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Form 504  
Rev. April 1936

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

### DESCRIPTIVE REPORT

<i>Topographic</i> <i>Hydrographic</i>	} Sheet No.	A-40 76816
		B-40 76817
		C-40 76818
		D-40 76819

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES  
DEC 30 1941

Acc. No. ....

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State WASHINGTON

LOCALITY

STRAIT OF JUAN DE FUCA

PORT ANGELES TO NEW DUNGENESS

WASHINGTON

---

1934<sup>0</sup>

CHIEF OF PARTY

F. B. T. Siems

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

A - 40

TOPOGRAPHIC TITLE SHEET

REG. NO. T6816

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. A - 40

REGISTER NO.

State Washington

General locality Strait of Juan de Fuca

Locality Port Angeles

Scale 1:10,000 Date of survey Oct. 28 to 31, 19 40

Vessel EXPLORER

Chief of party F. B. T. Siems

Surveyed by E. B. Brown

Inked by E. B. Brown

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

~~Contour~~, ~~Approximate contours~~, Form line interval 20 feet

Instructions dated Sept. 22, 1939 & Sept. 27,, 19 40

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

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

REG. NO. 16817

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. B - 40

REGISTER NO.

State Washington

General locality Strait of Juan de Fuca

Locality East of Port Angeles

Scale 1: 10,000 Date of survey Nov. 6 to 13, 1940

Vessel EXPLORER

Chief of party F. B. T. Siema

Surveyed by E. B. Brown

Inked by E. B. Brown

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

~~Contours, Approximate contours,~~ Form line interval 20 feet

Instructions dated Sept. 22, 1939 & Sept. 27, 1940

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

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. T6818

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. C - 40

REGISTER NO.

State WASHINGTON

General locality STRAIT OF JUAN DE FUCA

Locality WEST OF VINA DUNGENESS

Scale 1 : 10,000 Date of survey NOVEMBER, 1940

Vessel EXPLORER

Chief of party F. B. T. Siema

Surveyed by C. J. Wagner

Inked by C. J. Wagner

Heights in feet above MHW to ground ~~to tops of trees~~

~~Contours, Approximate contours,~~ Form line interval 20 feet

Instructions dated Sept. 22, 1939 & Sept. 27, 1940, 19

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

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 16819

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. D - 40

REGISTER NO.

State WASHINGTON

General locality STRAIT OF JUAN DE FUCA

Locality NEW DUNGENESS

Scale 1:10,000 Date of survey Nov. 16, - Dec. 5, 1940

Vessel EXPLORER

Chief of party F. B. T. Siems

Surveyed by E. B. Brown

Inked by E. B. Brown

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

~~Contours, Approximate contour.~~ Form line interval 20 feet

Instructions dated Sept. 22, 1939 & Sept. 27, 1940, 19

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

F. B. T. Siems, Commanding  
U. S. C. & G. S. SHIP EXPLORER

DESCRIPTIVE REPORT

TO ACCOMPANY

TOPOGRAPHIC SHEETS A-40, B-40, C-40, & D-40

STRAIT OF JUAN DE FUCA-PORT ANGELES

TO ~~NEW~~ DUNGENESS

WASHINGTON

T6816  
T6817  
T6818  
T6819

INSTRUCTIONS DATED: September 22, 1939 & September 27, 1940

DESCRIPTION OF COAST: Ediz Hook is a low sand spit with pebbles and scattered rocks 5 inches and less in diameter. The Lighthouse may be seen near the end of the hook. A quarter mile west of the lighthouse, the hangar at the U. S. Coast Guard Air Station is very prominent. There are two small wharves on the southern shore of the hook. *Bp. 35970* (A print of a survey of the eastern end of Ediz Hook showing the U. S. Coast Guard Air Station is forwarded with the sheet). It probably is necessary that permission should be obtained from the U. S. Coast Guard before charting.

In the eastern end of Port Angeles the pier, buildings stack, and tank at the Rayonier Mill are quite prominent. At night red and green fixed lights are displayed on the offshore end of the pier. A flood light is displayed on a pole about 30 feet high on the western face, 240 meters from the offshore end of the pier.

