

6203

U. S. COAST & GEODETIC SURVEY  
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Form 504  
Rev. April 1935  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

### DESCRIPTIVE REPORT

~~Topographic~~ } Sheet No. 7  
Hydrographic }

State Washington

LOCALITY

Puget Sound  
Totten & Skookum  
Totten Inlets

1936.

CHIEF OF PARTY

G. C. Jones.

U. S. GOVERNMENT PRINTING OFFICE

*275*

6203

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. 7

REGISTER NO. H 6203

State Washington

General locality Puget Sound

Locality Totten ~~Inlet~~ & Skookum Inlets

Scale 1:10,000 Date of survey September, 1936.

Vessel EXPLORER

Chief of Party G. C. Jones

Surveyed by L. C. Wilder & W. Weidlich

Protracted by W. Weidlich

Soundings penciled by W. Weidlich

Soundings in fathoms feet

Plane of reference M.L.L.W.

Subdivision of wire dragged areas by

Inked by L. A. McGonn

Verified by L. A. McGonn

Instructions dated March 29, 1934.

Remarks:

DESCRIPTIVE REPORT  
TO ACCOMPANY HYDROGRAPHIC SHEET NO. 7,  
PUGET SOUND - WASHINGTON.

AUTHORITY:

Instructions of March 29, 1934, to the Commanding Officer, Ship EXPLORER.

LIMITS:

Totten and Skookum Inlets south of Latitude 47°10'.

OFFICERS IN CHARGE:

L. C. Wilder, Hydrographic and Geodetic Engineer, accomplished all the hydrography in Totten Inlet, in Tender No. 1, except the first few lines at the north end of the sheet which was by W. Weidlich, Mate, in the launch Delta. Mr. Weidlich did the hydrography in Skookum Inlet. This report is by L. C. Wilder, having consulted Mr. Weidlich as to his requirements.

SCALE:

The scale is 1:10,000.

CONTROL:

Usual three point fixes on topographic and triangulation stations.

METHODS:

Usual survey methods of handlead and ten pound lead up to fifteen fathoms and machine and eighteen pound lead in deeper water.

GENERAL CHARACTERISTICS OF SHORELINE AND BOTTOM:

The shoreline except at the heads of the inlet and all of Skookum Inlet which is mud, is coarse gravel or small rocks. The bottom out from the low water lines is mud.

OYSTER WALLS AND LOW WATER LINE:

The oyster walls located by the topographer are indicated by a broken inked line. Other walls were located by the hydrographer and are shown by dashed pencil lines\*. In each case the outermost walls were located. There are other walls inside of those located.

As a rule these outer walls are just bare or at mean lower low water as the oyster beds are built out only as far as they will bare at the low tides.

\* These dashed pencil lines have been inked in this office. *same.*

The oysters are gathered at low tides. Consequently these outer walls <sup>are the mean L.W. line</sup> in many places although the curve may be drawn in pencil slightly away from these walls in connecting the "O" soundings.

DANGERS, OBSTRUCTIONS AND SHOALS:

The oyster walls which are either stone, concrete or boards in a few cases are the only dangers. Small boats should not be piloted over the walls as the oysters are damaged by being disturbed.

Shoals and obstructions need no explanation.

Black dots outside the high water line where not explained by notes are piles. As a rule where there are more than one pile in a group, they are used to moor house boats or houses on which the oyster workers live. Some are very fine houses.

CHANNELS, AIDS AND RANGES:

A maximum draft of thirty feet can be carried into the Inlet to about Latitude  $47^{\circ}08'$ . Below this point the inlet shoals gradually to bare almost across in Longitude  $123^{\circ}03'$ . There is one to three feet\* in the narrow channels between oyster walls for a distance of a half mile but this is of no importance and only the local oyster men use them. *(Center line of these channels transferred from boat sheet)*

\* Crossline indicates channel in Lat.  $47^{\circ}07'$  Long.  $123^{\circ}03'$  bares 1 ft. at MLLW. However, curve left open here.

