

6805

U. S. COAST & GEODETIC SURVEY

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DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Sheet No. A
~~Hydrographic~~

State WASHINGTON

LOCALITY

GRAYS HARBOR ENTRANCE

1939

CHIEF OF PARTY

Geo. L. Bean

U. S. GOVERNMENT PRINTING OFFICE: 1934

150000

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. A

REGISTER NO. **T6805**

State WASHINGTON

General locality GRAYS HARBOR

Locality ENTRANCE TO HARBOR

Scale 1: 10,000 Date of survey December, 1939

Vessel DISCOVERER

Chief of party Geo. L. Bean

Surveyed by H. A. Paton

Inked by H. A. Paton

Heights in feet above mean low water to ground to tops of trees

Contour, Approximate contour, Form line interval 10 feet

Instructions dated April 13 and April 26, 1939

Remarks: _____

DESCRIPTIVE REPORT
TO ACCOMPANY
TOPOGRAPHIC SHEET A
PROJECT NO. 235
GRAYS HARBOR ENTRANCE
WASHINGTON

INSTRUCTIONS

The work on this sheet was done in accordance with Instructions dated April 13 and 26, 1939. Field work was begun on December 13, 1939, and completed December 29, 1939.

SCOPE

The area covered by this sheet extends from Latitude $46^{\circ} 54'$ to $46^{\circ} 57.5'$ at the entrance to Grays Harbor. The work on the outer coast was to extend only to the jetties, but the shore line could be rodded in for a distance of $1/4$ mile south of South Jetty without delaying the party. No trace of the North Jetty could be found on the outer coast, so the survey of the shore line was extended to Latitude $46^{\circ} 57'$.

JUNCTION

This sheet joins Sheet C on the southeast corner along the $124^{\circ} 06'$ Meridian. The junction has been compared and is satisfactory. Sheet E will join this sheet in Armstrong Bay, but no field work has

been done on it as yet.

CONTROL

The control for this survey consisted of six triangulation stations, four on the south side of the entrance and two on the north side. Two of the six stations were established in 1909, and had been recovered by W. M. Scaife's triangulation party in 1939. He established the other four stations with second-order accuracy.

Station EAST BASE was still in place at the time of the survey, but it has now been washed out.

An interesting bit of history is attached to Station LONE TREE. This was formerly a large tree on Damon Point, and was shown as a landmark on all maps and charts. The tree has now been partially destroyed, but a 12 foot stump remains. The U. S. Engineers have built a large tripod tower over the stump for their use as a hydrographic signal. The top of the tripod was the point cut in by Lieut. Scaife as a triangulation station. This is about 2 meters northwest of the center of the stump. On a four foot boulder about 5 meters southeast of the stump was found a bronze tablet with the following inscription:

"Tradition links this tree with the name of Capt. Robert Gray, who on May 7, 1792 entered this harbor in his ship COLUMBIA. This tablet was erected in his honor by Robt. Gray Chapter, Daughters of American Revolution, May 7, 1911. Site donated by Mr. A. O. Damon."

It is believed that Capt. Gray used this tree as a signal in his reconnaissance survey of the harbor.

METHODS

Standard Coast Survey methods were used on this survey. There was sufficient control so that no long traverses were necessary and no adjustments were required. At the time the field work was in progress, the tides were high, and there was little opportunity to locate the low water line. The sanding along the shore indicates the character of the shore and does not represent the low water line. The points along the shore at which rod readings were taken are indicated by black dots. At certain times the stage of the tide was above MHW, and the shore line had to be estimated.

No attempt was made to make a complete survey of all features behind the High Water Line. Only such detail as could be obtained without much additional time or effort were located. The principal omissions were the houses and buildings in Westhaven.

CHARACTER OF TERRAIN

The entrance into Grays Harbor has been narrowed considerably since the jetties were built, and low sand spits have built out from the higher wooded points. These spits are covered with driftwood and grass. A small portion of the old wooded point is shown on this sheet north of Station LONE TREE. On the south, this sheet did not extend to the wooded portion of Point Chehalis.

