DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: Washington

DESCRIPTIVE REPORT.

Locality:
Strait of Juan de Fuca
Washington Harbor

1926

Chief of Party:
H. A. Cotton
DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET NO 4191
(Field Letter "F")

WASHINGTON HARBOR

STRAIT OF JUAN DE FUCA - WASHINGTON

May - 1926

Scale : 1 : 10,000
AUTHORITY -
The topography was executed in accordance with Instructions to the Commanding Officer of the Motor Vessel NATOMA, dated March 4th, 1926.

LIMITS -
The work on this sheet includes Washington Harbor and the south shore of the Strait of Juan de Fuca to a junction with Field Sheet "G". It joins Field Sheet "E" at the entrance to Washington Harbor. It is a re-survey of Topographic Sheet No. 1165, and a portion of No. 1169, done in 1870.

GENERAL DESCRIPTION -
Washington Harbor is about $3\frac{3}{4}$ miles long by 1 mile wide. A sand and gravel spit extends from the eastern shore at the northern point nearly across to the western shore, leaving a narrow channel.

The western shore for about $\frac{3}{4}$ mile south of the entrance consists of a bluff from 50 to 100 feet high, the remainder of the western shore line being lower. The land slopes fairly evenly to the hill summits about one mile back from the shore; the land is wooded except for a few small scattered clearings. The village of Blyn is situated at the head of the bay; there are no wharves except for the log dump of a logging railway which has its terminus here. The head of the bay bares for more than a quarter of a mile.

The eastern shore is similar to the western with a cliff extending from near Takup Point to the north end of the bay, the land being wooded with the exception of a few small clearings.

At the northeast corner of the bay is a small lagoon much used as a harbor by fishing boats; the entrance is narrow but navigable by small boats at any tide.

The eastern approach from the base of the spit to eastern limit of the sheet is partly bluff and partly steep wooded hillside. There is a middle ground bar at low water about 500 meters south of the entrance. Along the northern and western shores, tide flats extend from 100 to 300 meters off shore; these flats rise abruptly from fairly deep water.

INDUSTRIES -
The Bugge cannery on the west shore at the entrance puts up clams and berries. The clams are taken from the tide flats of Washington Harbor and the west side of Dungeness Bay; the berries are from the Gardiner district on Port Discovery. The cannery has two conspicuous white buildings on a wharf. The wharf has 17 feet along the face.

There is a limited amount of farming and dairying. There is little lumbering at present.
COMMUNICATIONS -
A small vessel makes daily calls at the Bugge Cannery
wharf.

A branch line of the Chicago, Milwaukee and St. Paul
from Port Townsend to Port Angeles skirts the head of the bay,
as does the Olympic Highway.

Only those parts of the railroad and highway as could be
readily located from the shore were run in.

CONTROL -
The work was controlled by triangulation done by the U. S.
Army Engineers, with six stations on Washington Harbor and one at
the eastern limit of the sheet.

SURVEY METHODS -
Traverses were run from Triangulation Station Blyn to Tri-
angulation Station Skull around the head of the bay (2 miles with
perfect closure) and from Triangulation Station Bugge to Triangu-
lation Station Rocky (2\frac{1}{2} miles, closing error 20 meters). The re-
mainder of the sheet was done by three point fixes.

COMPARISON WITH OLD SURVEYS -
No changes of any consequence were noted in the high water
line. The low water line was found considerably different. Nearly
all of the low water was robbed in on a lower low water. The part
that is left blank may be obtained from the hydrographic sheet.

NAMES -
Washington Harbor is shown on some maps (e.g. Clallam
County road map) as Sequim Bay. Washington Harbor, however is the
name in general use.

CONTOURS -
No contouring was done, as the original sheets show ade-
quate contours.

STATISTICS
Statute Miles of Shoreline .................. 16.1
Statute Miles of Creeks, Sloughs, Etc. .......... 1.2
Statute Miles of roads and railroads ............ 2.5
Area, Square Statute Miles .................. 2.0
Positions recoverable .......... Triangulation .......... 9
Positions recoverable .......... Plane Table .......... 7
Examined, approved and forwarded,

HAROLD A. COTTON,
Hyd. & Geo. Engineer,
C. & G. Survey,
Commanding M. V. KAPOA

Respectfully submitted,

M. O. WITHERBEE
Hyd. & Geo. Eng'T.,
C. & G. Survey.
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<th>Latitude &amp; Longitude</th>
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The finished Topographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

Register No. 4191

State Washington

General locality Strait of Juan de Fuca

Locality Washington Harbor

Chief of party Harold A. Cotton

Surveyed by Mcl. Witherbee

Date of survey May 1226

Scale 1:10000

Heights in feet above

Contour interval feet

Inked by Howard H. Hardy. Lettered by Howard H. Hardy

Records accompanying sheet (check those forwarded): Photographs, ✔ Descriptive report, Horizontal angle books, Field computations, Data from other sources affecting sheet

Remarks: