

# 6614

U. S. COAST & GEODETIC SURVEY  
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Form 504  
Ed. June, 1928

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
L. O. Colbert, Director

State: Washington

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DESCRIPTIVE REPORT

~~#####~~ } Sheet No. H-6614  
Hydrographic

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LOCALITY

Puget Sound

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Partridge Point

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1941

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CHIEF OF PARTY

R. W. Knox

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO.

H6614

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. 1140

REGISTER NO. H 6614

State WASHINGTON

General locality PUGET SOUND

Admiralty Head to Point Partridge

Locality ~~WASHINGTON SOUND~~

Scale 1:10,000 Date of survey Oct. 1940 - Jan. 1941

Vessel SURVEYOR

Chief of Party ROBERT W. KNOX

Surveyed by J. C. PARTINGTON

Protracted by H. C. Parsons

Soundings penciled by H. C. Parsons

Soundings in fathoms ~~1000~~

Plane of reference MLLW

Subdivision of wire dragged areas by

Inked by C. E. Dennis 11/6/41

Verified by

Instructions dated Sept. 22, & 27, 1939 & 40

Remarks: Smooth sheet and plotting by Seattle

Processing Office

DESCRIPTION REPORT

to accompany

REG. #H6614 (FIELD #1140)

U.S.S. SURVEYOR: R.W.KNOX, Commanding

PROJ. No. H.T.241

WINTER SEASON 1940 -41

AUTHORITY:

This survey was made under the Director's instructions dated Sept. 22, 1939. & Sept. 27, 1940.

LOCALITY:

This sheet covers the inshore area in the vicinity of Partridge Point at the junction of Rosario Strait and Admiralty Inlet.

JUNCTIONS WITH OTHER SHEETS:

This sheets joins H 6615 on the north, H6612 on the west, and covers area common to H1886<sup>(1886)</sup> and H1534<sup>(1882)</sup>. All junctions were satisfactory

COMPARISION WITH PREVIOUS SURVEYS:

No Discrepancies with previous surveys were noted.

In general, the soundings on the older surveys, H 1886<sup>(1886)</sup>, H 1534<sup>(1882)</sup>, and H 1516<sup>(1881)</sup> were slightly shoaler than the present survey.

CONTROL:

All triangulation is 1940 except Admiralty Head L.H. (no date).

All topographic signals are from T-6767 & T-6768  
Datum is NA 1927

METHOD OF SURVEY:

Standard methods were used thruout. All positions were obtained on shore objects. The dividing line between wire and hand lead was 10 - 11 fathoms. Lead line corrections were large due to poor quality of lead line material furnished. Ship work was Dorsey ~~III~~ Fathometer with visual fixes.

DANGERS NOTED:

A railroad rail, baring 7 feet at MLLW is firmly

imbedded at Lat.  $48^{\circ} - 10.35'$ , Long.  $122^{\circ} - 41.2'$ , position 43 c.

Two rocks baring 1 ft. and 4 ft. respectively at MLLW lie close to shore at Lat.  $48^{\circ} - 11.1'$ , Long  $122^{\circ} - 42.0'$ , position 53 & 54 c.

A piling extending about 15 ft. above MLLW lies at Lat.  $48^{\circ} 11.7'$  Long.  $122^{\circ} 43.2'$  positions 81 and 82 a.

The piling shown on chart 6450 at  $48^{\circ} 11.2'$  Long  $122^{\circ} 42.6'$  are no longer in existence and should be removed from the chart.

TIDAL NOTE:

All tidal reducers were obtained from Port Townsend (Fort Worden) portable gage.

This description report written from boat sheet.

*George A. Nelson*  
Geo. A. Nelson  
Jr. H. & G. E.

