

6809

U. S. COAST AND GEODETIC SURVEY

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Form 504  
Rev. April 1935

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## DESCRIPTIVE REPORT

Topographic

~~Hydrographic~~

Sheet No. K-40

State Washington

### LOCALITY

Grays Harbor between meridians

123° 51.6 and 123° 56.0

Vicinity of Hoquiam

1940

CHIEF OF PARTY

L. D. Graham and Charles Pierce

U. S. GOVERNMENT PRINTING OFFICE 102221

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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. K-40

REGISTER NO. **T6809**

State Washington

General locality Grays Harbor,

Locality Vicinity of Hoquiam  
Between meridians 123° 51.6' and 123° 56.0'

Scale 1:10,000 Date of survey November, December 1940

Vessel DISCOVERER

Chief of party Charles Pierce and L. D. Graham

Surveyed by E. F. Hicks, Jr.

Inked by E. F. Hicks, Jr.

Heights in feet above -- to ground to tops of trees

Contour, Approximate contour, Form line interval -- feet

Instructions dated April 13 and 26, 1939

Remarks: \_\_\_\_\_



## DESCRIPTIVE REPORT

To Accompany

Topographic Sheet K-40

Project 235

Grays Harbor, Wash.

### INSTRUCTIONS

The work on this sheet was done in accordance with instructions dated April 13, and 26, 1939. Field work was started November 15 and completed December 14, 1940.

### LIMITS

This survey covers the north and south sides of Grays Harbor between meridians  $123^{\circ} 51.6'$  and  $123^{\circ} 56.0'$ , the Hoquiam River for approximately three miles, the Little Hoquiam River for about one and one half miles, and the western part of Rennie Island.

### JUNCTIONS

This sheet joins sheet <sup>T-6808 (1940)</sup> D-40 at topographic signal DOC, and Sheet J-40 at triangulation station JACK. No topography to the east has been done. In the vicinity of signal DOC the shoreline junction was satisfactory, but a new location\* was determined for signal DOC. The new location is about <sup>5</sup>eight meters east of that shown on sheet <sup>T-6808</sup> D-40. It is believed that the new location shown on this sheet is the better location as it is the result of intersection of several cuts where the location on sheet D is the result of a single rod reading.

\* location  
on T-6808 (1940)  
changed to agree

### CONTROL

The control for this survey was furnished by triangulation stations, POLKA, INDIAN 2, JALNA, S, KNOB, MILE, and JACK. Stations HO, GRAYS, NORTH RADIO, SOUTH RADIO, LUTHERAN, CHRISTIAN, RAN, RAY,



RAYON, HIGH, and CAT were located by triangulation after the topography was completed. The locations shown on this sheet are topographic locations as the stations were not replotted after being located by triangulation.

Control up the Hoquiam and Little Hoquiam Rivers was furnished by three point fixes to signal IIP. From there a short traverse was run to signal MILL. It was not considered advisable to extend this traverse so near the edge of the sheet, and a temporary signal was put up near station L-1, from this signal a three point fix was observed with a four inch theodolite on signals ERP, CUM, and NA. From signal ERP an azimuth line to the temporary signal was determined, this azimuth was laid down on the sheet and the three point fix plotted with a steel protractor. The fix plotted on the azimuth line and the location was accepted. From this point a traverse was run back to signal MILL and up the Little Hoquiam River to the end of the work. This traverse was not tied in at the end as there is a steep heavily wooded ridge between the river and the triangulation along the shoreline.

#### METHODS

Standard methods were used except as previously mentioned under control, and in the location of buoys and piling. Since there was a large amount of piling too far off shore to be located by topographic methods, it was located by sextant fixes and plotted on the sheet. All buoys were located by sextant fix with check angle and plotted on the sheet.

No attempt was made to locate the low water line due to its being so far off shore and soft bottom making it very difficult to walk out to.

Most of the detail back of the high water line was omitted,

the principal omissions being the railroad and highway on the south side, and buildings and street layout on the north side.

Form lines were omitted.

#### CHARACTER OF THE TERRAIN

On the south side from topographic signal DOC to triangulation station JALNA the shoreline is generally marshy with heavy wooded area twenty to one hundred meters back from the highwater line except for the small clearing north of the wharf at signal HOP. The highwater line is marked by a berm with a drop of two to four feet.

Rennie Island is a low marshy island with exception of brush and grass area near western end. The highwater line is definite on the north side, but the south side is very indefinite there being a gentle slope. The limit of vegetation, which by observation appears to be very close to the mean highwater line, is shown as a light line.

On the north side the highwater line generally makes to fast ground with the exception of a short stretch west of the Hoquiam River and the bulkheaded area west of signal AB.

In the vicinity of signals HIGH and CAT the mill burned during the summer of 1940 and there are only ruins at the present time.

There is a large amount of piling along South Channel from signal SIN eastward which is very prominent, being mostly in rows reaching out to the channel line. All piling on the sheet is shown as a dashed line. There is also a long row of piling on the north side of Rennie Island and a large irregular group of piling west of the island in the vicinity of signals BID and AFT. The charted break-water south of signal HO is a single row of piling.

