

4653

Form 504
Ed. June, 1928
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON —, Director

U. S. COAST & GEODETIC SURVEY
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MAR 29 1932

State: WASHINGTON

Acc. No.

DESCRIPTIVE REPORT

Topographic

~~Hydrographic~~

Sheet No. E 4653

LOCALITY

Strait of Juan de Fuca

Docks in Port Angeles Harbor

1931

CHIEF OF PARTY

K. T. Adams.

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET E

WASHINGTON COAST
Port Angeles, Harbor
1931

AUTHORITY:

Authority for this survey is contained in the Director's instructions dated April 16, 1930, and May 7, 1931.

PURPOSE:

This survey was made to supplement Sheet T-4188, 1926, by showing the location of two new docks in Port Angeles Harbor. Five small hydrographic signals were located on, and in the vicinity of, the Olympic Forest Products Company's dock. The topographer also checked the work shown on T-4188 and found no other changes of importance.

CONTROL:

Adequate control was furnished by numerous third order (inter-section) triangulation stations located in 1926 and 1931.

SURVEY METHODS:

Short traverses were run from Triangulation Station Pole, 1931

and Triangulation Station, Crescent, Boxwood Company Stack, 1926, a sufficient distance to obtain rod readings to all critical points on the docks located. All setups were checked by resection on two or more additional stations.

DESCRIPTION:

The Olympic Forest Products Company's dock, located at the eastern end of Port Angeles is a wooden structure built on piling to a height of eight feet above high water. It is used by the Olympic Forest Products Company mainly for loading lumber and paper. It accommodates vessels with a draft of approximately twenty-five feet on its eastern and northern face. The western face of the dock is not used, being blocked off by piling, used for anchoring log booms.

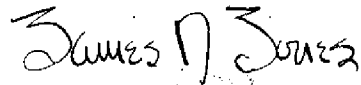
The smaller dock shown on this sheet is owned by the Crescent Boxboard Company. It is a wooden structure built on piling to a height of about six feet above high water.

LAND MARKS:

Immediately behind the Olympic Forest Company's dock is a large black tank, which is very conspicuous from Port Angeles Harbor and its approaches. The tank is cylindrical with a conical top and is supported by steel legs. The elevation of the top of the tank above high water is approximately 180 feet. This tank was cut in by

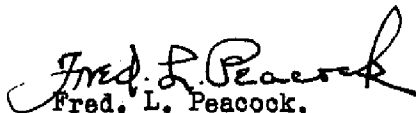
third order triangulation and is called Pulp, 1931, in the records.

Respectfully submitted,



James. N. Jones,
Jr. H. & G. Engineer,
U.S.C. & G.S.S. GUIDE.

Respectfully forwarded,
approved:



Fred. L. Peacock,
H. & G. Engineer,
U.S.C. & G. Survey,
Commanding Ship GUIDE.

100

for

T O P O G R A P H I C

S H E E T - E

[illegible]

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1

Statute miles of shore line and docks ----- 1.7

Statute miles of railroads ----- 1.1

Area, square statute miles ----- 0.2

Number of hydrographic signals located:----- 5

Time required for field work, days ----- 1/2

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 104

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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4653

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 Letter - E -

REGISTER NO. 4653

State WASHINGTON

General locality Strait of Juan de Fuca

Locality Docks in Port Angeles Harbor

Scale 1:10,000 Date of survey October 12, 1931

Vessel U.S.C. & G.S.S. GUIDE.

Chief of Party K. T. Adams

Surveyed by J. N. Jones

Inked by J. N. Jones

Heights in feet above to ground to tops of trees

Contour Approximate contour Form line interval feet

Instructions dated April 16, 1930 and May 7, 1931

Remarks:

4653a

U. S. COAST & GEODETIC SURVEY
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Acc. No.

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: Washington

DESCRIPTIVE REPORT

Topographic
Hydrographic

Sheet No. 4653a

LOCALITY

Strait of Juan de Fuca

Port Angeles

1931

CHIEF OF PARTY

K. T. Adams

80-DRM

May 7, 1932.

