

Form 504 Rev. April 1936 DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY DESCRIPTIVE REPORT	
Topographic Hidrographic Sheet No. G-40	
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LOCALITY	ļ
Grays Harbor, North Bay	
North and west sides	, ,
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CHIEF OF PARTY	
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Charles Pierce	
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DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY

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. G-40

REGISTER NO. T6812

State Washington
General locality Grays Harbor, North Bay,
Locality West and North Shore of North Bay.
Scale 1;10,000 Date of survey Dec. 5, 1940 19
Vessel Discoverer
Chief of party Charles Pierce
Surveyed by J. T. Jarman
Inked by J. T. Jarman
Heights in feet above to ground to tops of trees
Contour, Approximate contour, Form line interval feet
Instructions dated April 13, 26, 1939 , 19
Remarks: Project HT 235

DESCRIPTIVE REPORT

To Accompany

Topographic Sheet G

Project 235

West and North Shore of North Bay Grays Harbor, Wash.

INSTRUCTIONS

The work on this sheet was done in accordance with instructions dated April 13 and 26, 1939. Field work was begun on November 25, 1940, and completed on December 5, 1940.

Limits

The area covered by this sheet extends along the west and north shores of North Bay from Lat. 46 59.82, Long. 124 08.22 to Campbell Slough.

JUNCTIONS

This sheet joins sheet F-40 on the south, and sheet H-40 on the north. Both of the above surveys are contempory, and the junctions are satisfatory.

CONTROL

The control for this survey is furnished by triangulation executed by this party in 1940. It includes the following stations:

Kurtz 1940, which is a main scheme station of second order accuracy;

Minard 1940, Rain 1940, Dolphin 1940, Walk 1940, Hogan 1940, and

Campbell 1940 which are intersection stations of second order accuracy.

METHODS

Standard Coast Survey methods were used throughout this survey.

There was sufficient control so that no traverses were necessary.

At the time this survey was in progress, the tides were high, and there was little opportunity to locate the M.L.L.W. line. The

small amount of M.L.L.W. line shown on the sheet is approximate, and has been left in pencil. It was obtained on a day when there was l' of tide above M.L.L.W. That portion shown with the short dashed line is fairly accurately located; that portion shown with the longer dashed line is sketched.

Points along the shore at which rod readings were secured are indicated by black dots in accordance with Field Memorandum No. 1, 1935. However, in areas where the shoreline was very irregular, it was impossible to show all the rods readings secured, and some of them were inked over. The above is particularly true of the shoreline at the southern extremity of the sheet.

It was realized that no hydrography would be done in the area covered by this survey during the present field season. Therefore, an effort was made to mark enough stations so that hydrography could be accomplished at a later date without additional topography. Descriptive cards, form 524, have been submitted for all marked stations, and for any other stations likely to be recovered.

Except for minor stretches of fast land, the entire shoreline on this sheet is marsh. Beginning at the remains of Oyehut wharf, and extending almost to triangulation station Campbell, the marsh has no berm. It slopes away gradually offshore from the stormwater or tree line for a distance varying from 25 to 150 meters, at which point tidal mud flats begin. The highwater line, unless actually observed at mean high water, is very difficult to determine in these areas. (see snapshots A and B included with this report) It was noted that usually there is a distinctive change in the color of the grass at or near the highwater line, the color being a brown lifeless hue offshore, and a greener hue inshore. Consequently, a line was rodded in which is based on observation, and which very closely approximates the mean high water line.

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This shoreline was indicated on the sheets by means of the marsh symbol in accordance with field memorandum No. 1, 1938, the marsh being shown with an unbroken symbol between the tree line and the located shoreline, and by means of a broken symbol offshore from the located line. This highwater-line has also been left on the sheet in pencil since it is not definitely indicated in areas where the marsh symbol parallels the shoreline. The tree line and the offshore limits of the grass line were also rodded in during the course of the survey. The light pencil line indicating the latter has been left on the sheet since it may be of value in air photo compilation. CHARACTER OF THE SHORELINE

The entire shoreline on this sheet with a few manor exceptions is marshy in character. The marsh land between triangulation stations Minard and Rain has a definite berm, the outer stretches of this marsh being flooded with about three inches of water at mean high tide. The sloughs shown in this area were formed by tidal action and serve to drain the marsh at low water.

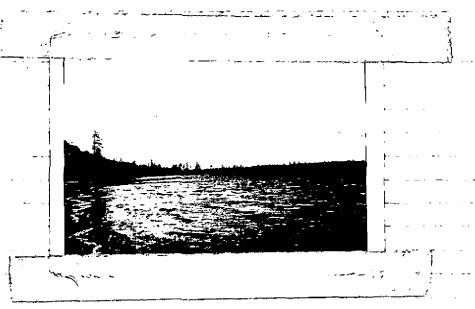
The character of the beach north of the remains of old Oyehut wharf has already been discussed under "Methods". It might be added that this beach is flooded all the way to the tree line at extreme high water, and that a man's feet when walking over it do not sink over four inches into the marsh.

Only the stubs of piling remain of old Oyhut wharf. The piling extendingout from the shore at triangulation station Walk were, put there to assist logging operations when Oyhut Channel was in use.

GEOGRAPHIC NAMES

No. 6195 and the U. S. Geological Survey Map, Ocosta Quadrangle. They both are in local use, but it should be noted that the natives spell

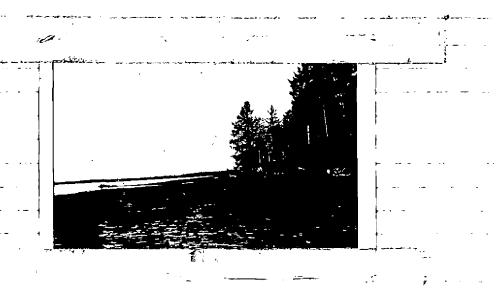
"A" - Looking north from the remains of old _ Oyhut wharf at low water.



"B" - Looking north from the remains of old Oyhut wharf at approx. mean high water.



_ "C" - Looking-north from-signal-Tit-at-approx. mean high water.



"D" - Looking west from signal Bel at low water.

the latter "Cychut", and not as it is spelled on the above sources.

Kurtz Slough or Creek, is not now shown on chart No. 6195 Lt is in
general use by the local inhabitants, and is shown on the U. S. Geological
Survey Map. Ocosta Quadrangle.

COMPARISON WITH PREVIOUS SURVEYS

No copies of previous surveys are available on this ship. A comparison with chart No. 6195 indicates that the shoreline is receding south of the remains of old Oyehut wharf. According to the description of old triangulation station Oyhut, the station was ten meters inshore from the highwater line, and at present time its plotted position falls twenty two meters offshore, which would indicate a recession of thirty two meters since 1911. North of the remains of the old wharf, the shore line appears to be fixed.

MAGNETIC MERIDIANS

Magnetic meridians were determined with declinatoire No. 199 at stations Minard, Walk, and Campbell. The values shown on the sheet are uncorrected scaled values. Declinatoire No. 199 was standardized at the Lincoln Park Magnetic station at the beginning of the 1940 field season, and at Seward Park at the end of the season. All standardization data has been forwarded to the Washington Office. A value of the magnetic declination was secured at Rain 1940 with the transit magnetometer, and should be used in lieu of values obtained in the vicinity with the declinatoire.

COAST PILOT NOTES

On page 224 (U. S. Coast Pilot, Pacific Coast) line 16, which reads "about half of the buoys in North Bay were gone in 1933", should be deleted and the following substituted "All of the buoys in North Bay were gone in 1940."

LANDMARKS FOR CHARTS

Triangulation station Dolphin 1940 is a cluster of piling at the junction of Oyhut Channel with Campbell Slough Channel. It is very prominent. Triangulation station Minard 1940 has a large unpainted, permanent tripod which was erected by Grays Harbor Port Authority. Geographic positions of both objects are being submitted on form 567.

LIST OF PLANE TABLE POSITIONS

Descriptions and locations of all tonographic

Descriptions and locations of all topographic signals located on this sheet have been submitted on form 524.

STATISTICS

Statute miles of shoreline	7.1
Roads, creeks, and sloughs	2.0
Area, square statute miles	3.0

Respectfully submitted,

Approved,

Charles Pierce,

H. & G. E.

J. T. Jarman Jr. H. & G. E.

Forwarded

L. D. Graham,

Commanding, Ship Discoverer.

GEOGRAPHIC NAMES Survey No. T681	12	/ Note	erious	8. 180 8. 180	on local de la	Or los in	Q. Caide	And	1. S. Harri	35
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Remarks

Decisions

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MEMORANDUM IMMEDIATE ATTENTION

SURVEY DESCRIPTIVE REPORT No. T 6812	\prec	registered April 16, 1941 registered April 29, 1941 verified reviewed approved
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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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