Two feet at M.L.L.W. can be carried one mile up Skookum Inlet by following the ebb tidal bends. Beyond this point the Inlet bares except for low places which retain water at the low tides.

There are no aids or ranges.

CURRENTS AND TIDE RIPS:

No unusual currents or rips were seen.

DISCREPANCIES:

There are no discrepancies on this sheet. *(See par. 4, this review)*

COMPARISON WITH EXISTING SURVEYS:

Compared to Chart 6460

The scale of this chart is not large enough for a comparison. The general depth and depth curves appear about the same.

LANDMARKS:

There are no landmarks on this sheet. At triangulation stations "ROOK", "CHET" and "LEFT", are large prominent boulders which would be of use to the small boatman. See topographic sheets. These have not been listed in the season's "Report of Landmarks".

GEOGRAPHIC NAMES:

Skookum Inlet is locally known as Little Skookum.

Totten Inlet is locally known as Oyster Bay.

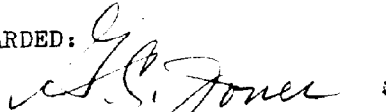
New Kamilche is located at the cross roads in Latitude  $47^{\circ}07'$   
Longitude  $123^{\circ}05.2'$

Respectfully submitted,



L. C. Wilder, H. & G. Engr.,  
U.S.C. & G.S.S. EXPLORER.

APPROVED AND FORWARDED:




G. C. Jones,  
Commanding Officer,  
U.S.C. & G.S.S. EXPLORER.

STATISTICS

Number of Positions..... 879  
Number of soundings (handlead).....3816  
Number of soundings (machine)..... 0  
Statute miles of sounding lines.....189.2

Hydrographic sheet No. 7 and all records pertaining  
thereto have been examined by me and are approved.

  
G. C. Jones,  
Chief of Party, C. & G. S.

VERIFIER'S REPORT ON H- 6203(1936)

The records conform to the requirements of the Instructions in the Hydrographic Manual.

The topography shown on H-6203 (1936) originates with the following topographic surveys: T-6529 (1936), T-6535a (1936), T-6535b (1936), and T-6537 (1936).

All usual depth curves can be completely drawn except the zero curve which has been supplemented by the topographic surveys' low water line where this line is not defined by zero soundings.

One signal, GOO, lat.  $47^{\circ} 06.6$ , long.  $123^{\circ} 03'$  had been plotted incorrectly 44m. to scale out of position on the smooth sheet. Seven positions which had been "fixed" with "GOO" as one of the signals had to be replotted in this office.

Discrepancies; At lat.  $47^{\circ} 08.5$ , long.  $123^{\circ} 00.75'$  there is a 1 fathom discrepancy :  $9 \frac{1}{4}$  fathoms on pos. 160b (blue) coincides with  $10 \frac{1}{4}$  on line 1 - 2f (blue)

At lat.  $47^{\circ} 09.3$  long.  $122^{\circ} 59.1$  there is a  $\frac{1}{2}$  fathom discrepancy:  $5 \frac{1}{2}$  fathoms on line 89 - 90a. (blue) as compared with 6 fathoms on line 12 - 13 f (blue).

Junction. Hydrographic survey H-6203 (1936) joins H-6198 (1936) on the north. This will be completed after H-6198 has been verified.

*Leonard A. McGann*  
Leonard A. McGann  
October 4, 1937.

*Corrected by  
a slight  
change  
in the depth  
R  
covered in  
review part 4  
G*



Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **H6203**

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	... <b>879</b>
Number of positions checked	... <b>71</b> ..
Number of positions revised	... <b>10</b> ..
Number of soundings recorded	... <b>3816</b>
Number of soundings revised	... <b>27</b> ..
Number of signals erroneously plotted or transferred	... <b>1</b> ..