To the eastward of Port Angeles there is a wooded bluff 120 to 140 feet high. In general the face of the bluff is covered with brush and scattered trees.

A railroad parallels the shore at the foot of the bluff for a distance of  $2\frac{1}{2}$  miles eastward of the Rayonier Mill. The railroad there swings to the southward following the low ground.

At the foot of the bluff, near the bend in the railroad, a white house and dark barn may be seen from seaward over a considerable sector. To the immediate

eastward of the house is a low meadow, then a thick growth of scrub alder about 30 feet high. The mouth of Morse Creek is 0.4 mile east of the house. The shore on the western side of Morse Creek is low and is coarse sand and scattered rocks 1 foot or less in diameter. A small slough parallels the shore for a short distance.

To the westward of Morse Creek the bluff rises slowly to a height of 134<sup>8</sup> feet. The slope is grassy but the top of the bluff is wooded. Between Morse Creek and New Dungeness Bay the face of the bluff is steep and in general bare. Several trees which have fallen off the top may be seen leaning against the face of the bluff. A half mile east of Morse Creek the bluff is broken by a small creek. <sup>T 6817</sup> On the eastern side of this small creek the bluff rises sharply to a height of about 135 feet, then gradually slopes to a height of about 175 feet on the rounded point  $1\frac{1}{2}$  miles east of Morse Creek. On this point there is a large deposit of earth, 29 feet in height, that has eroded from the bluff. This earth is a formation of clay sand and gravel; and at times clings together resembling boulders. (One of these pseudo boulders was white washed for a hydrographic signal called "Was"; the white wash remained fairly bright throughout the season).

A cave (Cave) is on the western side of the point. The entrance is under the bluff and may be seen only over a small arc from the northward. The top of the arch which forms the cave entrance is 62 feet above mean high water while the floor of the entrance is about 10 feet above M. H. W. The cave extends southward about 200 meters and then is open to the ground surface above. At the time of the survey there was no water in the cave but the bottom was quite moist.

There are two prominent gullies between the cave and Sidbert Creek. The more prominent and deeper of the two (Draw) is 0.3 mile east of the cave. East of the cave  $\frac{3}{4}$  mile is the eastern most gulley (Vee) It comes almost

to a point at the bottom giving an impression of the letter "V". These gullies should be indicated on the chart. The growth of trees in this vicinity is very thick.

One mile east of the cave the bluff suddenly becomes about 25 feet lower. The growth of trees gradually becomes thinner toward Green Point.

On Green Point the shore is low and sandy with rocks 4 inches and less in diameter. The bluff to the eastward of Siebert Creek rises to a height of about 80 feet and is covered with scattered trees and bush.

A half mile east of Green Point, the top of the bluff is grassy and void of trees. It is 128 feet high and quite steep. To the eastward of this spot the bluff is again covered with trees. There is a small bare area 2 miles east of Green Point and a large bare area to the eastward of McDonald Creek. To the eastward of the large bare spot the bluff is 149 feet high and thickly wooded.

New Dungeness Bay is bounded on the north by a sand spit extending North-eastward 4 miles. This sand spit including Graveyard Spit is in the Danger area of <sup>air</sup>areal bomb target practice. This area is well marked with signs warning the public of the danger. The lighthouse near the eastern end of the spit is the most prominent object in the vicinity. There are numerous logs along the shore from Port Angeles to the end of the spit.

On the mainland, opposite the spit, the bluff is considerably lower than it is farther westward. The top of the bluff is fringed with scattered trees. There is a small pier in poor condition at the county landing.

The sand point 3/4 mile east of the county landing and the shore to the eastern limit of the survey is used by duck hunting clubs. The spire of the abandoned church (© Spy) is the most prominent object in New Dungeness. The house and tank on the offshore end of Dungeness wharf may be seen while approaching New Dungeness Bay.



LANDMARKS: A special report will be made on form 567.

