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Department of Commerce and Customs

COAST AND GEODETIC SURVEY

O. H. Tittmann

Superintendent.

State: *Washington*

DESCRIPTIVE REPORT.

Topographic Sheet No. *2907 & 8*

LOCALITY:

Strait of Juan del Fuca

1909

CHIEF OF PARTY:

H. N. Rhodes

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Descriptive Report to accompany topographic sheets Nos. 5 and 6 of South shore line of Juan De Fuca Strait, from Twin Rivers to Neah Bay.

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The south shore of Juan De Fuca Strait from Twin Rivers to Neah Bay has, for the most part, steep bluffs from 20 to 200 feet or more in height rising immediately back of the H.W.M.

Between Pillar Point and Clallam Bay the shore line is very bold and the hills rise steeply to an elevation of about 1400 feet forming a prominent and characteristic feature of the topography. At other points the land close to the shore nowhere exceeds 600 or 800 feet in elevation.

The hills are heavily timbered with spruce, cedar, and hemlock and but little clearing has been done along this stretch.

Between signal "Dode" and Pysht River, eastward of Sail Rock, and off signal "Camp", there are extensive rocky shoals extending some distance off shore, but at other points the shore is comparatively bold except for rocky ledges close to H.W.M.

The weather during the time this work was under way (Nov. 23rd. to Feb. 20th.) was in general very stormy and a heavy swell was experienced westward from Pillar Point at nearly all times; Clallam Bay is exposed to the westerly swell and is not a comfortable anchorage. An anchorage with some shelter from a westerly swell may be had inside of Pillar Point and just East of Pysht River shoal.

Owing to the steep bluffs along the shore line, very few elevations could be determined by the plane table except of points on the immediate shore line. The elevations of hill tops back from the shore line were in nearly all cases determined from the ship by vertical angles above the shore line, corrected by the dip of the shore line, which was computed for its known distance from the ship. Sets of three observations of this kind, on well defined objects, gave a range of about fifty feet in the determined elevations. Excepting the elevations of the two hills at Slip Point, and of the ridge between signals "Sengon" and "Reynolds", which were determined by the plane-table, and are ground elevations, all other hill top elevations are given for the tops of the trees, and if desired to correct for the ground, should probably be reduced by 100 feet.

There are no aids to navigation along this stretch of the shore line except the light at Slip Point.

Respectfully submitted,

H. W. Rhodes. Assistant.

Commanding "McArthur".

To accompany topographic sheets nos. 5 & 6 of South American Archipelago
 Juan or Fuca Strait.

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PLANE-TABLE POSITIONS.

Sheet	Object.	Latitude	D.M. metres	Longitude	D.P. metres	Hight.	Description.
5	o Slim.	48° 11'	296	124° 03'	738		Banners nailed on tall spruce tree.
5	o Pillar.	48° 12'	1506	124° 06'	164		Whitewashed spot on columnar rock 140' high.
5	Coalmine Wharf.	48° 14'	734	124° 10'	584		N.W. Cor. of wharf.
6	Tree Rock	48° 15'	1358	124° 14'	148	40'	Columnar rock with lone tree growing on top.
6	Light House	48° 15'	1586	124° 14'	1108		Center of Light-house at Slip Pt.
6	Flag pole.	48° 15'	1224	124° 15'	5		Near Light keepers quarters, Slip Pt.
6	Weather Signal	48° 15'	413	124° 15'	858		Steel tower at Clallam, Wash.
6	o Camp	48° 18'	670	124° 25'	707		Tripod signal built on high rock.
6	Weather signal	48° 22'	725	124° 35'	339		Steel signal tower on Baadam Pt.

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2908

Topography

South Shore of Juan de Fuca Strait of
Washington

Clallam Bay to Neah Bay.

scale $\frac{1}{20000}$

surveyed 1908-9 by party on board U.S.S. *M^cArthur* -
H.W. Rhodes, asst
commanding.