Date: *Leonard A. Kurland*

Verification by

*October 4, 1937*

Review by

*B. Risegari*

Time:

*41 hours.*

Time:

*17 "*

HYDROGRAPHIC SURVEY NO. H6203

Smooth Sheet Yes

Boat Sheet Yes

Sounding Records 3 Vols. \_\_\_\_\_

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes (Vol. #1)

Landmarks for Charts (Form 567) None

Statistics Yes

Approved by Chief of Party Yes

Recoverable Station Cards (Form 524) None

Special Chart for Lighthouse Service (Circular Nov. 30, 1933) None

Remarks \_\_\_\_\_ HYDROGRAPHY

Total Days !!.....

Last Date Sept. 28, 1936

Remarks

Decisions

1		USGB decision
2		see T-6537
3		" "
4		" "
5		see T-6535
6		" "
7		" "
8		" "
9	For Title	USGB decision
10	" "	" "
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H6203

# GEOGRAPHIC NAMES

Survey No. H-6203

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
	On Chart No. 6460	On previous survey	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List			
<u>Totten Inlet</u>	✓ app'd										1
<u>Skookum Inlet</u>	✓ app'd										2
<u>Deer Hbr.</u>	✓ app'd										3
<u>Wildcat Hbr.</u>	✓ app'd										4
<u>Burns Pt</u>	✓ app'd										5
<u>Burns Cove</u>	✓ app'd										6
<u>Oyster Bay</u>	✓ app'd										7
<u>Windy Pt.</u>	✓ app'd										8
<u>Puget Sd.</u>	✓ app'd										9
<u>Washington</u>	✓ app'd										10
											11
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Names underlined in red approved  
by YHE on 6/9/37

200

CS

Form 712  
DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY  
Ed. Feb. 1935

### TIDE NOTE FOR HYDROGRAPHIC SHEET

June 11, 1937.

Division of Hydrography and Topography:

✓ Division of Charts: Attention: Mr. E. P. Ellis.

Tide Reducers are approved in  
3 volumes of sounding records for

HYDROGRAPHIC SHEET 6203

Locality Totten and Skowam Inlets, Puget Sound, Washington.

Chief of Party: G. C. Jones in 1936.

Plane of reference is mean lower low water, reading

5.0 ft. on tide staff at Arcadia

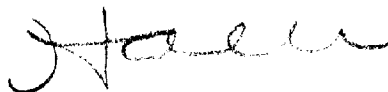
15.7 ft. below B.M. 2

2.4 ft. on tide staff at Totten Inlet.

49.0 ft. below B.M. 1

Height of mean high water above plane of reference is 14.0 feet.

Condition of records satisfactory except as noted below:



Acting Chief, Division of Tides and Currents.

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
 DESCRIPTIVE REPORT  
~~PHOTO STAT COPY~~

No. H -6203

~~No. 11~~

received **May 20, 1937**  
 registered **June 3, 1937**  
 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		
24		
✓ 25	EKG	sent notice
26		
30		
40		
62		
63		
82		
83		
88		
90		

RETURN TO

82	C. K. Green
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Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6203 (1936) FIELD NO. 7

Totten and Skookum Inlets, Puget Sound, Washington

Surveyed in Sept. 1936. Scale, 1:10,000  
Instructions dated Mar. 29, 1934 (EXPLORER)

Hand Lead and Machine Soundings.      3 Point fixes on shore signals.

Chief of Party - G. C. Jones  
Surveyed by - L. C. Wilder and W. Weidlich  
Protracted by - W. Weidlich  
Soundings plotted by - W. Weidlich  
Verified and inked by - L. A. McGarr.

1. Condition of Records

The records are neat and legible and conform to the requirements of the Hydrographic Manual except as follows:

- a. Topographic signal "GOO", in lat. 47° 06.6' long. 123° - 03', was incorrectly transferred from T-6535 (1936). This erroneous location necessitated the replotting of 7 positions and a number of soundings.
- b. Triangulation station "WIND" was recorded on the smooth sheet as WINDY. The correction was made in the office.

