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Form 504	
DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
....., Director	
<div style="border: 1px solid black; width: 100px; height: 80px; margin: 0 auto;"></div>	
State: <u>Washington</u>	
<b>DESCRIPTIVE REPORT</b>	
<i>Topographic</i> <del><i>Hydrographic</i></del>	Sheet No. <sup>5</sup> <b>4252</b>
LOCALITY	
<u>Willapa Bay</u>	
<u>Klipsan Beach to Leadbetter Pt.</u>	
.....	
1926	
.....	
CHIEF OF PARTY	
<u>T.J. Maher</u>	

C. & G. SURVEY  
L & I  
APR 2 1927  
Acc. No.

U. S. COAST & GEODESIC SURVEY  
E. Lester, Jones, Director

DESCRIPTIVE REPORT TO ACCOMPANY  
TOPOGRAPHIC SHEET 425 4252

KLIPSAN BEACH AND LEADBETTER POINT, WASHINGTON  
U.S.S. GUIDE  
Season 1926  
Thos. J. Maher, Chief of Party

DESCRIPTIVE REPORT

To Accompany

TOPOGRAPHIC SHEET

No. <sup>5</sup>.....  
Scale... 1:20,000 .....

U. S. S. GUIDE, 1926,

Thos. J. Maher, H & G E, Commanding.

## DESCRIPTIVE REPORT

Topographic Sheet #5

U.S.S. GUIDE, Season 1926

Scale: 1:20,000      Limits: Lat.  $46^{\circ}-28'$  -  $46^{\circ}-41'$   
Long.  $123^{\circ}-54'$  -  $124^{\circ}-06'$

This sheet covers the shore line of southern Washington from Klipsan Beach to Leadbetter Point. It includes the general beach topography back to the first sand ridge and border woods, and rounds Leadbetter Point. The town of Ocean Park lies one and one-half miles north of Klipsan Beach on the southern end of sheet.

This revision survey was made according to your verbal instructions of July 7, 1926,; and in conformity with the Director's Instructions of April 17, 1926, a copy of which is attached to report on Sheet #1. Work was commenced on August 2, 1926; and completed August 5, 1926.

ORGANIZATION. The party consisted of one H & G Engineer; and three hands, each at \$120 per month. Transportation was by White Truck C & G S #38.

CONTROL was by triangulation and traverse stations established by Lieutenant J.M. Smook a few weeks previous to my survey. All of Lieutenant Smook's stations were found as described, with his signals still standing, and to save time and duplication no recovery notes have been made for his stations. Due to the frequency of Lieutenant Smook's permanently marked stations no additional stations, other than natural objects, were marked by my party.

SHORELINE. The shore line is low and flat back to the first sand ridge, which marks the limit of tree growth. From storm water to this ridge the beach is formed of low shifting

sand dunes. This first sand ridge runs practically north and south to where it curves east two miles south of Leadbetter Point. The highwater line was rather indefinite on the flat beach, but it is located with accuracy. The stepping to low water line is approximate, rod reading being difficult on low water line due to surf. The storm water line and drift line is shown by heavy stepping.

GENERAL TOPOGRAPHY. Only the shore line and that topography visible from the beach was undertaken. The shore line swings westerly from the north and south sand ridge separating the beach from the woods, running from 200 meters off at Klipsan Beach to one-half mile off the curve of the ridge two miles south of Leadbetter Point. This sand ridge is forty to fifty feet high, and in places the trees are growing on its summit. There is a great waste area of low shifting sand dunes for three miles south of Leadbetter Point, and extensive tidal flats lie to the south and east of Leadbetter Point. Blue prints of roads and railroad are forwarded for information on the interior. Lieutenant Smook's traverse records should also prove of value in locating roads, etc.

OCEAN PARK is the only settlement of consequence along the beach side of this sheet. It is a small summer resort and auto-camp town one and one-half miles north of the Coast Guard Station at Klipsan Beach. The railroad swings from here to Narcotta on the Willapa Bay side of the peninsula. Extensive cranberry bogs are cultivated on the peninsula now, and the industry has reached major importance. The blue prints forwarded to the office will show the general location of these bogs.

ROADS. There are highway connections with the beach at Ocean Park; the Oysterville road five miles north of Klipsan Beach; and a private road one and three-quarters miles north of the Oysterville road. These beach roadways are made of heavy slab planking laid over the sand to reach highwater, for driving on the beach at low water. (See "Roads", report on Sheet #5).

CHART AND TRIANGULATION ERROR. Attention is called to the fact that on the existing editions of Chart No. 6185, in August, 1926, a large permanent tripod signal was standing over triangulation station "Lead 3", which was being used by the Light-house Service, U.S. Engineers, and navigators, as the plotted position of "Lead 2" on the chart. "Lead 2" should be struck from the plate and "Lead 3" plotted for future editions of Chart # 6185.

**LANDMARKS.** There is really no prominent landmark on this sheet. An old delapidated hotel about one-half mile north of Klipsan Beach is conspicuous, ( Signal "Old" ). The foremast of the wreck "Alice", ( Signal "Fore" ), and the bow of the wreck "Caoba", ( Signal "Bow" ), are conspicuous when close in shore. There are signs swung over the beach roadways at Ocean Park and the Oysterville turn-out, which are conspicuous from close inshore. The tree line also forms a definite and clean cut tangent two miles south of Leadbetter Point. There is a Coast Guard Telephone line along the inner side of the beach from Klipsan Station to where it enters Willapa Bay two miles south of Leadbetter Point.

