

6808

U. S. COAST & GEODETIC SURVEY

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Form 504
Rev. April 1935DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic

~~Hydrographic~~

Sheet No. D-40

State Washington

LOCALITY

Grays Harbor, South SideSouth Side, Ocosta to Stearn's BluffO'Leary Creek1934

CHIEF OF PARTY

L. D. Graham

U. S. GOVERNMENT PRINTING OFFICE 102221

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

REG. NO.

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. **T6808**

State Washington

General locality Grays Harbor, South Side

Locality Southside, Ocosta to Stearns Bluff O'Leary Creek

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

Vessel Discoverer

Chief of party G. L. BEAN, L. D. GRAHAM

Surveyed by E. F. HICKS, Jr

Inked by E. F. HICKS, Jr.

Heights in feet above ----- to ground to tops of trees

Contour, Approximate contour, Form line interval ---- feet

Instructions dated April 13, 1939 6/26/39 9/30/39, 19

Remarks: -----

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DESCRIPTIVE REPORT

To Accompany

Topographic Sheet D-40, T-6808 (1940)

HT-
Project 235

Grays Harbor, Wash.

I Instructions

The work on this sheet was done in accordance with instructions dated April 13^{1939 June} and 26, 1939^{and Sept. 30, 1939}. Field work was started March 4, and completed March 26, 1940.

II Limits

This survey covers the southern part of Grays Harbor between Meridians $124^{\circ}-01.8'$ ⁵, and $123^{\circ}-56.0'$, including Johns River to parallel $46^{\circ}-53.7'$ ^{at long. $123^{\circ}-59.1'$} .

III Junctions

This sheet joins sheet "C"^{T-6807 (1940)} on the west. This junction has been compared and is satisfactory. No sheets have been laid out to the East.

Joins
T-6809
(1940)
on the
east.

IV Control

The control for this survey was furnished by seven triangulation stations established by this party. Graphic triangulation was used to extend control up Johns River.

V Methods

Standard Coast Survey methods were used throughout. There was sufficient control so that no long traverses were necessary. Resection methods and ~~there~~ point fixes were used.

No attempt was made to locate the low water line due to it's being a third to a half mile out from high water line in most cases, and soft bottom making it practically impossible to walk out to it.

Most of
Low water
line shown
on
H-6665
(1940-44)

See page 2
Paragraph IV

No attempt was made to make the survey complete back of the high water line, the principal omissions being sections of the railroad track and buildings at Markham.

Complies
with
Project
Instructions

The points where rod readings were taken are indicated by black dots in the shore line.

VI Character of Terrain

The shore line is principally marshy with background of high trees from western limit to signal GAB with the exception of area in vicinity of signal CHIM. From signal GAB to signal One the high water line joins firm ground. In most places the trees make to the high water line, and in other places the high water line lies along the railroad fill. The tree symbol is used to indicate where they lie between the railroad and high water line. The limits of the ^{sand} symbols outside the high water line do not indicate the low water line but are used to indicate the nature of the terrain between the high water and low water line. However, where the said symbol is shown this applies only to the immediate vicinity of the high water line as all along the beach fifty to a hundred meters off shore of the high water line the bottom changes to mud, undoubtedly being caused by silt deposited by the river.

VII Aids to Navigation

No attempt was made to locate floating aids to navigation as they were all some distance from shore. The three beacons were located by triangulation.

Located on
H-6665
(1940-41)

VIII Geographic Names

O'Leary Creek, this name was determined from the sign at the highway bridge, the sign being put up by the American Automobile Association.

✓
Name
approved.

6808 4

3
Already submitted
U.S. G. O.
Charted
as
South Arbor

In the vicinity of Stearns Bluff the settlement is shown as South Harbor, there are only a few houses in this vicinity, but all the residents agreed that the correct name should be South Arbor, and it is recommended that the name be changed to this.

IX Comparison with Previous Surveys.

The sheet was compared with chart 6195, published June 1939 and issued Jan 2, 1940; and in general shows very little apparent change, the principal differences being removal of railroad bridge at Markham, there being ^{RR} no bridge at the present time; and the removal of the dock at Stearns Bluff the only indication of this dock being a few old piles well inside the low water line.

