

6810

U. S. COAST & 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. I-40

State Washington

LOCALITY

Grays Harbor, North side

North side, Neds Rock to

Moon Island

1940 - 41

CHIEF OF PARTY

Charles Pierce, L. D. Graham

U. S. GOVERNMENT PRINTING OFFICE

6810

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. J-40

REGISTER NO. **T6810**

State Washington

General locality Grays Harbor, North Side

Locality North side, Neds Rock to Moon Island

Scale 1:10,000 Date of survey December, 1940
January 1941

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 J-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 December 11, 1940 and completed January 3, 1941.

LIMITS

This survey covers the northern side of Grays Harbor between meridians $123^{\circ} 56'$ and $124^{\circ} 01'$, and Moon Island.

JUNCTIONS

This sheet joins sheet K-40 on the east at triangulation station JACK, a satisfactory junction was obtained there. On the west this survey joins sheet H-40. At this junction topographic signals BLAZ and SPIT were located independently on each sheet and the two locations agreed within one and three meters respectively.

CONTROL

The control for this survey was furnished by triangulation stations, JACK, GRAYS HARBOR, BRACK, NEDS ROCK 2, and MOON.

METHODS

Standard methods were used throughout except in the location of; buoys, the transmission line, isolated piling, and the piling south of Moon Island. These were located by sextant fixes and plotted on the sheet.

Resection methods were used from the eastern limit to signal H.D. From this point a traverse was run to the western limit of the

sheet. This traverse was not tied into triangulation station NEDS ROCK 2, except as to azimuth, as the steep slopes of the island made it very difficult to climb. As previously mentioned under junctions a very close agreement in the location of signals BLAZ and SPIT was made by two surveys and the traverse was accepted without adjustment.

No attempt was made to locate the low water line as it was so far offshore and the absence of tides approaching mean lower low water during working hours. When the symbol is shown it is used to show the character of the terrain between high and low water and not the actual location of the low water line.

Form lines were omitted.

CHARACTER OF THE TERRAIN

The highwater line joins fast ground throughout the extent of this sheet with the possible exception of the short stretch west of signal HAN where there is a sand ridge between the highwater line and the marsh in the background.

From triangulation station JACK westward to the draw where the railroad leaves the shoreline, west of signal END, there is a high bluff heavily timbered on top. This bluff is continuous except in case of a few natural draws, such as where the highway turns north and a few other such draws. In most cases it is a bare bluff with slopes approaching vertical. From one hundred meters east of signal TIM to one hundred meters north of signal HAN the highwater line lies along the base of a vertical bluff, the foot of which is bare only two to three feet at low water.

From a point approximately four hundred meters east of triangulation station GRAYS HARBOR westward to a point approximately three hundred and fifty meters west of signal END the highwater line is the toe of

of a rock fill six to eight feet high along the south side of the railroad and highway.

Moon Island is a low sandy island with a patch of high grass near the western end. There are a large number of rows of piling south of Moon Island, and a long row of piling running southward from near triangulation station GRAYS HARBOR, this being the remains of an old wharf.

The wire on the transmission line south of Moon Island stops at the south end of the old dock previously mentioned, but the poles extend about four hundred and fifty meters further westward.

There are five isolated piles southeast of signal TIM, a few piling southwest of signal BAN, a dolphin southwest of signal BED, two isolated piles southwest of signal JOY, two diamond range markers on piling near signal RIP, (these are not ranges for use in navigation) and two isolated piles east northeast of signal FUN near meridian $123^{\circ} 58'$.

Signals JIM, ASK, RIP, JOY, FUN, BUG, and BED are lighted non-floating aids to navigation and are listed on a copy of form 567. Signal BAW is not listed as it is listed under sheet K-40.

COMPARISON WITH PREVIOUS SURVEYS

This sheet was compared with chart 6195 published May 1940 and issued August 7, 1940. This comparison shows very little change the principal difference being in the shape of Moon Island, the missing of a few charted dolphins, and the omission from the chart of the piling south of Moon Island.

RECOMMENDATIONS

While the transmission line by Moon Island is charted, it is recommended that it be made more prominent on the chart as it is the most prominent object in entering or leaving the harbor. The rows of piling south of Moon Island and the row of piling running south-westward from signal BOB are also very prominent.

PROPOSED CHANGES

The money has been appropriated for the filling in around Moon Island for the purpose of making an airport in this vicinity, and it is understood that actual construction was to start the latter part of January.

MAGNETICS

Magnetic observations were obtained with declinatoire No. 218 at four stations as shown on the sheet. All data necessary for the correction of this instrument will be forwarded to the Washington Office.

STATISTICS

Statute miles highwater line	6.7
Statute miles railroad	3.7
Statute miles highway	1.3
Area in square statute miles	1.0

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.

Remarks

Decisions

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5	Small village	469 239
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GEOGRAPHIC NAMES

Survey No. **T6810**

Name on Survey	A, On Chart No.	B, On previous survey No.	C, On U. S. quadrangle Maps	D, From local information	E, On local Maps	F, P. O. Guide or Map	G, Rand McNally Atlas	H, U. S. Light List	K	
<u>Grays Harbor</u>										1
<u>Moon Island</u>										2
<u>Neds Rock</u>										3
<u>Point New</u>										4
<u>Grays Harbor</u>										5
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Names underlined in red approved
by W. Heck on 7/17/41

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOGRAPHIC~~

~~No. 11~~

No. T T6810

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
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RETURN TO

82	T. B. Reed
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