The Descriptive Report is complete as to essential details and satisfactorily covers all items of importance.

2. Compliance with Instructions for the Project.

The survey complies with the instructions for the project.

3. Shoreline and Signals.

- a. The shoreline and signals originate with T-6529 (1936), T-6535a and b (1936) and T-6537 (1936).
- b. The topographic stations between the high and low water lines shown on the sheet without any descriptive notes are of a temporary nature and have no charting value. (Descriptive Reports T-6535 and T-6537).
- c. The triangulation stations shown outside the high water line without any topographic features are standard triangulation marks established between high and low water.

4. Sounding Line Crossings.

The agreement of the sounding crosslines is satisfactory, except the portion of the line, 5F to 16F, running northeasterly between longs. 122° -58.5' and 123° - 00.4' shows differences in depths



as much as 3 feet deeper than those on the main system of lines. No error in the reducers or in the reductions could be found, and the predicted tidal current velocity for this general area shows it as being too small to materially affect lead line soundings. Since no basis for rejection of these soundings could be adduced they have been retained.

5. Depth Curves

Within the limits of the survey the usual depth curves may be satisfactorily drawn including portions of the low water line.

6. Junctions with Contemporary Surveys

The junction with H-6198 (1936) on the north will be considered in the review of that sheet.

7. Comparison with Prior Surveys

H-1446a (1879).

This survey, on a scale of 1:20,000, covers the area of the present survey with sounding lines which are generally widely spaced. In general, the comparison of the depths of the two surveys are in fairly good agreement, except inside the 3 fathom curve in Totten Inlet, between lats.  $47^{\circ} -07'$  and  $47^{\circ} -05'$ , where the present depths are deeper in places as much as from 6 to 9 feet than the old depths.

Two snags on the old survey (not charted), one in approximate lat.  $47^{\circ} -09'$  long.  $123^{\circ} -00.4'$  and the other in approximate lat.  $47^{\circ} -08.1'$  long.  $123^{\circ} -01.1'$  fall close to sounding lines on the present survey. The former falls very close to a  $5 \frac{1}{6}$  fm. and the latter very close to a  $1 \frac{4}{6}$  fm. soundings. Neither snag was seen by the present field party and it is very doubtful that they exist at the present time after a period of 58 years. This is partly borne out by the fact that in the former case the snag was recorded in the sounding record as "3 feet out of water" and noted at about high water or about 14 feet above MLLW. It is quite improbable that the present field party who passed the spot at approximately  $\frac{1}{2}$  tide or about 8 feet lesser tide would have failed to see it. These snags are considered non-existent and are therefore not being carried forward.

Because of the time elapsed since the old survey and because the present survey is on a larger scale and is more closely developed, the latter should supersede H-1446a (1879) for charting purposes.

8. Comparison with Chart No. 6460 (New Print July 26, 1957).

a. Hydrography.

Within the area of the present survey the chart is based on the survey discussed in the foregoing paragraphs and contains no other information that needs consideration in this review.

b. Aids to Navigation

There are no aids to navigation in this area.

9. Field Plotting.

The field protracting and plotting was satisfactory.

10. Additional Field Work Recommended.

No additional field work is required.

11. Superseding Old Surveys.

Within the area covered, the present survey supersedes the following survey for charting purposes.

H-1446a (1879) in part.

12. Reviewed by G. Risegari, October 17, 1937.

Inspected by A. L. Shalowitz.

Examined and approved:

C. K. Green, *C. K. Green.*  
Chief, Section of Field Records.

*L. O. Zolbat.*  
Chief, Division of Charts.

*Fred L. Peacock*  
Chief, Section of Field Work.

*Stu de*  
Chief, Division of H. & T.



Applied to Cht. 6460 July 20, 1938 M.P.