STATISTICS REG. H6614

Date	Day	Vessel	Miles (Stat.)				No. Sounds				Pos	Vols	Area
			Fath.	V.C.	H.L.	Total	Fath	V.C.	H.L.	Total			
1940													
Oct. 25	A	Ship	47.7			47.7	1017	2		1019	180		
" 29	B	"	48.9			48.9	1214	3		1217	212		
" 30	C	"	24.7			24.7	591	1		592	101		
" 31	D	"	55.2			55.2	1252	2		1254	225		
Dec. 3	E	"	9.4			9.4	192	1		193	34		
" 6	F	"	35.4			35.4	944	1		945	167		
" 17	G	"	8.8			8.8	182			182	36		
1941													
Jan. 4	H	"	40.5			40.5	927	1		928	163		
Totals	8		270.6			270.6	6319	12		6331	1118	4	
1940													
Nov. 1	a	Launch		1.0	18.7	19.7		27	536	563	124		
" 13	b	3		9.3	14.7	24.0		194	396	590	155		
" 14	c	"		2.8	14.7	17.5		63	461	524	138		
" 15	d	"		5.0	13.4	18.4		116	473	589	144		
" 16	e	"		0.8	15.2	16.0		27	542	569	140		
" 17	f	"		0.1	15.2	15.3		3	642	645	128		
" 19	g	"		0.6	19.4	20.0		25	654	679	158		
" 20	h	"			3.0	3.0			147	147	23		
" 26	j	"		5.7	11.2	16.9		134	311	445	124		
" 27	k	"		10.4	7.6	18.0		209	224	433	128		
" 28	l	"		5.5		5.5		140		140	55		
" 29	m	"		3.2	3.6	6.8		75	126	201	72		
1941													
Jan. 2	n	"		2.3	3.3	5.6		81	106	187	58		
" 3	p	"		5.7	7.6	13.3		146	208	354	124		
Sub Tot.	14			52.4	147.6	200.0		1240	4826	6066	1571	5	
Totals	22		270.6	52.4	147.6	470.6	6319	1252	4826	12397	2689	9	

APPROVAL OF CHIEF OF PARTY  
to accompany  
REG. #H6614 (FIELD #1340)  
U.S.S. SURVEYOR: R.W.KNOX, Commanding  
PROJ. No. H.T.241  
WINTER SEASON 1940-41

Hydrographic sheet H6614 <sup>(1940-41)</sup> and accompanying records have been inspected and approved by me. The work was accomplished under my direct supervision and no additional work is considered necessary.

Additional notes on comparison with previous surveys:  
Representative soundings were transferred from bromides of surveys H1534<sup>(1882)</sup>, H1516B<sup>(1881)</sup> and H1886<sup>(1888)</sup>. While a critical comparison of the previous and current surveys must await the plotting of the smooth sheet, the boat sheet indicates the following:

Sheets 1534<sup>(1882)</sup> and 1516B<sup>(1881)</sup>: In the offshore area, the previous soundings are about 12 fathoms too shoal (average of about 50 investigated). In the inshore area the agreement is better, but generally speaking, where differences occur, the older soundings are the shoaler. On the old sounding line extending south from  $\odot$  cor, Lat  $48^{\circ} 11.3'$  long.  $122^{\circ} 42.7'$  appear four<sup>(1883)</sup> soundings,  $3 \frac{3}{4}$ ,  $5 \frac{1}{2}$ ,  $5 \frac{1}{4}$ , and  $6 \frac{3}{4}$ , that are obviously too shoal.  
↳ incorrectly plotted, actually  $5 \frac{1}{4}$  fms.

Survey H1886<sup>(1888)</sup>: In general, the soundings appear to be about  $\frac{1}{2}$  fathom shoaler than on the present survey.

GEOGRAPHIC NAMES

Discussed in descriptive reports of contemporary topographic sheets.

CHANNELS

There are no channels in the area covered by this survey.

Respectfully submitted



Robert W. Knox  
H. & G. E.  
Chief of party

Forwarded  
Geo. L. Bean  
Officer in Charge,  
Seattle Processing Office

LIST OF SIGNALS  
H-6614

Admiralty Head Lighthouse (Tower)  
Bosarth U.S.E. 1940  
Fort Casey Cable Crossing Sign 1940  
Low 1940  
Party 1940  
Partridge Point Lighthouse 1940  
Spit 1940  
Wid 1940

From T-6767

Art  
Bare  
Box  
Car  
Cup  
Dim  
Eby  
Era  
Fen  
Fog  
Gat  
Gun  
Gus  
Jim  
Keg  
Log  
Mum  
Nap  
Now  
Pile  
Pod  
Prom

Ran  
Run  
Sam  
See  
Sow  
Tree  
Tub  
Val  
Vex  
Wag

From T-6768

Abc  
Row  
Cow  
Dog  
Eva  
Foo  
He  
Hog  
In  
Ida  
Jam  
Jug  
Kit  
Lar  
Lu  
Ma  
Ole

