light, and superimposing the new topography over the old. As all the corresponding points agreed very well, it is believed that this projection is fairly accurate. It is probable that with this additional information, the hydrography and topography on H-3375 can be applied and the discrepancy noted in this survey eliminated.


A.M. SOBIERALSKI, H.&G.E.

AMS-H

See revision survey attached to

H-3373

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Seattle, Washington

March 22, 1933

19

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.

A. M. Sobieralski
Chief of Party.

DESCRIPTION	POSITION					METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE		LONGITUDE		DATUM		
	°	'	D. M. METERS	D. P. METERS			
Front Range-Eagle Harbor	47	37	(1234) 618	(291) 962	NA 1927	Topo	6444
Rear " " "	"	"	(925) 927	(176) 1077	"	"	<i>This lt. moved several months ago.</i>
Stack- At Creosote	"	"	(1762) 90	(14) 1209	"	"	6444
East Tank- At Creosote	47	36	(241) 1211	(1210) 43	"	"	<i>One of 2 tanks now charted.</i>
Oil Tank.	"	"	(92) 1760	(572) 681	"	"	6444
Yellow Tank- Shell Co.	"	"					
* THE FOLLOWING LANDMARKS SHOULD BE REMOVED FROM CHART # 6444							
Tank	47	37.5		122 30.7			
Tank	47	37.4		122 31.2			
Tank	47	37.6		122 31.9			
<i>* These were wooden tanks on scaffolds - the ones shown on chart have been removed & others erected near them - none of them is conspicuous.</i>							

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.

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

Commanding Officer
U.S.C. & G.S.S. SURVEYOR
601 Federal Office Bldg.
Seattle, Wash.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Seattle, Wash.
April 15, 1933

To: The Director,
U.S.Coast and Geodetic Survey,
Washington, D.C.

Through: The Inspector,
Seattle Field Station.

From: The Commanding Officer,
U.S.C. & G.S.S. SURVEYOR.

Subject: Correction to Chart 6444.

While undergoing repairs at Winslow Shipyard, I sent out a plane table party under Lt. W.J.Chovan to locate docks, landmarks etc., in Eagle Harbor. A good plane table position was obtained on Wing Point and it was found that the north shore of Eagle Harbor was slightly displaced. In order to verify this, triangulation station Wing Point was established (position is on N.A. 1927 datum) and directions observed to the stack at Creosote, and end of dock at Winslow, which verified the topographic locations shown in red on attached survey.

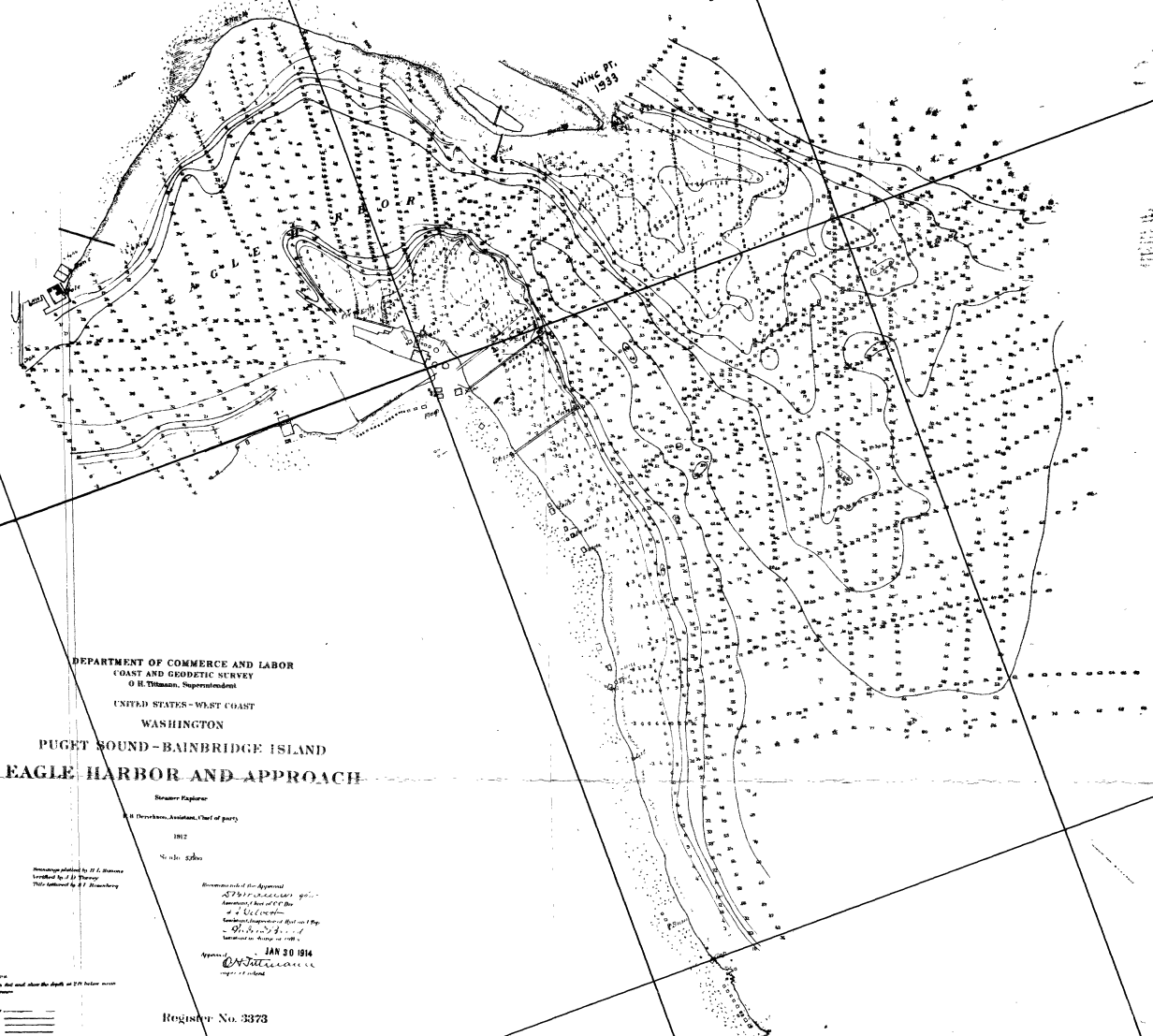
The rear range is on the slope of the bluff and was moved nearer the front range quite recently, - it used to be among the trees back of the bluff.

