

4194

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Form 504
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
State: <u>Washington</u>
11-5613
DESCRIPTIVE REPORT.
Topographic Sheet No. <u>4194</u>
LOCALITY:
<u>Strait of Juan de Fuca-S. Shore</u>
<u>Mouth of Washington Harbor</u>
<u>to Village of New Dungeness</u>
<u>1926</u>
CHIEF OF PARTY:
<u>H.A. Cotton</u>

DESCRIPTIVE REPORT

to accompany

4194

TOPOGRAPHIC SHEET NO 4194
(Field Letter "E")

WASHINGTON HARBOR

to

VILLAGE OF NEW DUNGENESS

STRAIT OF JUAN DE FUCA,
WASHINGTON.

May - June, 1926

Scale - 1 : 10,000

AUTHORITY -

This topography was executed in accordance with Instructions to the Commanding Officer of the Motor Vessel NATOMA, dated March 4th 1926.

LIMITS -

This sheet extends from the village of Washington Harbor on the north side of Washington Harbor, northward to the Village of New Dungeness and includes the coast line and several roads and farms, extending inland about $\frac{3}{4}$ mile. It extends from about Latitude $48^{\circ} 05'$, Longitude $123^{\circ} 02\frac{1}{2}'$ to Latitude $48^{\circ} 09\frac{1}{2}'$, Longitude $123^{\circ} 07\frac{1}{2}'$.

CONTROL -

Four triangulation stations were recovered within the limits of this sheet. They were Kiapot, New Dungeness L.H., New Dungeness 1921, and New Dungeness Naval Radio Compass Station. Of these only the first two were used as New Dungeness 1921 was too close to the Lighthouse to be of use and the N. R. C. Station was not recovered until the topography had been completed. However four new points were cut in by triangulation to control the topography. They were Dub, *Gar* Spire, and Ho. Also two stations in Washington Harbor, Bugge and *Pitship* were used for orientation at Station Kiapot, although the fall of the limits of the sheet.

METHODS -

At the time the shore line traverse was run, no additional triangulation had been completed. Therefore a traverse was run northward from Station Kiapot to Station Spire and another was run southward from Station Ho to Station Spire, a total distance of 7 miles. The closure at Station Spire was 24 meters. Later the new points determined by triangulation were plotted and found to be very close to their positions as determined from the traverse, no error being over 6 meters. The traverse was adjusted throughout its length.

The road leading southward from Dungeness was surveyed by three point fixes as far as the intersection with the side road leading into Jamestown. The latter road was also surveyed by three point fixes.

The road from the above junctions to Dungeness Dairy was traversed using magnetics at times. This traverse closed with an error of 30 meters.

The traverse leading inland from Port Williams was not tied in.

Gray's Marsh was surveyed by three point fixes and the detail around Washington Harbor was rodded in from points determined by stadia.

Following is a list of traverses -

Traverse	MAIN TRAVERSES		
	Length (St. Mi.)	Closure (Meters)	Closure (per Mi.)
-----	---	---	---
Station Klapot to Station Ho	7	24	3.4

AUXILIARY TRAVERSES			
Junction Main Road and Jamestown Road to Dungeness Dairy	2 $\frac{1}{4}$	30	13.3
Port Williams inland	1	no closure	- -

CHANGES IN TOPOGRAPHY -

The shore line of the outside coast agreed closely with the bromides of previous surveys. However considerable change has taken place around New Dungeness, Gray's Marsh and Washington Harbor.

At New Dungeness the shore line has built out considerably and much marshy land had been converted into fast land by drainage.

In Gray's Marsh the mouth of the creek which was formerly at the north end of the marsh is now entirely filled and this creek empties through the drainage ditch at the southern edge of the marsh. Due to the drainage ditches shown on the sheet the greater part of this marsh has been converted into fast land.

The yacht landing shown at the E. H. Anderson place is not in use, the mouth having filled in and will soon be in ruins. A small stream flows through this basin.

The dock and houses at Port Williams have been abandoned and are in ruins.

Considerable change has taken place at Washington Harbor. The south eastern portion of the spit which extends to the southward has built to the eastward 50 or 60 meters, while the small spit which extends northward has built out about 40 meters.

The lagoon is very nearly filled and at low ater is almost dry. The marshy land inside the large spit has all changed somewhat.

The road has been changed and improved also.

CHARACTER OF SHORE LINE -

All shore line on this sheet has a sandy beach. A line of yellow bluffs extends southward from the E. H. Anderson estate to the north end of the spit near Port Williams.

