

83
S.H.H.
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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: *Wash.*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. *3426*

LOCALITY:

Puget Sound Tacoma
Water Front

1913

CHIEF OF PARTY:

Herrickson & Bailey

1-4845

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Hydrographic Sheet [#] 3426

of

Tacoma Waterfront,

Wash.

Scale 1:5000

December

1912.

R.B. Derickson, Asst., Comdg.

I.M. Dailey, Assistant,

Chief of Party.

Hydrographer.

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Descriptive Report to accompany Hydrographic Sheet

of Tacoma Waterfront
MILWAUKEE AND ST PAUL LUMB.DOCKS
December 1912.

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Soundings were taken in Milwaukee Slip and westward to around the St. Paul Lumber Co's Dock. Soundings were taken from whaleboat except on e day when a few casts were made from the dinghy. All with hand lead.

Soundings were reduced from 10 minute readings on staff attached to pile on southern end of N.P. dock. Staff was connected with B.M. #10 on City Hall and B.M. #3 on Power House and datum was found to be 4.77 on staff. Other B.M's mentioned in Office data could not be found. Established and leveled to five new B.M's.

The west side of the Milwaukee pier carried 35 feet at 2 ft. below mean lower low water for about 500 meters from entrance of slip to signal Turn. The eastern side of the slip has about the same water extending as far in as signal Float. The dredging was not quite completed while the survey was in progress. The dredging contract was intended to be to 25 feet. Except near the piling the depth was found to be from 25 ft. in the upper end, to 35 and 40 ft. in the lower end of the slip. Ships usually load from the west side of slip where there is 35 to 40 ft of water about 15 ft from face of wharf. There is a clear face of dock 150 meters long on east side and clear face of 350 meters on west side of this slipway. The approach to the slip is about its own width, viz: 90 meters. On the western side of this approach

just west of the line of the eastern edge of sheds there is a spar buoy and near it is a one fathom sounding.

The St. Paul Lumber Dock carries 16 to 25 ft at the piling along the eastern end and about 25 ft where the keels of the ships come. Ships load from the end of the wharf, though have seen large launches lying along the west face which carries 12 to 20 feet. The east side of dock dries.

On this sheet is shown the Light and Fog signal established at East Entrance point to waterway December 1st 1912. It is an intermittent white incandescent electric light of about 300 candlepower every five seconds, thus: light 3 seconds eclipsed 2 seconds. The focal plane of light lense is 41.3 feet above datum plane of soundings on chart and 27.4 above mean higher high water.

The fog bell in close proximity to the light tower sounds two strokes in quick succession every ten seconds. The lip of the bell is 20.0 feet above datum of soundings and 6.2 above mean higher high water.

There are shown on this chart two prominent objects which will be of service in determining a ships position at the anchorage off the mouth of the Puyallup River or tide flats, viz: Signal Pull is the left tower of bridge over the Puyallup River, it shows prominently above surrounding objects. Signal Der is the center of the high prominent derrick in center of the St. Paul Lumber dock. It has an operating house built around the center pole giving it the appearance of a ship's mast and crows nest.

The Shore line and all signals shown on this sheet were transferred directly from the Topographic Sheet. A list of Sextant Angles, taken at mooring buoys, City Hall Tower and Weather Bureau Signal Station, is forwarded as part of this report.

The scale of this Hydrographic Sheet is the same as the Topographic Sheet, viz 1:5000

Respectfully Submitted,

I.M. Dailey,
Asst. C. & G. Survey,
Topographer and Hydr.

R. B. Anderson
Asst. C. & G. Survey,
Chief of Party

*See copy of letter attached
giving sailing directions etc.*

POST-OFFICE ADDRESS: Room #200 Burke Building,

TELEGRAPH ADDRESS: Seattle,

EXPRESS OFFICE: Wash.

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

U.S.S. GEDNEY

Olympia, Wash. Jan. 13th 1913

Capt. J. F. Pratt,

Inspector, C. & G. S.

Seattle, Wash.

Sir:

I have the honor to give here in some of the data obtained by the recent survey made at the head of Commencement Bay.

The Milwaukee Railroad Docks are distinguished by the large corrugated iron roofed warehouses painted a gray color, The face of the western shed has the word MILWAUKEE painted in big black letters across the end; The slip between the two warehouses will show on the charts a depth of 35 feet mud bottom, This depth extends 500 meters up the slip giving a dock space of 350 meters on the west side and about 150 meters on the east side; the west side is used mostly at this time. The slip is 90 meters wide. The approach to this slip must be made direct from deep water on a S. Ex E. course to avoid the shoal water extending out from the face of the pierheads. Cargoes are loaded and discharged in the usual way by the ships cargo boom.

The lumber pier of the St Paul Lumber Co. is distinguished by the high timber derrick at the head of the pier. This pier or wharf

has a face of 70 meters and carries a depth of 25 feet at Lower Low Water. The west side of the dock carries about 20 feet. It shoals up to 16 feet 70 meters inside the N.W. corner. The east side of the dock goes nearly dry, and is not used. The Approach to the St Paul Dock is made on a S.E. course from deep water.

The Puyallup River discharges along the West side of the West Pierhead of the Milwaukee dock. The current at ebb tide has considerable velocity and sets to the N.E. across the dredged approach to the slip.

The Light and Fog Signal lately established at the entrance to the Tacoma Waterway was located. It is an intermittent white incandescent electric light of about 300 candlepower. Lights 3 seconds and eclipses 2 seconds. The focal plane of the light lense is 41.3 feet above the datum plane of the soundings shown on the chart, and 27.4 feet above Mean Higher High Water. The Fog Bell in close proximity to the light tower sounds 2 strokes every 10 seconds. The lip of the Fog Bell is approximately 20 feet above the datum plane of soundings on the chart and therefore 6.2 feet above Mean Higher High Water.

Very respectfully,

R. B. Alveston

Asst. Comdg.

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Whaleboat Sounding December 10th 1912 to February 20th 1913.

Vicinity of Milwaukee Docks, Tacoma, Wash.

Day:	Color:	Vol:	No. of sdgs:	Mls.sdg:	Positions:	Boat:
a day.	green	Vol.1	258	5.5	89.	Whaleboat
b "	"	" 1	339	5.4	78	"
c "	"	" 2	186	2.3	52	"
d "	"	" 2	148	2.0	46	"
e "	"	" 2	18	.5	12	Dinghy
f "	"	" 2	63	1.6	13	Whaleboat
TOTAL		2	1012	16.7	290	

VEC
Apr. 25, 1913

HYDROGRAPHIC SHEET 3426

Tacoma, Washington, by Assistant R. B. Derickson in
1912.

TIDES.

	Tacoma ft.
2 feet below mean lower low water or plane of reference on staff	4.8
Lowest tide observed " "	2.6
Highest " " " "	21.0
Mean range of tide	8.0

Coast and Geodetic Survey
APR 25 1913
TIDAL DIVISION

Department of Commerce and Labor

Nyd. Sheet #3426*

The positions on this sheet were plotted by the field party, and after checking a number of them have been accepted as correct.

The area covered was well developed and the work executed very good.

J. B. Shklearin

7/31-1913