Rat  
Set  
Up  
Vee  
Yet  
Zoo

TIDAL NOTE

Sheet H-6614<sup>(1940-41)</sup>

Tide Reducers from Fort Worden Portable Automatic Gage:

Latitude . . . . . 48° 08.25'

Longitude. . . . . 122° 45.53'

Staff reading of MLLW. . . 3.9



Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. **H6614**

Records accompanying survey:

Boat sheets <sup>One</sup>...; sounding vols. (9).; wire drag vols. ....;  
 bomb vols. ....; graphic recorder rolls ....;  
 special reports, etc. ...Fathometer corrections filed with H-6617.....  
 ... (6) overlap tracings .....

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

Number of positions on sheet	2689.
Number of positions checked	..43.
Number of positions revised	...6.
Number of soundings recorded	12397
Number of soundings revised (refers to depth only)	..27.
Number of soundings erroneously spaced	..52.
Number of signals erroneously plotted or transferred	.....
Topographic details	Time .....
Junctions	Time .....
Verification of soundings from graphic record	Time .74..

Verification by.....*C.F. Dennis*.....Total time *.74 hrs.* Date *11/6/44.*

Review by *Harold W. Murray*..... Time *13"* Date *12/24/44.*

Remarks

Decisions

	Remarks	Decisions
1		481226
2		482227
3	For title only: precise application of this name is farther south.	U.S.G.B.
4		482226
5		
6		
7	Location of tide staff: off limits of this sheet near Port Townsend.	481227
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
M 234		

GEOGRAPHIC NAMES

Survey No. **H6614**

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
Admiralty Head											1
Point Partridge											2
Puget Sound											3
Whidbey Island											4
											5
											6
Fort Worden											7
											8
											9
											10
											11
											12
											13
											14
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											22
											23
											24
											25
											26
											27

Added to Admiralty Chart  
by L. Heck on 11/5/42

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
 DESCRIPTIVE REPORT  
~~PHOTOSTAT OF~~

No. H **H6614**  
~~No. xxk~~

received Sept. 25, 1941  
 registered Sept. 27, 1941  
 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			
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	R. W. Knox
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Rac  
the

## TIDE NOTE FOR HYDROGRAPHIC SHEET

October 9, 1941.

~~Division of Hydrography and Topography:~~

✓ Division of Charts: Attention: Mr. H. R. Edmonston

Plane of reference approved in  
9 volumes of sounding records for

HYDROGRAPHIC SHEET 6614

Locality Admiralty Head to Point Partridge, Puget Sound

Chief of Party: R. W. Knox in 1940-41  
Plane of reference is mean lower low water reading  
3.9 ft. on tide staff at Fort Worden  
15.0 ft. below B. M. 1

Height of mean high water above plane of reference is 7.6 ft.

Condition of records satisfactory except as noted below:

*Hasson*

Acting Chief, Division of Tides and Currents.

DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF HYDROGRAPHIC SURVEY

REGISTER NO. 6614  
Field No. 11

Washington, Puget Sound, Admiralty Head to Point Partridge  
Surveyed in October 1940 - January 1941, Scale 1:10,000  
Instructions dated Sept. 22, 1939, and Sept. 27, 1940  
(SURVEYOR)

Soundings: Dorsey III,  
Handlead and Wire

Control: 3-Point Fixes on  
Shore Signals

Chief of Party - Robert W. Knox  
Surveyed by - J. C. Partington  
Protracted by - H. C. Parsons  
Soundings plotted by - H. C. Parsons  
Verified and inked by - C. E. Dennis  
Reviewed by - Harold W. Murray, December 22, 1941  
Inspected by - H. R. Edmonston

1. Shoreline and Signals

The Descriptive Report, page 1, states that the shoreline and signals originate with T-6767 and T-6768. Comparison with the present survey will be made when these sheets are received from the field.

Topographic signal FOG falling outside the high water line in Lat.  $48^{\circ}11.4'$ , Long.  $122^{\circ}42.2'$  is undescribed but is noted as being lost. The signal is undoubtedly of a temporary nature.