The following are recommended:

Tank, elevated (Tri. Sta. Lyon 1940) new location A-40 ✓

Standpipe (Tri. Sta. Surge) A-40 ✓

Stack (O Sta. Sheet A-40) ✓

Stack, taller (SW'yly of two. Tri. Sta. Taller 1940) Not on this survey

Cupola (Tri. Sta. Clock Tower 1940) A-40

House (O Gab, north gable white house, Sheet A-40) ✓

Cavern (O Cave Sheet B-40) New location ✓

House (O Yel, north gable yellow house, Sheet C-40) ✓

Pyramid (Tri. Sta. Bomb Target 1940) Chart this landmark only with permission ✓  
of the Navy Department. Lat.  $48^{\circ}10'$  + Long.  $123^{\circ}08'$  +

DELETE: Tank at Lat.  $48^{\circ}09.80$  Long.  $123^{\circ}08.5'$  (This tank was not seen ✓  
by the <sup>u</sup> survey party).

Stack, northeasterly and smaller of two Lat.  $48^{\circ}08.2'$  Long.  $123^{\circ}27.8'$

( The southwesterly and taller of the two is recommended for charting).

CONTROL: The topography was controlled by a scheme of third order ✓  
triangulations stations spaced about two miles along the shore.

Where the stations were on high bluffs, an attempt was made by the triangulation  
party to establish a reference mark near the beach to facilitate the topography.

A special report on control, entitled "Report of Third Order  
Triangulation Angak's Point to Dungeness Spit", was submitted by this party. ✓

CLOSING ERRORS: It was necessary to run only one traverse on these sheets. A ✓  
Stadia traverse was run between Tri. Sta. Green 3, 1940 & Morse 3, 1940.

The traverse was run from each end and closed in the middle at O Was. The  
closing error was 2 meters and was not adjusted.

SURVEY METHODS: On sheets A-40 & D-40 the signals were located by cuts from triangulation stations and where necessary, by cuts from topographic stations. These two sheets were well controlled.

On Sheet B-40, a stadia traverse was run between Tri. Sta. Morse<sub>3</sub> 1940 and Tri. Sta. Green<sub>3</sub>, 1940.

On sheet C-40, signals were located by plane table triangulation and resection.

Off-lying features were located by cuts or by cuts and stadia distances.

No unusual survey methods were used on these sheets.

All elevations shown on the sheets were obtained by elevation angles and were computed with the hypsograph.

The form lines were not verified by offshore observations. This verification was not considered necessary.

RECOVERABLE TOPOGRAPHIC STATIONS: At intervals of about one mile a marked topographic station or natural object was described on form 524. In general, distances were taped with a steel tape to the High Water Line and Bluff Line.

*Filed in  
Reviewing  
Section*

GEOGRAPHIC NAMES: The following new geographic names are recommended:

McDonald Creek (sheet C-40) seems to be in general local usage. *OK*

Graveyard Spit (sheet D-40) seems to be fairly well established. *OK L.H.*

It was given this name because it was used as a graveyard for burying a group of Indians. It was reported that, when the section was being settled a group of strange Indians came from the south and made camp on the spit in the late afternoon. The settlers, fearing that the Indians were preparing nocturnal attack of the village went over to the spit and annihilated the group of Indians.

The long spit bounding ~~New~~ Dungeness Bay on the North is referred to by some of the local inhabitants as "The Spit", or "Long Spit". It is

*Dungeness Spit (U.S.G.B.)*

felt that the topographer does not have sufficient information to recommend a name for this spit.

MARSHES: The marshes in general are fairly firm and covered by a growth of marsh grass two to four feet in height. It is estimated that the means high water covers the marsh about a half foot. ✓

At Lat  $48^{\circ}09.0'$  Long.  $123^{\circ}08.2'$ , the marsh is a little less firm than elsewhere and the grass is short and scattered.

COMPARISON WITH PREVIOUS SURVEYS: Sheet A-40 with chart 6303b print No. 36-9/2. Datum N. A. 1927.

The eastern extremity of Ediz Hook has built out 10 to 30 meters. There is a slight erosion on the south side of the Hook at Long.  $123^{\circ}24.47'$ . There seems to be no change at the western limit of the sheet. There are many new buildings and a new small pier 200 meters southwest of Tri. Sta. New Ediz Hook Lighthouse, 1909. Within the limit of the sheet the road-way swings southward and follows the south shore of Ediz Hook. The U. S. Coast Guard Air Station has been established on the Hook 500 meters west of the lighthouse. Paved airplane runways extend westward from the point. Attached with the sheet is a print of a survey made by the U. S. Coast Guard in September and October 1938 showing proposed runways. Several points shown on the print were located on the topographic sheet so that any desired data shown on the print may be transferred to the chart. The flagpole shown on the chart at Lat.  $48^{\circ}08.43'$ , Long.  $123^{\circ}24.6'$  is gone; there is now a flagpole 40 meters northwest of this position. ✓

On the mainland the shore line is in good agreement at the western limit of the present survey. At Lat.  $48^{\circ}07.05'$ , Long.  $123^{\circ}24.95'$ , a sewer outlet pipe was located. To the northward of this position the wharf in ruins seems to be smaller than that shown on the chart. A new surge tank has

been erected and was located by triangulation. (Tri. Sta. Surge 1940).  
The arrangement of the piling supporting the log booms is generally different  
from that shown on the chart. <sup>Item 2C of Review</sup> The shore line has built out 35 meters at Lat.  
48°07.0', Long. 123°24.5'. A log intake slide has been built at Lat. 48°  
07.07', Long. 123°24.49'. Northward of the slide, the breakwater has been  
extended 125 meters to the Northwestward. Two dolphin were located north  
of the angle of the breakwater. The Mill has been expanded a little to the  
eastward. The mouth of the Ennis Creek was not seen by the topographic party.  
It is probable that the mouth of the creek is still in approximately its  
charted position and that the buildings were made so that the water could  
flow under them. The railroad tracks are in fair agreement; except it appears  
that the track entering the mill from the eastward has been changed.

Between O Joy and O New the shore line is in good agreement. To the  
immediate eastward of O New the shore line has built out about 12 meters.  
In the vicinity of Tri. Sta. Morse the shore line has eroded about 8 meters.

COMPARISON: Sheet B-40 with sheet T 4193.

The sand point on the west side of Morse Creek has eroded causing a shift  
of the creek mouth 200 meters to the westward. The shore line to the  
immediated eastward of the creek mouth has built out about 20 meters. The  
building shown on T 4193 at Lat. 48°07.1', Long. 123°20.8' is gone. In general  
the shore has eroded between Morse Creek and Green point. The maximum er-  
osion is about 35 meters at Lat. 48°07.2', Long. 123°17.4'; elsewhere  
the erosion is 22 meters or less.

O Cave of the present survey is 22 meters inshore of the cave located by  
the 1926 survey. It is possible that this is due to erosion of the bluff.  
(The erosion of the shore line is 22 meters in this vicinity). The cave en-  
trance forms an arch under the bluff; the top of the arch was located.

The creek mouth on Green Point has shifted about <sup>2</sup>120 meters to the westward.

COMPARISON: Sheet C-40 with T-4193

In general the shore line is in good agreement with maximum erosion in the vicinity of O Bar.

Between McDonald Creek and O Pay the shore line has built out a little.

COMPARISON: Sheet D-40 with T-4193

In general the shore line is good agreement. The narrow strip of land at Lat.  $48^{\circ}08.85'$ , Long.  $123^{\circ}11.0'$  is now a small island; the topographic party passed around the eastern end of the island at about half tide in a skiff. Many of the piling shown on T-4193 at Lat  $48^{\circ}09.0'$ , Long.  $123^{\circ}10.8'$  have become broken off but should be shown on the new chart. *Item 2 C of Review*

The eastern extremity of the sand spit Lat.  $48^{\circ}11.0'$ , Long.  $123^{\circ}06.1'$  has shifted to the southward about 150 meters. In the vicinity of O Boat the southern shore of the spit has built out about 40 meters. The southern ~~shore-of-the~~ extremity of Graveyard Spit has eroded about 30 meters. The marsh point at Lat.  $48^{\circ}10.3'$ , long.  $123^{\circ}08.4'$  has built out to the northward about 60 meters and eastward about 125 meters. The small creek mouth at Lat.  $48^{\circ}10.4'$ , Long.  $123^{\circ}08.1'$  has shifted slightly. The buildings in the vicinity of O Cistern have been removed; only the foundations of these buildings remain.