To: Lieut. (j.g.) Henry J. Healy,
U. S. Coast and Geodetic Survey,
Ship DISCOVERER,
202 Burke Building,
Seattle, Washington.

Through: Commanding Officer,
Ship DISCOVERER.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Request for additional information on survey sheet.

Please furnish any information which may assist in charting the features listed in the comments on hydrographic sheet No. 5180, copy inclosed. (*Comments filed in descriptive reports of T. 4653 a and H. 5160*).

The boat sheet, a copy of chart No. 6303 and a photostat of a section of topographic sheet No. 4653 are being forwarded under separate cover.

It is further requested that you make a careful drawing of these features on the chart, and return the chart and boat sheet as soon as practicable.

(Signed) R. L. FARIS

Copy to Lt. Comdr. K. T. Adams,
Boston Field Station.

Acting Director.

*See descriptive reports of T. 4653 a
for reply to this letter.*

EOE.

IN REPLY ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY
AND NOT THE SIGNER OF THIS LETTER

AND REFER TO NO. **89-DEM**

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON.

*Attach to desc report
T 4653 a*

May 7, 1932.

COMMENTS ON H. 5160, PORT ANGELES, WASHINGTON

H. J. Healy and J. G. Mathison, hydrographers

On the topographic sheet of this area, T. 4653, two detached areas have been surveyed, and the topographer (J. N. Jones) states that there are no changes in the other areas.

The boat sheet for H. 5160, however, contains several small wharves, etc. indicated in blue and it is presumed that these changes are to be applied to the chart. These features should have been located by plane table, but failing this, the hydrographer should have located them with some degree of accuracy. They are drawn only roughly on the boat sheet.

The following information should be obtained from the hydrographer:

1. How the various features were located.
2. In the northern part of the bay, there is a railroad track. Does it join with railroad along spit? Do the tracks make an angle as indicated or should there be a curve? The hydrographer may be able to delineate this feature more carefully.
3. In the southern part of the bay there are several small wharves. Knowing the tendency to exaggerate lengths and widths of such features, it is possible that the hydrographer may be able to give additional information or draw these features more carefully.
4. In the western part of the bay there are blue lines parallel to the faces of the principal wharves, and other lines at various angles to them. They may indicate log booms, -- interpretation requested from hydrographer.

*Copy to Lt. H. J. Healy
+ Lt. Cdr. K. F. Adams*

POST-OFFICE ADDRESS: 202 Burke Bldg., Seattle, Wash.

TELEGRAPH ADDRESS:

EXPRESS OFFICE:

HJH:PF

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

Ship DISCOVERER

Seward, Alaska
May 28, 1932.

1932 JUN - 9 - AM 9:21

To: The Director,
U. S. Coast and Geodetic Survey,
Washington, D. C.

Through: Commanding Officer,
U.S.C. & G.S.S. DISCOVERER.

From: Henry J. Healy, Jr. H. & G. Engr.,
U. S. Coast and Geodetic Survey.

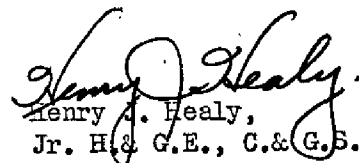
Subject: Boat Sheet, Port Angeles Harbor.

Refer to: 80-DRM.

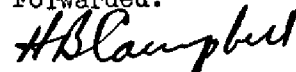
I wish to acknowledge receipt of Boat Sheet #5160, Port Angeles Harbor, Chart #6303 and a photostat of a section of topographic sheet #4653.

In reference to the additional information requested I wish to state that this section of Port Angeles Harbor was executed by Lieut. (j.g.) John C. Mathisson, using a whaleboat out to the 10 fathom curve. The hydrography under my supervision was accomplished developing outside the 10 fathom curve.

I am forwarding Boat Sheet #5160, Chart #6303 and the photostat of a section of topographic sheet #4653 to Lieut. (j.g.) John C. Mathisson, who will no doubt be able to furnish the additional information requested.


Henry J. Healy,
Jr. H. & G.E., C. & G.S.

Forwarded:



H. B. Campbell,
Lieut. Commander, C. & G. S.,
Commanding, Ship DISCOVERER

202 Burke Bldg., Seattle, Wash.

HJH:PT

Ship DISCOVERER

Seward, Alaska,
May 28, 1932.

To: Lieut. (j.g.) John C. Mathison,
U. S. Coast and Geodetic Survey,
519 Custom House,
San Francisco, Calif.

Through: Commanding Officer,
U.S.C. & G.S.S. DISCOVERER.

From: Henry J. Healy, Jr. H. & G. Engr.,
Str. DISCOVERER.

Subject: Additional Information, Boat Sheet #5160.

I am enclosing a copy of a letter, and a copy of
"Comments on H. 5160, Port Angeles, Washington" which I re-
ceived from the director

The boat sheet, a copy of chart No. 6303 and a
photostat of a section of topographic sheet No. 4653 are
being forwarded under separate cover.

The information requested is details on the whale-
boat work under your supervision and I am sure you can supply
the required information.

Henry J. Healy,
Jr. H. & G. Engr., C. & G. S.

Forwarded:

H. B. Campbell,
Lieut. Commander, C. & G. S.,
Commanding, Ship DISCOVERER.

POST-OFFICE ADDRESS: Box 463, Long Beach, Calif.

TELEGRAPH ADDRESS:

EXPRESS OFFICE:

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Long Beach, Calif.
June 17, 1932.

To: The Director,
U. S. Coast and Geodetic Survey,
Washington, D. C.

Through: Lieut. Robert W. Knox,
Chief of Party,

From: Lieut.(j.g.) John C. Mathisson,
Box 463,
Long Beach, Calif.

Subject: Additional Information, Boat Sheet #5160.

The Director's letter of May 7, 1932 and comments on H 5160, Port Angeles, Washington, have been forwarded by Lieut. (j.g.) Henry J. Healy to the writer for reply.

All of the features were sketched at sextant fixes by the hydrographer in the field at the time the hydrography was in progress.

The railroad in the northern part of the bay was sketched in as it was impossible to approach by boat because of the log booms. This railroad is a trestle structure and is used for dumping logs into the water. It has a curve in the center and is connected to the railroad along the spit at both ends.

The long narrow dock near the head of the bay was found out of place by the hydrographer. A sextant fix was taken on a sounding line at the end of the dock and also near the shore end. This hydrographic location checks the topographic features ashore. It is thought that the length of the dock is not exaggerated.

The blue lines parallel to the faces of the principal wharves and the cross-hatched sections in blue are sounding lines and areas executed by a former party.

Refers to Boat Sheet
of H. 5160

In the northern part of the bay there are two docks shown on Chart No 6303 that no longer exist. There are a few broken piles at the site of the east dock.

The pile dolphins and off shore limits of the log booms are also sketched on Chart No 6303. The location ~~of location~~ of these pile dolphins are approximate and the off shore limits of the log booms change from day to day as logs are stored and used by the various mills.

Boat Sheet No. 5160 and the sketches on Chart No 6303 are being returned under separate cover.

John C. Mathisson.
John C. Mathisson,
Lieut. (j.g), C. & G. Survey.

Forwarded:

Robert W. Knox
Robert W. Knox,
Lieut. C. & G. Survey,
Chief of Party.

The details referred to in this letter were originally accomplished on the boat sheet of H. 5160.

In view of the failure of T. 4653 (surveyed by the same party that did H. 5160) to show these details, the boat sheet was returned to the surveyor on May 7, 1932 for interpretation.

Chart 6303 containing the changes, was prepared by Mr. Mathisson, and has been filed as Topo. sheet No. 46532.

Air photos in Mr. Reading's files show additional changes of charting value.

E. P. Ellis

July 22, 1932.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

JUL 22 1932

TOPOGRAPHIC TITLE SHEET

App. No.

REG. NO.
46532

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.

REGISTER NO. 46532

State Washington

General locality Strait of Juan de Fuca

Locality Port Angeles

Scale 1:10,000 Date of survey May 7, 1932

Vessel

Chief of Party K. T. Adams

Surveyed by J. C. Mathisson

Inked by J. C. M.

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated May 7, 1932

Remarks: This sheet is a copy of chart #6303 with revisions

in red.