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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: *Washington*

DESCRIPTIVE REPORT.

1. 2. 3. Sheet No. *2277*

LOCALITY:

Olympia

1913

CHIEF OF PARTY:

R. B. Herrickson

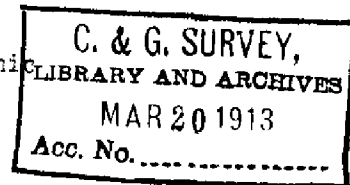
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Descriptive Report to accompany Topographic

Sheet of Olympia Harbor, Washington.



This sheet includes the water front of Olympia to 4th Street and the upper part of Budd Inlet.

CHARACTER OF SHORELINE

A large part of the shoreline shown is artificial. Fills have been made across the whole head of the inlet and along part of the west side. There are also many piles along the west side most of which are used to retain the logs brought down by the railroad.

Over the whole area shown the beach, where there is a beach, is gravel and shell out to the ordinary low water line, below this is soft mud.

The land spit making out from the end of 4th Street bares several feet at lower low water. There are many old pile stumps on this spit where a long wharf used to be.

The square fill off the central part of the town is sand filled and dry but built up and improved. The Standard Oil Company has its tanks and buildings on the NW block. The tanks are inclosed by a concrete wall about 4 ft. high. The buildings shown on the NE corner are a shingle mill and drying kiln.

The long building whose flag is signal flag, is the warehouse and offices of Percivals Dock where the regular steamers moor.

The City dock is used for launches and boats. The 4th Street bridge lift rises hinge fashion, the eastern end rising 10 or 15 feet. Only small launches use it. At L.L.W. everything south of 4th Street, except the river channel is bare.

The fill south of signal Olymp is sand and high enough but not drained, the water from the stream spills over the bulkhead at several places.

The sand fills south of signal Mill is good. The piling of the wharf north is old and the mill shut down.

The stream south of signal Shed discharges through a tile under the road. The pool behind the dam is shown high water size.

Inside the bulkhead north of signal Shed is sand filled and wagons can pass along the railroad to the mill but there is no regular road. The railroad here is often obstructed by slides from the sandy bank above.

North of the last mill shown on the west side the beach is gravelly and the shore steep and covered with a dense growth of alders, except near signal Knob where there are a few summer cottages.

The area marked Lumber Yard, east of the square fill, is part plank-ing on piles and part slab and sawdust fill. Almost the whole area is covered by buildings and stacks of lumber. The long trestle extending out from the lumber yard is railed only a little way.

From opposite the Lutheran Seminary to signal Round the shoreline is the road embankment. North of signal Round there is a gravel and shell beach. Near Ellis creek there is a belt of mud between the gravel and L.L.W. mark.

North of the Park except for a few clearings the shore is covered with alders and brushes.

LAND MARKS.

The most noticeable building when approaching the town is the clock tower of the Capital. Other prominent objects are the yellow house in the park and the big white flag pole, signal Big, near it, the white tank of the Standard Oil Co. and the lift tower of the 4th Street bridge.

Signal Derrick is the derrick of a sand and gravel company. The dolphins outside it and to which it is moored have concrete foundations.

SURVEYING METHODS.

Before beginning plotted signals Howard, Knob, T'rophet and Percivals House on a checked projection, (later plotted signal Shed). Set up at Tophet, oriented on Knob and found that Percival would not check (Howard and Tophet not intervisable) drew cuts to various objects and cloth marked piles, among them signal Tree (flag pole in a tree) and signal Mill. Set up at Mill, oriented on Tophet and resected on Howard and from the location found, drew cuts to intersect those drawn from Tophet. Set up at Howard oriented on Mill and checked location of signals near wharf, Tank, Flag, etc. The location of Percival and Depot found this way were used and checked with other stations. Later set up at Depot. No adjustment has been made for though Depot and Percival do not check the triangulation locations, think it is due to distortion when sheet was first exposed to weather.

Except on wet foggy mornings when sheet stretched considerably, signals checked each other. Could not check the city blue prints on the location of the railroad to the lumber yard or the east side beach road where it intersects 3rd Street. The railroad was located by rod readings from a checked 3 point location near the base of the sewer shown. The road by rod readings from the same place and by a 3 point fix at the NW corner of the block south of Lutheran Seminary. This fix checked on the Seminary belfry and cupola of the Theatre (signal Theatre).

Lutheran Seminary (College Institute) Washington, and Theatre, were located as shown by cuts. The greatest error shown by checking with the

triangulation D.M's and D.P's was in Theatre which should be about 10 ft. farther east, this location would make the road depart even farther from the city location.

The outer end of the sand spit was rodged in from a low tide set up, the rest was sketched.

The piles were located by sextant angles at the end of the rows, except those at the end of the sand spit. The row in which the post lights are and a few others which were located by cuts.

About 10 feet outside of Scheiders barn that checked the location of shed is a square cement monument (under about 2 ft. of water when I saw it) which Mr.Scheiders says is a government station remarked by the city surveyor. Did not need it and did not lock it up at the Surveyors office.

CONTOURS.

As the country had been contoured before did not give much attention to contours. The accuracy of the few drawn can be judged by the number of elevations shown.

Sheet is on a scale of 1:5000.

Respectfully submitted,

I.M.Dailey,

Assistant, C.& G.Survey,

Topographer.

Approved and forwarded,

G.B. Anderson

Asst., Comdg.