No remains of the Naval Radio Compass Station were seen. The buildings on the southern end of Graveyard Spit are in ruins.

On the mainland the shore has eroded about 15 meters between O Lath and O Doc. The 2 houses shown along the shore at Lat  $48^{\circ}08.8'$ , Long.  $123^{\circ}11.0'$  are gone. A small pier has been built at Lat.  $48^{\circ}08.9'$ , Long.  $123^{\circ}10.0'$ .

There has been considerable change in the shore line to the eastward of Long. 123°08.8'. In some cases the shore has eroded; but in the vicinity of O Gull it has built out. The mouth of the New Dungeness River has shifted to the westward.

Three natural objects were located in ~~New~~ Dungeness as follows: Spy (an abandoned church spire 60 feet high above mean high water), Cup (a cupola on top of a school house 70 feet high above mean high water), and Yel (the north gable of a large yellow house, 70 feet above mean high water). These signals were located by cuts from positions near Tri. Sta. Ho, Tri. Sta. Tar, and Tri. Sta. ~~New~~ Dungeness; also by cuts from several positions located by topography. The cuts were left in pencil on the sheet. It was noticed that signals are shown on the print of sheet T-4193 in the vicinity of these three signals. It is not known whether the same points were used as signals on the 1926 survey that were used on the present survey sheet and from the print of Sheet T-4193 are as follows:

	Location	1940	1926	Discrepancy
SPY	Lat. 48°08.0'	1525 M	1532M	-7
	Long. 123°07.0'	336 M	331 M	5
CUP	Lat. 48°08.0'	1049 M	1067 M	-18
	Long. 123°07.0'	768 M	768 M	0
YEL	Lat. 48°08.0'	1493 M	1496 M	-3
	Long. 123°08.0'	47 M	40 M	7

*Difference probably caused by difference in scales of surveys and in scaling. Cuts from present survey give good intersections and positions were accepted as correct*

It is possible that a more careful scaling of the 1926 positions can be made from the original sheet. In case of O Cup, the discrepancy in Lat. is excessive.

*Present survey pos. accepted as correct*

For comparison with the present survey, tracings of sheet T-4193 were made on a scale of 1:10,000 and datum changed to N.A. 1927 by applying a correction of -30.5 M. in Lat. and -29 meters in Long.

COMPARISON: Sheet D-40 with T-4194 (scale 1:10,000)

Datum N. A. The datum was changed to N. A. 1927 for comparison with the present survey. The eastern limit of the present survey joins sheet T-4194. The shore line seems to be in good agreement.

MAGNETIC MERIDIANS: Magnetic Meridians were observed as follows

Sheet A-40 Declinatoire No. 254

New Ediz Hook Lt Ho, 1909	23°41.0'
Morse 3, 1940	23°34.0'

Sheet B-40 Declinatoire No. 254

Morse 3, 1940	23°51.0'
Green 3, 1940 RM4	23°51.0'

Sheet C-40 Declinatoire No H\*252

Green 3, 1940 RM4	23°41.0'
Bluff 3, 1940	23°17.0'

Sheet D-40 Declinatoire No. 254

Bluff 3, 1940	23°29.0'
Duck 1940	23°16.0'
Tar 1940	23°27.0'
New Dungeness Lt Ho 1867	23°39.0'

\*Declinatoire H 252 is a new instrument replacing one that was returned to the office and has not been compared for index error.

Respectfully submitted

  
E. B. Brown  
Lieut. C. & G. S.

APPROVAL SHEET

TO ACCOMPANY

A-40, B-40, C-40, & D-40

The topographic sheets and accompanying descriptive reports have been inspected and approved.



F. B. T. Siems,  
Commander, C. & G. S.  
Commanding Officer

Forwarded from *Dec. 16, 1941*  
Seattle Processing Office,  
*Philip C. Dora*



Remarks.

