

3719a

Form 504
 DEPARTMENT OF COMMERCE
 U. S. COAST AND GEODETIC SURVEY & G. SURVEY
 L. & A.
 SEP 27 1927
 Acc. No.

State: Washington
 11-5613

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 3719a

LOCALITY:
 Bellingham Bay
~~PACIFIC COAST~~

Bellingham
~~WASHINGTON~~

~~WHATCOM COUNTY~~

~~BELLINGHAM BAY~~

1927

CHIEF OF PARTY:
 G. C. JONES, H. & G. E.

3719a

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 37192

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. 2

REGISTER NO. 37192

State WASHINGTON

General locality BELLINGHAM BAY

Locality BELLINGHAM

Scale 1:10,000 Date of survey May 20-25, 1927

Vessel MOTOR VESSEL NATOMA

Chief of Party G. C. JONES

Surveyed by G. C. JONES and O. S. READING

Protracted by O. S. READING

Soundings penciled by O. S. READING

Soundings in ~~fathoms~~ feet

Plane of reference MEAN LOWER LOW WATER

Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated MARCH 23, 1927

Remarks:

GPO

1135 ✓
2 vols ✓

DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC SHEET

REGISTER No.

FIELD No 2 - 1927 .

Instructions and Limits. The hydrography on this sheet was executed in accordance with the Director's Instructions to the Commanding Officer of the Motor Vessel NATOMA dated March 23, 1927.

The sheet includes an examination of Whatcom and Squallicum Creek waterways and a few soundings alongside wharves which had been redriven or changed since the survey of 1915.

Whatcom Waterway. There is 26 feet at mean lower low water available in Whatcom Waterway as far as the middle of the Morrison Mill Wharf and eighteen feet for the remainder of the waterway except immediately alongside the Morrison Mill Wharf and the Caine - Grimshaw Co. Wharf. Vessels drawing seventeen feet at the bilge should breast off from the outer half of the Morrison Mill Wharf. But only 4 feet is available at the bilge line along the inner half of this wharf. Vessels alongside the wharves somewhat complicated the system of lines and a log boom prevented a complete examination of the north west side of the waterway between signals "Pup" and "Mike".

Squallicum Creek Waterway. An extensive fill with a 26 foot channel 200 feet wide and about a quarter mile long beside it has been made by the Port of Bellingham toward the establishment of industrial sites and wharves. There remains a bar one fourth mile across with depths sloping from 13 to 25 feet which must be removed before the present dredging becomes of use. Twenty five meter lines were run over the area which may eventually be dredged.

Wharf Changes. The wharf of the Olympic Portland Cement Co. was redriven 1000 feet shorter than its former length. There is now 14 feet available off the outer platform.

The wharf of Bloedel - Donovan Mill has been redriven and changed somewhat in shape. Some dredging in its vicinity has made 27 feet available as far as the bend in its northern face, though care must be used to avoid the four fathom curve in getting away from the wharf.

The piles of the old wharf north of the Bloedel - Donovan Wharf have been removed by blasting off level with the bottom. The depths shown in this area may therefore be assumed to be unobstructed.

Kind of Bottom. The dredging in Bellingham in the Whatcom and Squallicum Creek waterways showed sand and occasionally sand hard pan at the greater depths. It is thought that the soft and sticky bottom found so frequently by the lead is a rather thin accumulation.

The bottom is reported not to hold very well in heavy weather.

Survey Methods.

The usual bronze center hand leadline was used from motor sailer 8610. The engine of the boat was so noisy as to interfere somewhat with the recording and slowing down by means of bucket drogues did not permit of as much speed control as was desired in some cases where both wind and current were with the launch. Vessels alongside wharves and traffic are responsible for most of the complications in the system of lines.

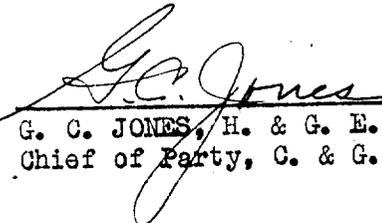
Channel lines were run as offering less uncontrolled variation in speed than cross lines for such short distances. It was not considered that the Instructions warranted the elaborate preparation necessary for sounding on artificial ranges at measured intervals on a wire as usual in surveys for payment of dredging contracts etc.

Although all data which can be charted is shown on the 10,000 scale of the sheet as outlined in the Instructions, it is considered that a gain in time and ease of plotting would result from the use of a 1 : 5000 scale for similar future work.

Respectfully submitted


O. S. READING, H. & G. E.

Approved and Forwarded


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

October 3, 1927.

(11)

Division of Hydrography and Topography:

Division of Charts:

Tide reducers are approved in
2 volumes of sounding records for

HYDROGRAPHIC SHEET
5719a

Locality: **BELLINGHAM BAY, WASHINGTON.**

Chief of Party: **G. G. Jones, 1927.**

Plane of reference is
5.8 ft. on tide staff at **M. L. L. W.**
Bellingham Bay.

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. G. Jones

Chief, Division of Tides and Currents.

AND REFER TO No. 11-DRM

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON

October 14, 1927.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 3719^a

Bellingham Bay, Washington

Surveyed in 1927

Instructions dated March 23, 1927 (MATOMA)

Chief of Party, G. C. Jones.

Surveyed by G. C. Jones, O. S. Reading.

Protracted and soundings plotted by O. S. R.

Verified and inked by G. Risegari.

1. The records conform to the requirements of the General Instructions.
2. The plan and character of development conform to the requirements of the General Instructions.
3. The plan and extent of development satisfy the requirements of the specific instructions.
4. A 17-foot sounding (position 5 C) is questionable. This sounding is between a 7 and a 3 foot sounding and is also adjacent to other soundings of those depths. *17 omitted per LUC*

Examination of hydrographic sheet 3719 which covers the same area reveals no such depth at or near this spot. The depth obtainable on Hydrographic sheet 3719 at the approximate location was 6 feet.

5. The protracting and field plotting were well executed.
6. Character and scope of field operations - very good.
Field drafting - very good.
7. Reviewed by G. Risegari, October, 1927.

Inspected E.P.E.

Approved:

Chief, Section of Field Records (Charts)

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