Form 504
Ed. June, 1928

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

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MAR 29 1932

State: WASHINGTON

Acc. No.

DESCRIPTIVE REPORT

Topographic Sheet No. E 4653

LOCALITY

Strait of Juan de Fuca

Docks in Port Angeles Harbor

19.31

CHIEF OF PARTY

K. T. Adams
DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET E

WASHINGTON COAST
Port Angeles, Harbor
1931

AUTHORITY:

Authority for this survey is contained in the Director's instructions dated April 16, 1930, and May 7, 1931.

PURPOSE:

This survey was made to supplement Sheet T-4188, 1926, by showing the location of two new docks in Port Angeles Harbor. Five small hydrographic signals were located on, and in the vicinity of, the Olympic Forest Products Company's dock. The topographer also checked the work shown on T-4188 and found no other changes of importance.

CONTROL:

Adequate control was furnished by numerous third order (intersection) triangulation stations located in 1926 and 1931.

SURVEY METHODS:

Short traverses were run from Triangulation Station Pole, 1931
and Triangulation Station, Crescent, Boxwood Company Stack, 1926, a sufficient distance to obtain rod readings to all critical points on the docks located. All setups were checked by resection on two or more additional stations.

DESCRIPTION:

The Olympic Forest Products Company's dock, located at the eastern end of Port Angeles is a wooden structure built on piling to a height of eight feet above high water. It is used by the Olympic Forest Products Company mainly for loading lumber and paper. It accommodates vessels with a draft of approximately twenty-five feet on its eastern and northern face. The western face of the dock is not used, being blocked off by piling, used for anchoring log booms.

The smaller dock shown on this sheet is owned by the Crescent Boxboard Company. It is a wooden structure built on piling to a height of about six feet above high water.

LANDMARKS:

Immediately behind the Olympic Forest Company's dock is a large black tank, which is very conspicuous from Port Angeles Harbor and its approaches. The tank is cylindrical with a conical top and is supported by steel legs. The elevation of the top of the tank above high water is approximately 160 feet. This tank was cut in by
third order triangulation and is called Pulp, 1931, in the records.

Respectfully submitted,

James N. Jones,
Jr. H. & G. Engineer,
U.S.C. & G.S.S. GUIDE.

Respectfully forwarded, approved:

Fred. L. Peacock,
H. & G. Engineer,
U.S.C. & G.Survey,
Commanding Ship GUIDE.
STATISTICS

for

TOPOGRAPHIC SHEET E

Statute miles of shore line and docks ------- 1.7
Statute miles of railroads ------------------ 1.1
Area, square statute miles ------------------ 0.2
Number of hydrographic signals located.------ 5
Time required for field work, days ---------- 1/2
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 Letter - E -

REGISTER NO. 4653

State: WASHINGTON

General locality: Strait of Juan de Fuca

Locality: Docks in Port Angeles Harbor

Scale: 1:10,000 Date of survey: October 12, 1931


Chief of Party: K. T. Adams

Surveyed by: J. N. Jones

Inked by: J. N. Jones

Heights in feet above to ground to tops of trees

Contour Approximate contour Form line interval feet

Instructions dated: April 16, 1930 and May 7, 1931

Remarks:

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R.S. Patten, Director

State: Washington

DESCRIPTIVE REPORT
Topographic Sheet No. 4653a
Hydrographic

LOCALITY
Strait of Juan de Fuca
Port Angeles

1931

CHIEF OF PARTY
K. T. Adams
May 7, 1932.

To: Lieut. (j.g.) Henry J. Healy,
U. S. Coast and Geodetic Survey,
Ship DISCOVERER,
202 Burke Building,
Seattle, Washington.

Through: Commanding Officer,
Ship DISCOVERER.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Request for additional information on survey sheet.

Please furnish any information which may assist in charting the features listed in the comments on hydrographic sheet No. 5160, copy enclosed. (Comments find in descripts J T 4653 a and H 5160).

The boat sheet, a copy of chart No. 6303 and a photostat of a section of topographic sheet No. 4653 are being forwarded under separate cover.

It is further requested that you make a careful drawing of these features on the chart, and return the chart and boat sheet as soon as practicable.

(Signed) H. L. PARIS

Copy to Lt. Comdr. K. T. Adams, Boston Field Station. Acting Director.

See descriptive report of T 4653 a for reply to this letter.
May 7, 1932.

COMMENTS ON H. 5160, PORT ANGELES, WASHINGTON

R. J. Healy and J. O. Mathison, hydrographers

On the topographic sheet of this area, T. 4653, two detached areas have been surveyed, and the topographer (J. W. Jones) states that there are no changes in the other areas.

The boat sheet for H. 5160, however, contains several small wharves, etc. indicated in blue and it is presumed that these changes are to be applied to the chart. These features should have been located by plane table, but failing this, the hydrographer should have located them with some degree of accuracy. They are drawn only roughly on the boat sheet.

The following information should be obtained from the hydrographer:

1. How the various features were located.

2. In the northern part of the bay, there is a railroad track. Does it join with railroad along spit? Do the tracks make an angle as indicated or should there be a curve? The hydrographer may be able to delineate this feature more carefully.

3. In the southern part of the bay there are several small wharves. Knowing the tendency to exaggerate lengths and widths of such features, it is possible that the hydrographer may be able to give additional information or draw these features more carefully.