DESCRIPTION OF COUNTRY -

The country back of the line of bluffs which extends southward from Gray's Marsh and that surrounding the lagoon at Washington Harbor is timbered and hilly. From Gray's Marsh northward low, flat land extends inland for about a mile, and is cultivated or pasture

land with occasional clumps of trees.

There is little logging, the main industry being farming and dairying.

Communication is maintained over the Chicago, Milwaukee and St. Paul Railway, which has its lines several miles inland, by bus lines over the highways, and by the S. S. "Sol Duc" which docks daily for freight and passengers at Dungeness County Dock. A small freight boat also stops at Washington Harbor.

The cannery at Washington Harbor cans berries and clams in season.

There is a schoolhouse in New Dungeness and a government Indian school at Jamestown. Dungeness also has a Post Office.

PROMINENT OBJECTS -

There are several prominent objects within the limits of the sheet all of which have been described on Form 524 (Description of Topographic Station). The principal ones are the church steeple in New Dungeness, the N.R.C. Tank, the E. H. Anderson house and schoolhouse cupola in Jamestown. Of these the E. H. Anderson house is by far the most prominent. It is a large white concrete structure with a background of dark green trees.

The church steeple in Jamestown and the wharf houses at Port Williams and New Dungeness were also cut in by triangulation and are good land marks.

GEOGRAPHIC NAMES -

The little group of buildings at Washington Harbor is known as Washington Harbor.

The abandoned dock about a mile north of Triangulation Station Klapot is known as Port Williams.

The local name for Gray's Marsh seems also to be well established.

BAYS AND ANCHORAGES -

Good anchorages may be found inside Dungeness Spit and in Washington Harbor. However as hydrography was done at both places this subject will be taken up thoroughly in the hydrographic descriptive report.

S T A T I S T I C S

Statute miles of shoreline	10.0
Statute miles of roads, creeks and sloughs	21.9
Area, square statute miles	5.0
Number of recoverable stations	17
Triangulation	8
Topographic	9
Number of positions occupied	70

Examined, approved and forwarded,

Harold A. Cotton
HAROLD A. COTTON,
Hyd. & Geo. Engineer,
C. & G. Survey,
Commanding M. V. NATOMA.

Respectfully submitted,

Carl I. Aslakson
CARL I. ASLAKSON,
Hyd. & Geo. Engineer,
C. & G. Survey.

LIST OF PLANE TABLE POSITIONS

Object & Description	Latitude & Longitude		Seconds in Meters	Remarks		
STACK, shingle mill	48 04	123 03	1629 (224) 44 (1198)	Described, Form 524		
AND, east corner, Anderson house	48 06	123 03	1536 (217) 738 (503)	"	"	"
DAIRY, southeast gable, big red barn at Dungeness- Sequim Dairy.	48 07	123 04	32 (1821) 943 (298)	"	"	"
WATER, red water tank, Dunge- ness-Sequim Dairy.	48 07	123 04	245 (1608) 876 (365)	"	"	"
CUP, cupola, government school at Jamestown	48 07	123 05	1300 (553) 248 (993)	"	"	"
SQUARE, square white water tank	48 07	123 06	922 (931) 0 (1241)	"	"	"
GUN, flagstaff, north gable Olympic Gun Club	48 08	123 07	1775 (78) 536 (704)	"	"	"
COW, North gable, big yellow barn	48 08	123 07	1629 (224) 391 (849)	"	"	"
BARN, north gable, big barn	48 08	123 07	603 (1250) 1162 (78)	"	"	"
CHU, church spire in New Dungeness	48 08	123 07	1554 (299) 367 (873)	"	"	"
LONE, conspicuous lone tree	48 07	123 05	1365 (488) 537 (704)	"	"	"
SCHOOL, schoolhouse cupola in New Dungeness	48 08	123 07	1093 (760) 790 (450)	"	"	"

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

4194

The finished Topographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

Register No. 4194 (Field Letter "E")

State Washington

General locality . . . ~~South shore,~~ Strait of Juan de Fuca S. Shore

Locality . . . Mouth of Washington Harbor to Village of New Dungeness

Chief of party . . . Harold A. Cotton, H. & G. E.

Surveyed by Carl I. Aslakson, Jr. H. & G. E.

Date of survey . . . May - June, 1926

Scale 1 - 10,000

Heights in feet above Mean Sea Level

Contour interval --- feet.

Inked by . . . H. H. Hardy Lettered by H. H. H.

Records accompanying sheet (check those forwarded): Photographs,

Descriptive report, Horizontal angle books, Field ~~computations~~,

Data from other sources affecting sheet

Remarks: