

6812

Form 504  
Rev. April 1935

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## DESCRIPTIVE REPORT

Topographic

~~Hydrographic~~

Sheet No. G-40

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES

APR 16 1941

Acc. No. ....

State ... Washington

### LOCALITY

Grays Harbor, North Bay

North and west sides

193.40

### CHIEF OF PARTY

Charles Pierce

U. S. GOVERNMENT PRINTING OFFICE 102221

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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. 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.  $46^{\circ} 59.82'$ , Long.  $124^{\circ} 08.22'$  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 contemporary, and the junctions are satisfactory.

### 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 1' 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 rod 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.

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 rodged 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 minor 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 Oyhut 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 extending out from the shore at triangulation station Walk were put there to assist logging operations when Oyhut Channel was in use.

#### GEOGRAPHIC NAMES

North Bay and Oyhut are geographic names shown on both chart 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 "Oyehut", and not as it is spelled on the above sources.

Kurtz Slough or Creek is not now shown on chart No. 6195. It 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 declinoire No. 199 at stations Minard, Walk, and Campbell. The values shown on the sheet are uncorrected scaled values. Declinoire 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 declinoire.

#### 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.

Shown as  
triangulation on  
chart 6145  
W.A.B.  
7/22/41

LIST OF PLANE TABLE POSITIONS

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*  
Charles Pierce,  
H. & G. E.

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

Forwarded,

*L. D. Graham*  
L. D. Graham,  
Commanding, Ship Discoverer.



# GEOGRAPHIC NAMES

Survey No. **T6812**

GEOGRAPHIC NAMES											
Survey No. T6812											
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>North Bay</u>											2
Oyehut											3
<u>Kurtz Slough</u>											4
<u>Campbell</u> ..											5
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Names underlined in red approved

by L. Heck on 8/18/41

M 234

Names underlined in red approved  
by L. Heck on 8/18/41

## Remarks

## Decisions

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2		"
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# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT  
~~PHOTOSTATIC~~

~~Number~~

No. T 6812

received April 16, 1941  
registered April 29, 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.

ROUTE		Initial	Attention called to
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RETURN TO

82	T. B. Reed
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