4. In the western part of the bay there are blue lines parallel to the faces of the principal wharves, and other lines at various angles to them. They may indicate log booms, -- interpretation requested from hydrographer.
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

Ship DISCOVERER

Seward, Alaska
May 28, 1932.

To: The Director,
U.S. Coast and Geodetic Survey,
Washington, D.C.

Through: Commanding Officer,
U.S.C.&G.S.S. DISCOVERER.

From: Henry J. Healy, Jr., H & G. Engr.,
U.S. Coast and Geodetic Survey.

Subject: Boat Sheet, Port Angeles Harbor.

Refer to: 80-DEM.

I wish to acknowledge receipt of Boat Sheet #5160,
Port Angeles Harbor, Chart #6303 and a photostat of a section
of topographic sheet #4653.

In reference to the additional information requested
I wish to state that this section of Port Angeles Harbor was
executed by Lieut. (j.g.) John C. Mathisson, using a whaleboat
cut to the 10 fathom curve. The hydrography under my super-
vision was accomplished developing outside the 10 fathom curve.

I am forwarding Boat Sheet #5160, Chart #6303 and
the photostat of a section of topographic sheet #4653 to Lieut.
(j.g.) John C. Mathisson, who will no doubt be able to furnish
the additional information requested.

Henry J. Healy,
Jr., H & G. Engr., C.& G. B.

Forwarded:
H.B. Campbell,
Lieut. Commander, C.&G.S.,
Commanding, Ship DISCOVERER
202 Burke Bldg., Seattle, Wash.

Ship DISCOVERER

Seward, Alaska,
May 22, 1932.

To: Lieut. (j.g.) John C. Mathisson,
    U. S. Coast and Geodetic Survey,
    319 Custom House,
    San Francisco, Calif.

Through: Commanding Officer,
    U.S.C.& G.S.S. DISCOVERER.

From: Henry J. Healy, Jr., H.& C. Engr.,
    Str. DISCOVERER.

Subject: Additional Information, Boat Sheet #5169.

I am enclosing a copy of a letter, and a copy of
"Comments on H. 5169, Port Angeles, Washington" which I re-
ceived from the director.

The boat sheet, a copy of chart No. 6303 and a
photostat of a section of topographic sheet No. 4653 are
being forwarded under separate cover.

The information requested is details on the whale-
boat work under your supervision and I am sure you can supply
the required information.

Henry J. Healy,
Jr. H.& C.E., C.& G.S.

Forwarded:

H. E. Campbell,
Lieut. Commander, C.& G.S.,
Commanding, Ship DISCOVERER.
To: The Director, 
U. S. Coast and Geodetic Survey, 
Washington, D. C.

Through: Lieut. Robert W. Knox, 
Chief of Party,

From: Lieut. (j.g.) John C. Mathisson, 
Box 465, 
Long Beach, Calif.

Subject: Additional Information, Boat Sheet #5160.

The Director's letter of May 7, 1932 and comments on H 5160, Port Angeles, Washington, have been forwarded by Lieut. (j.g.) Henry J. Healy to the writer for reply.

All of the features were sketched at sextant fixes by the hydrographer in the field at the time the hydrography was in progress.

The railroad in the northern part of the bay was sketched in as it was impossible to approach by boat because of the log booms. This railroad is a trestle structure and is used for dumping logs into the water. It has a curve in the center and is connected to the railroad along the spit at both ends.

The long narrow dock near the head of the bay was found out of place by the hydrographer. A sextant fix was taken on a sounding line at the end of the dock and also near the shore end. This hydrographic location checks the topographic features ashore. It is thought that the length of the dock is not exaggerated.

The blue lines parallel to the faces of the principal wharves and the cross-hatched sections in blue are sounding lines and areas executed by a former party.
In the northern part of the bay there are two docks shown on Chart No 6303 that no longer exist. There are a few broken piles at the site of the east dock.

The pile dolphins and off shore limits of the log booms are also sketched on Chart No 6303. The location of some of these pile dolphins are approximate and the off shore limits of the log booms change from day to day as logs are stored and used by the various mills.

Boat Sheet No. 5160 and the sketches on Chart No 6303 are being returned under separate cover.

John C. Mathisson,
Lieut. (j.g.), C.& C. Survey.

Forwarded:
Robert W. Knox,
Lieut. C.& C. Survey,
Chief of Party.

The details referred to in this letter were originally accomplished on the boat sheet of H. 5160.

In view of the failure of T. 465:3 (surveyed by the same party that did H. 5160) to show these details, the boat sheet was returned to the surveyor on May 7, 1932 for interpretation.

Chart 6303 containing the changes, was prepared by Mr. Mathisson, and has been filed as Topo. Sheet No. 465:3.

Air photos in Mr. Reading's files show additional changes of charting value.  

E. Rock

July 22, 1932.
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. ................

REGISTER NO. 4653a

State.....Washington

General locality.....Strait of Juan de Fuca

Locality.....Port Angeles

Scale: 1:10,000. Date of survey.................., 1923

Vessel...........................................................................

Chief of Party....K. I. Adams

Surveyed by.....J. C. Mathisson

Inked by.....J. C. M

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

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

Instructions dated..................................................May 7, 1923

Remarks: This sheet is a copy of chart #6303 with revisions

in red.