Decisions

	Remarks.	Decisions
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GEOGRAPHIC NAMES  
 Survey No. **T6819**

Name on Survey	Source of Name										No.
	A	B	C	D	E	F	G	H	K		
<u>New Dungeness</u>											1
<u>New Dungeness Bay</u>											2
<u>New Dungeness River</u>											3
<u>Strait of Juan de Fuca</u>											4
<u>Graveyard spit.</u>											5
<u>Dungeness Spit.</u>											6
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Names underlined in red approved  
 by L. Hecy on 3/13/42

Remarks

Decisions

1		481 232
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GEOGRAPHIC NAMES

Survey No. **T6817**

Name on Survey	A.	B.	C.	D.	E.	F.	G.	H.	K.	
	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
<u>Green Point</u>										1
<u>Morse Creek</u>										2
<sup>e</sup> <u>Sibert Creek</u>										3
<u>Strait of Juan de Fuca</u>										4
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Names underlined in red  
 L. C. Beck on 3/15/42

Remarks.

Decisions

1		481 232
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3	At Green Pt - not shown on this sheet. SEE T6817.	"
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GEOGRAPHIC NAMES

Survey No. **T6818**

Name on Survey											
	A	B	C	D	E	F	G	H	K		
Green Point											1
Mc Donald Creek											2
<sup>e</sup> Sibert Creek											3
Strait of Juan de Fuca											4
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by L Heck on 3/13/42

Remarks

Decisions

1	USGB. in 1934-35 dropped "New" for	481230-231 U.S.G.B
2	all names (village, bay, spit, river) except	" "
3	New Dungeness Lt.	" "
4		U.S.G.B
5		481230-231
6		" U.S.G.B
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GEOGRAPHIC NAMES  
 Survey No. **T6819**

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.
<del>New</del> <u>Dungeness</u>									1
<del>New</del> <u>Dungeness Bay</u>									2
<del>New</del> <u>Dungeness River</u>									3
<u>Strait of Juan de Fuca</u>									4
<u>Graveyard spit.</u>									5
<u>Dungeness Spit.</u>									6
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Entered in ...  
 HECH 03/13/42



# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
 DESCRIPTIVE REPORT  
 PHOTOSTAT OF

} ~~No. T~~  
 No. T

T6816  
 T6817  
 T6818  
 T6819

{ received December 30, 1941  
 registered January 14, 1942  
 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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*W.R.K.*

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF TOPOGRAPHIC SURVEY

REGISTRY NOS. T-6816,  
T-6817, T-6818, T-6819

Field Nos. A-40, B-40,  
C-40, D-40

Washington, Strait of Juan de Fuca,  
Port Angeles to Dungeness  
Surveyed October - December 1940; Scale 1:10,000  
Instructions dated September 22, 1939; September 27, 1940

Plane Table Survey

Aluminum Mounted

Chief of Party - F. B. T. Siems  
Surveyed by - E. B. Brown and C. J. Wagner  
Inked by - E. B. Brown and C. J. Wagner  
Reviewed by - R. H. Carstens  
Inspected by - H. R. Edmonston, April 3, 1943

1. Adjoining Surveys

Satisfactory junctions were made between consecutive sheets of the present survey. The shoreline is in satisfactory agreement with T-4194 (1926) on the east and T-4188 (1926) on the west.

2. Comparison with Prior Surveys

- a. H- 325 (1852) 1:10,000 shoreline only
- H- 333 (1852) 1:214,240 " "
- T- 539 (1855) 1:10,000
- T-1168 (1870) 1:10,000

The general shape of the shoreline agrees fairly well with these early surveys. The greatest change has taken place on Dungeness Spit which has advanced about 400 meters since 1855. The present survey should supersede these early surveys within the common area.

