Form 501

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: TOPOGRAPHIC
Field No.: T-7054

LOCALITY
State: WASHINGTON
General locality: STRAIT OF JUAN DE FUCA
Locality: PORT ANGELES

1948
CHIEF OF PARTY
J.C. Partington

LIBRARY & ARCHIVES
DATE: Oct. 27, 1948
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. Revision Survey

REG. NO. 77054

State Washington

STRAIT OF JUAN DE FUCA

General Locality Port Angeles

Locality Ediz Hook & Vicinity

Scale 1:10,000 Date of survey September, 1948

Vessel Northwestern District Office

Chief of party J. C. Partington

Surveyed by H. O. Fortin

Inked by H. O. Fortin

Heights in feet above M. H. W. to ground to tops of trees

Contour, Approximate contour, Form line interval ______ feet

Instructions dated 11 June, 1948

Remarks: For Revision of the Port Angeles Water Front

And Locating Lanes marks For Charts.
INSTRUCTIONS:
This survey was executed under Director's instructions dated June 11, 1948.

PREVIOUS SURVEY:
Previous surveys in this area were adequate, but due to changes along the waterfront, a revision survey was found to be necessary to keep the current charts properly corrected.

GENERAL:
Work was limited to the location of Aids to Navigation, Landmarks For Charts, changes in the shoreline, and additions of new piers and deletions of old ones.

CONTROL:
Triangulation control executed in 1892, 1926, and 1940 was used to control the survey. Stations East Base 1892, Tucker 1892, Shingle 1940, Taller Stack 1926, East Stack 1926, Angeles 2 1926, Nelson 1940, Port Angeles Crescent Boxboard Co., Stack 1926, (Ribre 1940), Weather Bureau Tower 1926, Clock 1940, Surge 1940, Lyon 1940, Bee 1940, and Twin 1940 were recovered or their positions verified by topography.

AIDS TO NAVIGATION & LANDMARKS FOR CHARTS:
The positions of Lighted Bell Buoy #2, located near the east end of Ediz Hook, and the Reference Nunn Buoy, just north of the Rayonier Incorporated Mill Co., were located on the tope sheet. The following were located on the tope sheet and their positions transmitted to the Washington Office on Form 367, Landmarks For Charts: (copy attached)

Distance Finding Station and Radio Beacon, Ediz Hook Lighthouse, Pilot Station, Incinerator, Tower, Light (Fixed Red), Light (Fixed Green), Stack, (Peninsula Plywood Corp.), Mast, (Radio KONF), and Stack, (Rayonier Incorporated Mill Co.).

METHODS:
Standard equipment and graphic control survey methods were employed. All new stations were located by intersection of three or more cuts from triangulation stations or by a combination of cuts and stadia rod readings. The elevations were determined by vertical angles taken with the Alidade and referred to Mean High Water.

GEOGRAPHIC NAMES:
All names were old established ones.
COAST PILOT:
No changes are necessary as found in the Supplement to U.S. Coast Pilot as of January 1, 1948.

AIR PHOTOS:
No air photographs were available for this project.

CHANGES & DELETIONS:
All inked positions on the topographic sheet designate changes in the shoreline, additions, deletions and changing shapes of piers, and locations of new buildings.

In the vicinity of Surge 1940, a new breakwater has been established. The shoreline has changed and the spur track leading towards the stacks has been removed.

The shapes of the piers between Lincoln and Cedar Street extended have changed.

A new small boat basin or haven in the vicinity of Lights 1948 has been established. The old piers in the vicinity of Nelson 1940 are in ruins. Changes in the shoreline and buildings between East Stack 1926 and Angeles 1926 are noted.

The southerly shoreline between the Pilot Station and East Base 1892 has changed.

Notations on chart # 6303 have been made of deletions and accompaniments to this report.

All the small buildings and shacks between the Pilot Station and triangulation station Angeles 2, along Edis Hook have been relocated. If the positions as shown on chart # 6303 do not conform with the new positions, the old positions should be deleted.