The marsh shown on chart at Madrone still exists and a causeway was built across it to the new wharf.

The marine railway indicated on the chart by a railway symbol is only for small boats, is dilapidated, not conspicuous and could be removed from chart. The larger marine railway is to the westward of the shipyard wharf.

The building marked "high shed" on the attached survey is the most conspicuous building in the harbor.

The positions of the two inner buoys were checked and two private buoys located. The latter might well be shown on chart as mooring buoys. Large vessels come to the shipyard and positions of these buoys on the chart would assist in manoeuvring near the dock.



DEPARTMENT OF COMMERCE AND LABOR
 COAST AND GEODETIC SURVEY
 O. H. WILLIAMS, Superintendent
 UNITED STATES - WEST COAST
 WASHINGTON
 PUGET SOUND - BAINBRIDGE ISLAND
 EAGLE HARBOR AND APPROACH

Survey Explains
 H. H. FROSTEN, Assistant, Chief of party
 1912

Revised by H. L. SWANSON
 Verified by J. J. THORNTON
 This edition by J. J. THORNTON

Revised by the Assistant
 Hydrographer of the
 U. S. Coast and Geodetic Survey
 Office of Hydrography
 JAN 30 1914
 U. S. GOVERNMENT PRINTING OFFICE

Meters
 The soundings are measured on the scale of 20 fathoms
 unless the scale is otherwise indicated

The 10 fathoms soundings are
 20
 30
 40
 50

20 fathoms soundings are indicated by
 20 30 40 50
 10 20 30 40 50
 5 10 15 20 25 30 35 40 45 50
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

Register No. 3373

*Scale of this print
 1:20,000*

Projection N.A. 1927
 WING Pt. 1933 LAT. 47° 31' 15.08" - 465.7m
 Long. 122° 29' 23.83" - 497.5m

*Note - this should be filed
 with H 3373 - it
 shows the projection
 applied from A Wing Pt
 + Greenwich to Blakeby Rk.*

VEC
July 26, 1912.

HYDROGRAPHIC SHEET 3373.

Eagle Harbor, Puget Sound, Washington, by
Asst. R. B. Derickson in 1912.

TIDES.

	Eagle Harbor ft.
2 ft. below mean lower low water or plane of reference on staff	6.2
Lowest tide observed " "	7.2
Highest " " " "	20.4
Mean range of tide	7.8

Coast and Geodetic Survey

AUG 5 1912

TIDAL DIVISION

VEC
July 26, 1912.

HYDROGRAPHIC SHEET 3373.

Eagle Harbor, Puget Sound, Washington, by

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TIDES.

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Mean range of tide	7.8

Hyd Sheet

Oct 7 1912

This is a very good survey of the area. With a few exceptions the base cross well. The records were kept in a satisfactory manner.

H. L. Simon

Verified 10/25/12 J. D. Torrey.