At high tide the surf breaks across the narrow neck northeast of Station LONE TREE, into Armstrong Bay, and it may make an island of the end of the spit. This is also true of the outer coast, where the surf breaks across the narrow neck extending out to Point Brown. The large bight behind Point Brown is shoal, and large portions

of it bare at M.L.L.W. The remains of the old North Jetty are still visible northeast of Point Brown. Some portions of it have old pilings, trestles, and rocks showing above high water. In other places the pilings are gone and the rock is covered at high water. Along the outer coast no evidence of the jetty was found. The inspection was made at high water stage, however, and it is not known if it is visible at low tide or not. The south jetty is still under construction. The contractor has a railroad leading from a dock on the east side of Point Chehalis (See Sheet C) across the point to the jetty on the outer shore. There is a double track trestle on the jetty with a heavy rock fill underneath and between the tracks. The outer end of the jetty was not located, as it fell outside the limits of the sheet. Station TANK on South Jetty is a good landmark at the present time. It is an elevated tank car used as a water tank by the contractor's locomotives.

The Coast Guard Lookout Station is located at the inshore end of the South Jetty. It is an elevated white house with a flag staff alongside, from which storm signals are displayed.

A large wooden elevated water tank, 45 feet tall, stands about 25 meters ENE of the station.

AIDS TO NAVIGATION

No attempt was made to locate any of the floating aids to navigation. There are numerous buoys marking the channel in the entrance which are located annually by the U. S. Engineers.

Of the fixed aids there are two lighted ranges for use of ships coming across the bar and into the entrance. As the bar is

shifting constantly, these ranges are changed frequently. It is understood that the Grays Harbor Bar Range Front Light has already been changed once since this survey was made, and the position shown on this sheet is now obsolete. To facilitate making these changes, the front range lights are built on skids so they can be shifted without trouble. ✓ 25

At the time of the surveys the ranges had the following azimuths:

Grays Harbor Bar Range- - - - - 58° 55' true

Point Chehalis Range- - - - - -101° 05' "

It will be noted that these values do not check with the values shown on the latest Light List, due, no doubt, to changes made since the date of publication.

The rear light of the Point Chehalis Range was formerly on a beacon ENE of the Westport Dock. It is now on the hand rail of the water tank, Station TANK, White, Elev., Westport, 1939. The light is about 2 meters eccentric from the center of the tank. No attempt was made to show both the triangulation station and the light, for the two dots would have been confusing. The dot shown is the triangulation station. The old structure for the rear range light still stands, and serves as a day beacon. The Light List shows this as a lighted beacon, but this is a mistake as there is no light on it at the present time. sketched as pile on 6195 decision of Mr. Passmore W.A.S. 7/2/41

The contractor building the South Jetty established a lighted range on the end of Point Chehalis for the use of his car floats crossing the shoal east of the flashing red buoy No. 24. This range had fixed white lights visible around the horizon. The front range light was on the extreme tip of the point at High water line, and was washed away on the night of December 31, 1939. It is not shown on this survey.

The rear light is shown near Point Chehalis fixed red light. It is not known if the contractor will replace the front range light, nor if the rear range light will be maintained after the jetty is completed.

GEOGRAPHIC NAMES

The names on this sheet were obtained from the following sources:

- A. USC & GS Chart No. 6195
- B. U. S. Geol. Survey Map--Ocosta Quadrangle
- C. U. S. Forest Service Map--Olympic National Forest
- D. County Engineer's Map of Grays Harbor County
- E. H. D. Casey, Westport, Wash. resident for 13 years
- F. Roy N. Woods, Coast Guardsman, Westport, Wash. resident for 10 years
- G. R. M. Allen, Westport, Wash. resident for 8 years
- H. J. J. Ostervold, " " " " 9 "
- I. M. Dale " " " " 5 "
- J. L. V. Barnett " " " " 1 "
In Charge of C. G. Station
- K. D. A. Parks, Laidlaw, Wash. " " 3 "
- L. L. J. McBride, " " Bridge Tender
- M. Percy Harlow, Westport Resident for 23 years
- N. Frank Krause, " " " 10 "
- O. A. Rasmussen, " " " 50 "
- P. City Engineer's Map of West Haven
- Q. Various inhabitants of Oyhut, Washington

GEOGRAPHIC NAMES (Continued)

ARMSTRONG BAY: ✓

Sources A, B, C, D, E, J, K, O, Q.

The shallow bight north of Station LONE TREE.

DAMON POINT: ✓

Sources E, G, H, I, K, M, N, O, Q.

The higher wooded ground between North Bay and the Pacific Ocean. Sources A, B, F, J, L, show this as Point Brown. Mr. A. O. Damon (now deceased) owned this land, and his name is applied to the point by most of the local inhabitants. A few sources, K & Q, claimed that Pt. Brown referred only to the low sand spit that has built out south of Damon Point since the North Jetty has been built. If it is not desirable to show two names on this point as indicated on the sheet, it is recommended that Pt. Brown be discontinued, and that Damon Point be accepted.