2. Sounding Line Crossings

Agreement of sounding line crossings is very satisfactory. The uninvestigated 38-fm. sounding in depths of 45 to 48 fms. in Lat.  $48^{\circ}12.16'$ , Long.  $122^{\circ}46.46'$  appears to be about 10 fms. too shoal but has been accepted.

3. Depth Curves

The usual depth curves may be completely delineated.

4. Junctions with Adjacent Surveys

The junction with adjacent surveys will be considered when that work is received from the field.

5. Comparison with Prior Surveys

- A. H-333 (1852), H-405 (1853) and H-510 (1855);  
Scales 1:214,240

These early small scale reconnaissance surveys contain no specific information that is not adequately covered by later surveys. The present survey supersedes these surveys.

- B. H-1130 (1871), H-1516 (1881), H-1534 (1882) and  
H-1886 (1888); Scales 1:20,000

These surveys taken together entirely cover the present survey. Agreement of depths with the present survey is only fair because in many instances the old survey soundings are invariably shoaler and in the deeper areas may vary as much as 2 to 4 fathoms shoaler. These differences are partly attributable to the fact that the planes of reference on the old surveys are  $1/2$  to 2.2 ft. below that of the present survey.

Several discrepancies were noted on these old surveys. The charted  $3-3/4$  fm. sounding (pos. 39-40 r) on H-1534 in Lat.  $48^{\circ}11.34'$ , Long.  $122^{\circ}42.7'$  is incorrectly plotted, the correct depth being  $5-1/4$  fms. which agrees favorably with the present survey. The charted 11-fm. depth (pos. 32 t) on H-1534 in Lat.  $48^{\circ}12.7'$ , Long.  $122^{\circ}46.4'$  is incorrectly plotted, the correct depth being  $17-1/4$  fms. which agrees with the present survey. The charted  $45-3/4$  fathoms on H-1534 in Lat.  $48^{\circ}09.9'$ , Long.  $122^{\circ}42.1'$  falls in depths of 36 fathoms on the present survey and is excessively too deep.

The present survey including two soundings which have been carried forward is adequate to supersede these old surveys.

- C. H-1629 (1884) and H-2212 (1894); scales 1:20,000  
and 1:40,000

A fringe of soundings from those sparsely developed surveys falls just within the western limits of the present survey and is in fair agreement. The present survey supersedes this survey.

6. Comparison with Chart 6450 (New Print date 12-8-41)

- A. Hydrography

Hydrography shown on the chart originates with surveys discussed in the previous paragraphs.

The Descriptive Report, page 2, states that the charted pile in Lat.  $48^{\circ}11.2'$ , Long.  $122^{\circ}42.6'$  is nonexistent.

b. Aids to Navigation

The light off Point Partridge agrees with the charted position and satisfactorily marks the features intended.

The bell buoy located on the present survey in Lat.  $48^{\circ}13.5'$ , Long.  $122^{\circ}47.0'$  is not shown on the chart nor listed in the 1941 Pacific Coast Light List. This light was discontinued on August 1, 1941.

7. Compliance with Project Instructions

The survey conforms with the Project Instructions.

8. Additional bottom characteristics in the deeper areas which were sounded with the ship's fathometer may be obtained from prior surveys.

9. Additional Field Work Recommended

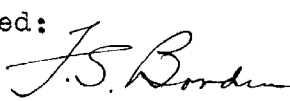
This is a very satisfactory survey. A closer development of the 38-fm. sounding in depths of 45 to 48 fathoms in Lat.  $48^{\circ}12.16'$ , Long.  $122^{\circ}46.46'$  and questioned in Par. 2 of this review would have been desirable, but it is very unlikely that any depths materially shoaler or dangerous to navigation exist here.


10. Superseded Surveys

H- 333 (1852) in part	H-1534 (1882) in part
H- 405 (1853) " "	H-1629 (1884) " "
H- 510 (1855) " "	H-1886 (1888) " "
H-1130 (1871) " "	H-2212 (1894) " "
H-1516 (1881) " "	

Examined and approved:

  
Chief, Surveys Section

  
Chief, Division of Charts

  
Chief, Division of Hydrography

  
Chief, Division of Coastal Surveys



Applied to chart 6450. April 11, 1942. L.A.M.  
" " 6300 5/18/42 B.R.  
" " 6405 10-27-42 K.P.  
Curves applied to extension of 6382 } 10-26-64 ~~W.S.~~  
Sigs thru chart 6450