

4738

Diag. Cht. No. 6380-1

Form 504
 DEPARTMENT OF COMMERCE
 U. S. COAST AND GEODETIC SURVEY

State: Washington

11-5613

DESCRIPTIVE REPORT.

Hydro. Sheet No. 10 **4738**

LOCALITY:

Fidalgo Bay - Anacortes

to March Pt.

1927

CHIEF OF PARTY:

Motor Vessel NATOMA
 G. C. Jones, H & G. E.

U. S. COAST & GEOD. SURVEY
 L & A
 FEB 17 1928
 Acc. No.

4738

DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC SHEET

Register No.
Field No. 10

Anacortes, Washington.

Instructions & Limits of Work: The hydrography on this sheet was executed in accordance with the Director's instructions to the Commanding Officer of the motor vessel NATOMA, dated May 3-rd 1927. It includes an examination of Fidalgo Bay from its head to one mile north of March Point.

Dangers : An 11 foot shoal 0.6 mile northerly of March Point, and the piles of an abandoned fish trap midway between it and the Point exist as possible dangers.

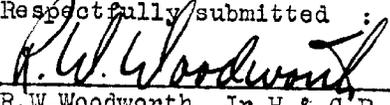
Channel : The narrow lead of deeper water running midway of Fidalgo Bay is too inadequately marked by a few dolphins to serve as a safe channel for anyone without local knowledge. 16 feet draft may be carried at lower low water thru the 100 foot channel as far as Crandall Spit. 12 feet is clear in a wider channel as far as the railroad trestle.

As the upper bay is used only for mooring log rafts these waters are plyed by nothing larger than the small diesel tugs used for inside towing.

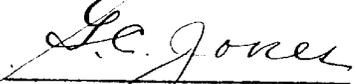
The lower bay south of the railroad trestle, is mainly a mud flat at the low tides.

Survey Methods : The usual bronze center hand lead lines with 10 to 12 pound leads were used for launch No.4, later designated as launch No.61. This craft is equipt with a Kitchin rudder which allows excellent control of sounding speed.

The lower bay was sounded during period of high water.

Respectfully submitted :

R.W. Woodworth, Jr. H. & G. E.

Approved & Forwarded :


G. C. JONES, H. & G. E.
Chief of Party.

STATISTICS

Hydrographic Sheet #10

Anacortes, Wn.

Motor Vessel NATOMA

G. C. Jones, Cmdg.

<u>Date</u>	<u>Vol.</u>	<u>Day</u>	<u>Soundings</u>	<u>Positions</u>	<u>Statute Miles</u>	<u>Vessel</u>
Sept. 27, 1927	1	a	363	75	7.7	Launch #4
" 28, 1927	1	b	420	69	8.3	Launch #4
" 29, 1927	1,2	c	737	148	25.5	Launch #4
" 30, 1927	2	d	778	142	21.7	Launch #4
Oct. 4, 1927	2	e	79	22	1.7	Launch #4
<u>TOTALS</u>			2377	456	64.9	

Unit for soundings Feet
Plane of reference MLLW 2.9 ft. on staff
Highest tide 8/18/27 11.4 ft. on staff
Lowest tide 8/24/27 1.8 ft. on staff

Portable automatic tide guage located on the outer end of Booth Fisheries Wharf. Lat. 48° 31' Long. 122° 37'

Supplemental tide staff located on railroad trestle, Fidalgo Bay.
Lat. 48° 28' Long. 122° 35'

Copy for Records Section files

March 6, 1928.

(11)

Division of Hydrography and Topography:

Division of Charts:

Tide reducers are approved in
2 volumes of sounding records for

HYDROGRAPHIC SHEET 4738

Locality: **FIDALGO BAY, WASHINGTON.**

Chief of Party: **G. O. Jones, 1927.**
Plane of reference is **M L L W**
2.8 ft. on tide staff at **ANACORTES.**

Condition of records satisfactory except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted.
3. Time meridian not given at beginning of day's work.
4. Time (whether A.M. or P.M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of each day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings" instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.

G. O. Jones

Chief, Division of Tides and Currents.

IN REPLY ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY
AND NOT THE SIGNER OF THIS LETTER

AND REFER TO No. 11-DEM

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

WASHINGTON

June 19, 1928.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 4738

Fidalgo Bay, Washington

Surveyed in 1927

Instructions dated May 3, 1927 (NATOMA)

Chief of Party, G. C. Jones.
Surveyed by O. S. Reading.
Protracted by R. W. Woodworth, W. C. Chovan.
Soundings plotted by R. W. W.
Protracting verified by K. B. Jeffers.
Soundings verified and inked by J. T. Walker.

1. The records conform to the requirements of the General Instructions.
2. The plan and character of development satisfy the General Instructions.
3. The plan and extent of development conform to the specific instructions with the exception perhaps that the channel into Fidalgo Bay should have been more thoroughly sounded. There also seems to be a lack of soundings in the vicinity of the wharves. This may have been caused by the presence of log booms.
4. The sounding line crossings are satisfactory. *The only wharf is that on which signal "7.0" is located, and it is used by lighters and small landing launches only. Other wharves are piles of lumber for storage on piles and shipped by rail & truck.*
5. The usual depth curves could be drawn. *OSR*
6. The junction with the only contemporary survey, H. 4437, is satisfactory.
7. The usual field plotting was done by the field party and was well executed with the exception that more boats' positions should have been numbered to facilitate the verification.
8. No further surveying is required except as mentioned above.

9. Character and scope of field operations - excellent.
Field drafting - excellent.

10. Reviewed by A. L. Shalowitz, ~~May~~, 1928.

Approved:

Chief, Section of Field Records (Charts)

Chief, Section of Field Work (H. & T.)

Section of Field Records

Report on Sheet No. 4738

Surveyed in 1927

Chief of Party G. C. Jones

Surveyed by O. S. Reading

Protracted by R. W. W. & W. J. Chovan

Soundings plotted

Verified by K. B. Jeffers

by R. W. Woodworth.

Inked by J. Walker

The sounding records were complete and legible. Occasional notes referred to ~~such~~ dead heads and it was not clear what they were*. They were ~~not~~ placed on the smooth sheet. Other notes referred to log booms. These notes were probably intended to explain breaks and turns in the sounding lines and were ~~not~~ noted on the smooth sheet either.

Fifty three percent of the boat positions were checked and three of these were found wrong. I consider that very good work. A rock awash about half way between O Hit and O Red was spotted by Mr. Jeffers and inked in by myself.

The soundings were well plotted. The figures were small and neat and the time intervals were carefully adhered to.

* See explanation in back of this report

The sheet was clean when received and the work was legible. Every boat position was not numbered on the sheet and it was sometimes a little difficult to find the point. It is recommended that every position should be numbered and that the day letter should be added at ends and turns in the line and at every fifth position.

The speed of the boat was very irregular and it was not satisfactory to try and check positions by time intervals.

Reviewed by

Date

Respectfully submitted
J. Walker.

H. 4738

Verbal information from Mr. O. S. Reading describes the dead heads as water-logged piles resting on bottom. They exist only temporarily and should not be charted.

The log booms are rafts of logs and should not be charted. Broomsticks are cradles used in forming log booms.

J. M. Albert

Oct. 4, 1928.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.
4738

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 10

REGISTER NO. 4738

State Washington

General locality Fidalgo Bay

Locality Anacortes to March Pt.

Scale 1:5,000 Date of survey Sept. 27 - Oct. 4, 1927

Vessel Motor Vessel NATOMA

Chief of Party G. C. Jones

Surveyed by O. S. Reading

Protracted by R. W. Woodworth W. J. Chevan

Soundings penciled by R. W. Woodworth

Soundings in ~~fathoms~~ feet

Plane of reference MLLW

Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated May 3rd, 1927

Remarks:

Applied to drawing of chart 6376 - Sept 27, 1944 - J.W.