DOCK STREET:

Source "P".

The street leading to the dock in Westhaven. No street signs are in place. It is the only street in use in the town at the present time. Eight other streets have been proposed.

GRAYS HARBOR: ✓

All sources are in agreement on this name for the entire bay.

NORTH BAY: ✓

Sources A, B, C, D, J, K, N, O, Q.

The large shallow bay north and east of Damon Point.

POINT BROWN:

Sources K, Q.

On sources A, B, C, it is shown in place of Damon Point, see above.

Source F claimed the sand spit was Damon's Point.

Source M claimed Pt. Brown was the general name for the whole peninsula.

POINT CHEHALIS: *(use B. decision)*

Sources A, B, D, E, F, G, H, I, J, K, L, M, N.

The point on the south side of the entrance into Grays Harbor.

Sources D, F, G, H, I, K, M, and O, showed Point Peterson for the area falling on the extreme southeast corner of this sheet. This latter name was common before the South Jetty was built and the point extended. The land was owned by a Mr. Peterson who has lived in the vicinity for 75 years. There was formerly a fort on the point. The name is not in common use, and it is recommended that the name of Point Chehalis be retained in use as at present.

WESTHAVEN: ✓

Sources E, F, G, H, I, J, K.

The small fishing village near the end of Point Chehalis about a mile north of Westport. The name given the Triangulation Station "TANK, White, Elevated, Westport, 1939", is a mistake, as this should be Westhaven instead. A sign on the dock reads "Port of Grays Harbor, Westport Dock". It replaced the old dock, east of Westport, and fell heir to the name.

COMPARISON WITH PREVIOUS SURVEYS

Compared with Chart No. 6195, issued January 2, 1940.

The following changes are noted:

The northeast end of North Jetty from a point near Station LONE TREE is no longer in evidence except for a few pilings. Also the portion west of the outer coast was not visible at high tide.

The landmark "Lone Tree" shown on the chart is best described now by the word "beacon".

The dredging beacon north of Grays Harbor Bar Range Rear Light has been removed. There have been several changes in the shore line near the North Jetty.

The South Jetty has been extended. Note too that the jetty is not a single tangent, but has a slight bend east of Station TANK on South Jetty.

The Coast Guard lookout is now south of South Jetty instead of north of it.

STATISTICS

Statute Miles of Shore Line- - - - -18

Roads, Railroads, Creeks, and Sloughs- - - - - 3

Area in Square Statute Miles - - - - - 1

APPROVED AND FORWARDED:

Geo. L. Bean
Geo. L. Bean
H. & G. Engineer
Commanding DISCOVERER

Respectfully submitted,

Hubert A. Paton
Hubert A. Paton
H. & G. Engineer
Ship DISCOVERER

COAST PILOT NOTES

Page 210:

Grays Harbor Coast Guard Station is situated just south of the Lighthouse, but is not visible from off shore.

Point Brown--Change $2\frac{1}{2}$ miles to $1\frac{1}{2}$ miles. The north jetty is no longer visible on the outer coast.

Page 224:

First Paragraph. Change 2 miles to $1\frac{1}{2}$ miles.

Westport: The new wharf is known as Port of Grays Harbor, Westport Dock. A Coast Guard boat house and dock has been built South-east of it.

Bay City: The fertilizer factory is still in operation.

Page 226:

Second Paragraph. The North Jetty is no longer visible. The South Jetty has been rebuilt and extended.

Anchorage--Fifth Paragraph. Sand Island has been eroded, and the island farther north is now known as Goose Island.

Page 227:

Storm warnings are displayed by the Coast Guard at their Lookout Station near the south jetty at Point Chehalis, and by the Weather Bureau at the Port Docks, between Aberdeen and Hoquiam.

Remarks

Decisions

1		469239-241
2	Submitted to U.S.G.B. Do not ink pending decision	"
3		"
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GEOGRAPHIC NAMES

Survey No. **T6805**

GEOGRAPHIC NAMES											
Survey No. T6805											
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		
Armstrong Bay										1	
Damon Point										2	
Grays Harbor										3	
North Bay										4	
Point Brown										5	
Point Chehalis										6	
Westhaven										7	
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L. Heck

8/16/41

M 234

L. Heck on 8/16/41

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTO STAT COPY~~

~~No. T~~

No. T

T6805

received Mar. 28, 1941
registered Apr. 8, 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.

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RETURN TO

82	T. B. Reed
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✓ JBR