- b. T-2110 (1892) 1: 4,800
- T-2859 (1907-1908) 1:20,000
- T-2906 (1909) 1:10,000
- T-2906a(1913) 1:10,000

Agreement with the shoreline from these earlier surveys is in general fairly good. Some change was found in the low marshy area at the mouth of Dungeness River and on Dungeness Spit. A difference of about 60 meters in the shoreline in Lat.  $48^{\circ}06.8'$ ; Long.  $123^{\circ}19.1'$  is probably an error on the earlier survey T-2859. The position of the shoreline at this point on the present survey, T-6817, is verified by the shoreline on T-4193 (1926). The islet from T-2859 in Lat.  $48^{\circ}07.0'$ ; Long.  $123^{\circ}15.75'$  is not shown on the present survey nor on T-4193 (1926). It is doubtful whether the islet bares at any stage of tide at the present time and it was not carried forward. A rock awash 100 meters northeast of the position of the islet was carried forward from T-4193 (1926). The present survey is considered adequate to supersede the earlier surveys within the common area.

- c. T-4188 (1926) 1:10,000  
 T-4193 (1926) 1:20,000  
 T-4194 (1926) 1:10,000  
 T-4653 (1931) 1:10,000

These surveys cover the entire area of the present survey. In general, shoreline agreement is fairly good. Changes of 30-50 meters were found in the vicinity of Dungeness Spit, Ediz Hook and the mouth of Dungeness River. New buildings, pier and airfield have been constructed on Ediz Hook since the earlier surveys were accomplished. Details of pier ruins and rocks awash not located on the present survey were transferred to T-6819 in Lat.  $48^{\circ}09.0'$ ; Long.  $123^{\circ}10.8'$ ; to T-6818 in Lat.  $48^{\circ}07.1'$ ; Long.  $123^{\circ}15.2'$  and to T-6816 in Lat.  $48^{\circ}06.9'$ ; Long.  $123^{\circ}23.1'$ . Signal ROCK on T-6816 in Lat.  $48^{\circ}06.9'$ ; Long.  $123^{\circ}22.1'$  is probably the same rock as signal ISLE on T-4193 although the positions differ by 35 meters. The present survey position checks a signal on T-2110 (1892) and was accepted as correct. A larger area filled with piling in the vicinity of Rayonier Mill is shown on T-4188 than is shown on T-6816 of the present survey. Considerable construction of docks and log booms has been accomplished since the earlier survey was completed and much of this piling has probably been destroyed. It is thought that the piling detail shown on the present survey is adequate for charting and the old piling was not carried forward. The present survey, together

with the transferred rocks awash and dock ruins, is considered adequate to supersede the earlier surveys within the common area.

3. Comparison with Chart 6303 (latest print date 7- 1-42)  
6382 ( " " " " 12-23-42)

a. Topography

The topography within the limits of the present survey originates largely with the present survey and is correctly charted except that the slough in Lat. 48°07.0'; Long. 123°21.3' was omitted from chart 6382. Some of the piling in the vicinity of Rayonier Mill originates with T-4188 (1926) (see item 2c).

b. Magnetic Meridians

The present survey determination of the magnetic meridians is in satisfactory agreement with the charted values.

4. Condition of Survey

The Descriptive Report thoroughly covers all necessary items. The survey was inked satisfactorily except that if the rocks awash have a definite location they were not so indicated by being enclosed with a dotted circle.

5. Compliance with Instructions for the Survey

Satisfactory.

6. Additional Field Work Recommended

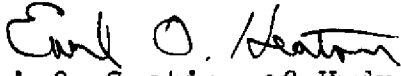
None.

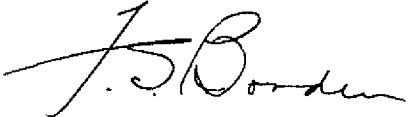
7. Superseded Surveys


H- 325 (1852)	in part - topography only
H- 333 (1852)	" " " "
T- 539 (1855)	" "
T-1168 (1870)	" "
T-2110 (1892)	" "
T-2859 (1907-08)	" "
T-2906 (1909)	" "
T-2906a (1913)	" "
T-4188 (1926)	" "
T-4193 (1926)	" "
T-4194 (1926)	" "
T-4653 (1931)	" "

Examined and approved:

  
Chief, Surveys Branch

  
Chief, Section of Hydrography

  
Chief, Division of Charts

  
Chief, Division of  
Coastal Surveys