

4631

U. S. COAST & GEODETIC SURVEY
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Form 504
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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: Washington

DESCRIPTIVE REPORT

Topographic
Hydrographic

Sheet No.
Field # C

4631

LOCALITY

Strait of Juan De Fuca

Seki River to Pillar Pt.

1931

CHIEF OF PARTY

K. I. Adams

DESCRIPTIVE REPORT
to accompany

TOPOGRAPHIC SHEET "C"
Washington Coast - 1931
Scale 1:20,000

AUTHORITY:

The authority for this survey is contained in the Director's instructions dated April 16, 1930, and of May 7, 1931.

LOCALITY:

The survey is along the north coast of Washington State in the vicinity of Clallam Bay. The east limit joins Topographic Sheet, Field Letter D, at Pillar Point; and the west limit joins Topographic Sheet, Field Letter B, at Δ BRUSH.

ORGANIZATION OF PARTY:

The topographic party consisted of one officer and four men. A camp was established at Sekiu, Washington. A sixteen foot dinghy with outboard motor was used for transportation.

GENERAL DESCRIPTION:

In general the shore is rugged and the back country is heavily timbered. The greater part of the beach consists of rocky ledges strewn with boulders. The section between the Hoko River and the Sekiu River; the beach adjacent to Clallam Bay; and the section between \odot HOUSE and \odot LOG have fine sand and gravel beaches.

Kelp and eel grass is abundant along the entire shore line.

A logging railroad runs from the docks near Sekiu to

Middle Point and from there back into the hills.

The highway runs very close to the beach from \triangle BRUSH to the Sekiu River and also close to the beach around Clallam Bay. These sections of the highway were rodded in.

Strong tide rips were encountered around Slip Point while running to and from work.

GEOGRAPHIC NAMES:

Geographic names were taken off the bromide of the previous survey and from the chart; these were verified. The name "Middle Point" is a new name in good local usage.

CONTROL:

The triangulation stations PILLAR POINT 1909; COALMINE 1892; SLIP POINT LIGHT HOUSE 1931; SALLIAL 1931; JETTY 1931 and BRUSH 1931 were the stations used to control this survey.

SURVEY METHODS:

The usual plane table traverse was used. The dinghy attached to the party was used to make the necessary landings.

Due to the nature of the beach the traverses were of necessity run close to the high water line.

All signals for hydrographic purposes were located by rod readings, and sufficient additional points were rodded in to enable the topographer to accurately sketch in the high water line and the detail along the beach. The few rocks and offshore detail were located by cuts from various setups.

Very few elevations could be determined while surveying the beach. When the topography of the beach was finished the el-

evations were determined from a launch, anchored at intervals off the coast. As a general rule three values for each elevation were determined. Form lines were then sketched in using these elevations while in the field.

CLOSURES:

A traverse was run from \triangle JETTY to \triangle BRUSH, the closure was 6 meters. This error was adjusted.

A traverse was run from \triangle SALLAL to \triangle JETTY, the closure being 4 meters. This error was adjusted.

A traverse was run from \triangle SALLAL to SLIP POINT L. H. The closure was 8 meters. This error was adjusted.

A traverse was run from \triangle SLIP POINT L. H. to \triangle COALMINE The closure was 6 meters. This error was adjusted.

A traverse was run from \triangle COALMINE to \triangle PILLAR POINT. The closure was 26 meters. This error was adjusted.

All errors were adjusted by the proportional method.

COMPARISON WITH PREVIOUS SURVEY:

As a whole the survey compared favorably with the survey made in 1908 - 1909, the slight differences, as noted, are probably due to the topographer's choice in sketching between located points. The few offshore rocks checked well.


The changes noted are:

- (1) There is now a jetty built out from the west shore of the entrance to the Hoko River, and blasting has removed numerous rocks in the channel.

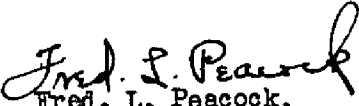
(2) In Clallam Bay, near Sekiu, there are two docks and a few pile dolphins which are used by a logging company to boom their logs.

(3) The Fuca Coal Mine, approximately three miles east of Slip Point, is now abandoned.

Respectfully submitted,


Henry J. Healy,
Jr. H. & G. Engineer,
U.S.C. & G. Survey.

Respectfully forwarded,
approved:


Fred. L. Peacock,
H. & G. Engineer,
U.S.C. & G. Survey,
Commanding Ship GUIDE.

PLANE TABLE POSITIONS

Object	Latitude	D.M.(meters)	Longitude	D.P.(meters)	Description
PIN	48 13	87 (1766.2)	124 06	138 (1100.6)	top of sharp pinnacle rock off Pillar Point
HOUSE	48 13	585.2 (1268.0)	124 07	1108.0 (130.6)	center of roof, small frame house.
OPP	48 15	1396 (457.2)	124 14	179.8 (1058.0)	highest part of prominent rock.
MAR	48 15	1615 (238.2)	124 14	810.8 (427.0)	highest part of prominent rock.
KIT	48 15	1270 (583.2)	124 15	66.8 (1171.0)	flag staff.
LUT	48 15	1284 (569.2)	124 15	60.8 (1177.0)	front gabke on L.H. keeper's house.
AGE	48 15	877 (976.2)	124 16	1145.0 (92.8)	middle of garage front
CAN	48 15	1131.2 (722.0)	124 17	1081.0 (156.8)	top of east oil tank
ALL	48 15	1506.0 (347.2)	124 18	68.8 (1169.0)	flagstaff in front of school.
GAL	48 17	526 (1327.2)	124 23	856.0 (381.0)	NW end of west abut- ment of highway bridge.

STATISTICS

Area in square statute miles.....	20.9
Shore line surveyed,stat. miles.....	19.0
Highway surveyed,statute miles.....	3.9
Number of signals located.....	66

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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

REGISTER NO. 4631

State WASHINGTON

General locality STRAIT OF JUAN DE FUCA

Sekiu River to Pillar Pt.

Locality A BRUSH TO PILLAR POINT

Scale 1:20,000 Date of survey July, 1931

Vessel U.S.C. & G.S.S. GUIDE

Chief of Party K. T. ADAMS

Surveyed by HENRY J. HEALY

Inked by HENRY J. HEALY

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

~~Contours, Approximate~~ Form line interval 100 feet

Instructions dated APRIL 16, 1930 and May 7,, 1931

Remarks: _____