In the vicinity of signal HOP the log booming area is surrounded by piling and there are irregular groups of piling to the eastward,

the outlines of which are shown by dashed lines. There is also a row of piling running northward from signal DOC.

Along the Hoquiam waterfront and Hoquiam River there are rows of piling which are used to tie log rafts to. A large number of these were sketched in and all are shown on the sheet as dashed lines.

Signals BET and SIN are isolated piling, and signal MID is a group of four piling.

Along the Hoquiam and Little Hoquiam rivers the highwater line makes to fast ground with steep slopes. The banks of the Little Hoquiam are generally covered with heavy timber and undergrowth.

There are four bridges crossing the Hoquiam river and one crossing the Little Hoquiam river. The two railroad bridges, and the bridge the center of which is signal EL are swing spans. The bridge on which signal ME is located is a double bascule drawbridge. The bridge across the Little Hoquiam river is a lift span. Clearances are shown on the sheet.

There are two power line crossings as shown on the sheet.

Signals SEP, DIM, FRED, SQUAB, SAX, LAT, BAW, and HOP are lighted non-floating aids to navigation, signals BID and AFT are front and rear range for entering Hoquiam River, and there is an unlighted range north of signal SEP. These aids are all listed on form 567.

#### SUPPLEMENTAL INFORMATION

There is attached a city map of Hoquiam which shows the street layout. There are two areas enclosed in red lines where the streets have not actually been laid out and should not be charted. The electric railway along Summer street across Hoquiam river and down Eighth street has been removed and should not be charted. The part of the track in Aberdeen has not been removed as yet, but its

removal is contemplated. The remainder of the map seems to be good from a brief field inspection, but no measurements were made to check the accuracy.

The red circles on the bridges are to mark points common to this map and the topographic sheet which could be readily identified on the map.

#### COMPARISON WITH PREVIOUS SURVEYS

This sheet was compared with chart 6195 published May 1940 and issued August 7, 1940.

The south side agrees fairly well with the chart except for the piling along South Channel, and the dock and log booming area in the vicinity of signal HOP.

Rennie Island is constantly changing shape as material from the dredged channel is being deposited on the island.

On the north side between triangulation stations MILE and Signal GRAYS there is considerable change due to construction and filling.

The charted range south of signals HIGH and CAT evidently was destroyed in the fire previously mentioned and has not been replaced. The range for entering Hoquiam River is not charted.

#### RECOMMENDATIONS

It is recommended that all rows of piling be charted as they are very prominent. This includes that along the Hoquiam river if the scale of the chart permits their being shown. It is also recommended that the charted solid line just east of meridian  $123^{\circ} 55'$  be changed to a row of piling as showing it as a solid line is misleading.

The transmission line running from signal HO westward is charted, but I recommend that it be made more prominent on the chart.

as it is the most prominent object in entering or leaving the harbor,  
and further serves to mark the northern channel limit.

#### MAGNETICS

Two magnetic meridians were determined as shown on the  
sheet using declinoire No. 218 in both cases. The data necessary  
for the correction of this instrument will be forwarded to the  
Washington Office.

#### STATISTICS

Statute miles of highwater line	22.5
Statute miles of railroad	2.2
Statute miles of highway	0.8
Square statute miles of area	3.0

Respectfully submitted,

*E. F. Hicks, Jr.*  
E. F. Hicks, Jr.,  
Jr. H. & G. E.

Forwarded,

*L. D. Graham*

L. D. Graham,  
H. & G. E.,  
Commanding Ship Discoverer

Approved,

*Charles Pierce*  
Charles Pierce,  
H. & G. E.



## Recoverable stations described on form 524.

L-1	Mill
Flat	Bin
Whit	Yel
Hop	Road
Ab	Poun
Erp	Gum
Na	Bat
El	Gus
Me	

## Remarks.

## Decisions

1	Do not link, as this is main stream on ch-60021 (local inquiry made)	
2		469240
3		469238
4		US-GB
5		"
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M 234		

## GEOGRAPHIC NAMES

Survey No. **T6809**

GEOGRAPHIC NAMES																					
Survey No. T6809																					
Name on Survey		A.		B.		C.		D.		E.		F.		G.		H.		K.			
East Hoquiam River																					1
Grays Harbor																					2
Hoquiam																					3
Hoquiam River																					4
Little Hoquiam River																					5
Rennie Island																					6
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# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT  
~~PROPOSAL~~

~~No. 1~~

No. T **T6809**

received Mar. 28, 1941  
registered Apr. 11, 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			
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62			
63			
82			
83			
88			
90			

RETURN TO

82	T. B. Reed
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✓ JBR

# MAP

OF THE

## CITY OF HOQUIAM

GRAYS HARBOR COUNTY, WASHINGTON.

Scale 1" = 600 ft.

Section	Block	Lot	Owner
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1	1	2	
1	1	3	
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1	1	100	



NORTH CHANNEL OF GRAYS HARBOR