A triangulation beacon symbol shown on Chart # 6185 as being on the beach opposite the tree line tangent two miles south of Leadbetter Point should be deleted.

*William T. Combs*  
 William T. Combs,  
 H & G Engineer.

*Approved  
 for  
 Comdr. J. J. Guise*

U. S. COAST & GEODETIC SURVEY

E. Lester Jones, Director

LIST OF PLANE TABLE POSITIONS  
To Accompany

*Klepon Beach to Leadville Pt.*  
TOPOGRAPHIC SHEET #5. *Washington*

U.S.S. GUIDE  
1926

Thos. J. Maher, H & G E  
Chief of Party

(1)

List of plane table positions to accompany Sheet #5.

Object or Station	Latitude	D.M. Meters	Longitude	D.P. Meters	Height	Remarks and Description
* Old	46-28	(1342.7) 510.0	124-03	(1022.0) 258.2		Chimney old hotel North of CG Station <i>Waysan Beach</i>
Pat	" "	(420.7) 1432.0	" "	(880.0) 400.2		Driftwood signal
How	" 29	(1402.7) 450.0	" "	(1029.0) 250.8		House near A Park 2.
Cent	" "	(898.7) 954.0	" "	(1079.8) 200.0		Center of Ocean Park, rd sign on sand ridge
Shack	" "	(522.7) 1330.0	" "	(1056.8) 223.0		Weathered small house on sand ridge.
Fore	" 30	(1613.7) 239.0	" "	(493.4) 786.0		Foremast wreck sch. "Alice"
Spot	" "	(705.0) 1147.7	" "	(746.0) 533.4		Crossed drift wood WW
Tree	" "	(15.0) 1837.7	" "	(1054.4) 225.0		Lone large tree on dune
Wood	" 31	(734.7) 1018.0	" "	(719.0) 560.0		Drift signal
Boil	" 32	(1279.0) 573.7	" "	(583.6) 695.0		Boiler wreck Caoba
* Bow	" "	(1274.7) 578.0	" "	(529.0) 749.6		Bow and stern wreck Caoba
Pilot	" "	(1180.7) 672.0	" "	(603.6) 675.0		Pilot house wreck Caoba
Vil	" "	(135.0) 1717.7	" "	(624.5) 654.0		Center sign "Oysterville" over rd leading down to beach
Top	" 33	(1118.0) 734.7	" "	(526.2) 752.0		WW drift wood
Cros	" "	(199.0) 1653.7	" "	(438.5) 839.7		Tall drift signal WW cross
Ban	" 34	(1191.7) 661.0	" "	(331.6) 946.2		Banner on pole



List of plane table positions to accompany Sheet #5.

Object or Station	Latitude	D.M. Meters	Longitude	D.P. Meters	Height	Remarks and Description
Sin	46-34	(788.9) 1063.8	124-03	(216.5) 1061.3		Private road sign
Rip	" "	(201.6) 1651.1	" "	(247.5) 1030.3		black Large drift tripod white &
Go	" 35	(1180.0) 672.7	" "	(107.5) 1170.0		prominent stump
No	" "	(1159.3) 693.4	" "	(100.5) 1177.0		prominent stump
Big	46-35	(261.6) 1591.1	" 04	(1266.5) 11.0		Big WW stump on highwater line
Tri	" 36	(1831.2) 21.5	" "	(00.0)		Small banner.
Wal	" "	(1304.4) 548.3	" "	(1248.0) 29.1		Drift signal.
Crate	" "	(46.1) 1806.6	" "	(1168.0) 109.1		WW crate on pole.
Ruf	" 37	(1406.7) 446.0	" "	(1215.7) 61.0		Large WW driftwood signal
Bar	" "	(983.0) 869.7	" "	(1194.3) 82.4		WW barrel on drift snag
Bot	" "	(352.3) 1500.4	" 03	(19.7) 1256.0		Bottom old boat WW
Tall	" 38	(1717.8) 134.9	" "	(167.5) 1108.8		Tall pole with white flag
Old	" "	(1157.7) 695.0	" "	(305.7) 970.6		Old signal, low crossed plank
Snag	" "	(488.9) 1363.8	" "	(715.3) 561.0		Upright snag
Stum	" "	(408.7) 1444.0	" 02	(76.0) 1200.3		Prominent many-sided stump
Stub	" "	(582.7) 1270.0	" "	(603.0) 673.3		prominent square stump

\*These objects recommended to be charted as landmarks.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4252

TOPOGRAPHIC TITLE SHEET

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

Field No. 5

REGISTER NO. 4252

State WASHINGTON

General locality PACIFIC COAST Willapa Bay  
Klipsan Beach to Leadbetter Pt.

Locality Coast Pacific County to Willapa Bay

Scale 1:20,000 Date of survey Aug. 2 - 5, 1926

Vessel U.S.S. GUIDE

Chief of Party Thos. J. Maher

Surveyed by Wm. T. Combs

Inked by "

Heights in feet above H.W. to ground ~~to tops of trees~~

Contour, Approximate contour, Form line interval \_\_\_\_\_ feet

Instructions dated April 17, 1926

Remarks: Revision Survey Along Shoreline