X Statistics

Statute Miles Shore Line.....	12.2
" " Railroad & Road.....	3.6
Area Square Statute Miles	1.5

Respectfully submitted

E. F. Hicks Jr.
E. F. HICKS, Jr.
Aid C & GS

Approved & Forwarded

L. D. Graham

L. D. GRAHAM

H & GE

Commanding Discoverer

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DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF TOPOGRAPHIC SURVEY

REGISTER NO. T-6808

Field No. D-40

Washington - Grays Harbor, South Side; Ocosta to O'Leary Creek

Surveyed March 1940, Scale 1:10,000

Instructions dated April 13 and June 26, 1939 (W. M. Scaife)
September 30, 1939 (DISCOVERER)

Plane Table Survey

Aluminum Mounted

Chief of Party - G. L. Bean, L. D. Graham

Surveyed by - E. F. Hicks, Jr.

Inked by - E. F. Hicks, Jr.

Reviewed by - H. F. Stegman, November 28, 1941

Inspected by H. R. Edmonston

1. Junctions with Contemporary Surveys

- (a) The junction on the west with T-6807 (1940) is satisfactory.
- (b) The junction on the east with T-6809 (1940) is satisfactory.

2. Comparison with Prior Surveys

- (a) H-334 (1852), scale 1:221,360 and T-871 (1860), scale 1:20,000

H-334 is a reconnaissance survey with topography covering the entire area of the present survey. The shoreline is generalized but its principal features are in fair agreement with the present survey. T-821 covers the area of the present survey westward of Long. 123° 59'. Agreement of the shoreline north and east of Markham is good, but in the marshy areas to the west of Johns River the shoreline has advanced in places as much as 200 meters.

The present survey supersedes these early surveys.

- (b) T-3044 (1909-10), scale 1:20,000; T-3046 (1909-10), scale 1:10,000, and T-3153 (1911), scale 1:10,000

These surveys taken together cover the entire area of the present survey. North and east of Markham (Lat. 46°54.5', Long. 123°59.8') the shoreline

agreement is very good. The high water line has receded from 10 to 25 meters in a few places near the eastern limits of the present survey. The shoreline of O'Leary Creek in Lat. $46^{\circ}55.2'$, Long. $123^{\circ}57.4'$ has changed considerably.

At the western limit of the present survey the marshy high water line has advanced as much as 160 meters, and in Lat. $46^{\circ}54.0'$, Long. $124^{\circ}00.0'$ the shoreline of the Johns River has shifted about 200 meters westward. The latter difference is probably due in part to erosion of the left bank of the river and partly to inaccurate sketching on T-3044.

There are also numerous changes in docks and piling, and the railroad bridge across the Johns River has been removed. (D.R. page 3)

The present survey supersedes these surveys.

3. Comparison with Chart 6195 (Latest Print dated 6-11-41)

(a) Topography

Charted topography originates with the surveys considered in paragraph 2(b) above.

(b) Aids to Navigation

Fixed aids to navigation agree closely with the charted positions. Floating aids were located on H-6665 (1940-41).

4. General Comment

- (a) The inking of shoreline and topographic details is satisfactory.
- (b) It is desirable that a list of signals in water areas such as piles, dolphins, temporary stakes, etc., with appropriate notes as to their character and permanency be included in the descriptive report. (Field Memorandum No. 5, 1935)
- (c) The clearance of the highway bridge over the Johns River in Lat. $46^{\circ}54.0'$, Long. $123^{\circ}59.8'$ was not given. The U. S. Engineer Bridge List states that this bridge has a horizontal clearance of 76 feet and a vertical clearance of 31 feet at M.H.W.
- (d) Landmarks for this area are listed in Chart Letters 89, 216, 217, and 244 of 1941.

5. Compliance with Project Instructions

Satisfactory.

6. Additional Field Work Recommended

None.


7. Superseded Surveys

H- 334 (1852)	in part (topography only)
T- 821 (1860)	" "
T-3044 (1909-10)	" "
T-3046 (1909-10)	entirely
T-3153 (1911)	in part

Examined and approved:



Chief, Surveys Section



Chief, Division of Charts



Chief, Section of Hydrography

Chief, Division of Coastal
Surveys

201471

+6808

Remarks.

Decisions

1		469240
2		"
3		469239
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5	Do not int pending U.S. & B. decision, already pending	469239
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GEOGRAPHIC NAMES

Survey No. **T6808**

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.
<u>Grays Harbor</u>									1
<u>Johns River</u>									2
<u>Markham</u>									3
<u>Oleary Creek</u>									4
<u>South Arbor</u>									5
<u>Stearns Bluff</u>									6
<u>O'Leary Creek</u>									7
<u>Ocosta</u>									8
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By L. H. Beck on 4/14/41

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTATIC OF~~

~~No. 11~~

No. T **T6808**

{ received Mar. 28, 1941
registered Apr. 10, 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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82	T. B. Reed
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✓ 70302