Only the lighthouse buildings located on the eastern tip of Edis Hook were located. All other buildings, except as noted below, on the U.S. Coast Guard Reservation, which extends to the Pilot Station, were not located. The outline of the airfield and two buildings were located only for reference points, and were penciled in, as the Washington Office is usually reluctant to place such reservations on charts. Blueprints showing the complete layout can be obtained from the Commander, Thirteenth Coast Guard District, New World Life Building, Seattle 4, Washington.

Objects such as oil and small water tanks and cupolas which were of no importance as landmarks were shown in small black circles. Notations in pencil concerning these points are shown on the top sheet.

The log boom area extending 0.9 of a mile directly south of the Pilot Station and inside of a line running westward towards the Washington Pulp & Paper Mill Co., pier is penciled on the topographic sheet.

The gable, Black Ball Ferry Pier Lat. 48° 07’13” Long. 123° 25’5” was deleted from the chart. The gable has been torn down.

Approved:

J.C. Partington
Lt. Comdr., C. & G. Survey
Commanding, Ship SURVEYOR

Respectfully submitted,

Henry O. Fortin
Lt. Comdr., C. & G. Survey
I recommend that the following objects which have not been inspected from seaward to determine their value as landmarks, be struck out (deleted from) the charts indicated.
The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>General Locality</th>
<th>Port Angeles, Washington</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name and Description</td>
<td>CABLE, Black Ball Ferry Pier</td>
</tr>
<tr>
<td>Latitude</td>
<td>Longitude</td>
</tr>
<tr>
<td>M.</td>
<td>D. M.</td>
</tr>
<tr>
<td>O</td>
<td>I</td>
</tr>
<tr>
<td>42° 07'</td>
<td>595'</td>
</tr>
<tr>
<td>L. 79° 6' (1948)</td>
<td></td>
</tr>
</tbody>
</table>

Note: This building has been torn down and moved farther inshore.

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted on the charts indicated.

The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>GENERAL LOCALITY</th>
<th>PORT ANGELES, WASHINGTON</th>
<th>POSITION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<tr>
<td></td>
<td></td>
<td></td>
<td>D. N. METERS</td>
<td>D. P. METERS</td>
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<tr>
<td>D.F.S. B.EW. White Antenna Pole</td>
<td>48 08</td>
<td>755</td>
<td>123 24</td>
<td>70</td>
<td>1927</td>
<td>Topp. Sept. 1467</td>
<td>X</td>
<td>6932</td>
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<tr>
<td>(Alternate Red &amp; White Stripes 45')</td>
<td>48 08</td>
<td>795.6</td>
<td>123 24</td>
<td>624.8</td>
<td>=</td>
<td>Tri.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EREDLE Hook LIGHTHOUSE</td>
<td>48 08</td>
<td>930</td>
<td>123 25</td>
<td>592</td>
<td>=</td>
<td>Topp.</td>
<td># # X X</td>
<td>#</td>
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<tr>
<td>White House (521')</td>
<td>48 08</td>
<td>823</td>
<td>123 27</td>
<td>17</td>
<td>=</td>
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<tr>
<td>PILOT STATION, White Cupola (301')</td>
<td>48 08</td>
<td>794</td>
<td>123 27</td>
<td>513</td>
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<tr>
<td>INCINERATOR, Black Screened (551')</td>
<td>48 08</td>
<td>1222</td>
<td>123 27</td>
<td>103</td>
<td>=</td>
<td></td>
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<tr>
<td>(Port Angeles Shingle Mill Co.)</td>
<td>48 08</td>
<td>1033</td>
<td>123 27</td>
<td>47</td>
<td>=</td>
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<tr>
<td>LIGHT, F. R. (151')</td>
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<td>294</td>
<td>123 27</td>
<td>613</td>
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<tr>
<td>LIGHT, F. G. (151')</td>
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<td>123 27</td>
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<tr>
<td>(Entrance to Small Boat Haven)</td>
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<td>1222</td>
<td>123 27</td>
<td>103</td>
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<tr>
<td>(Entrance to Small Boat Haven)</td>
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<tr>
<td>Peninsula Plywood Corporation</td>
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<td>MAST, Radio, KOPF (161')</td>
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<tr>
<td>(Alternate Red &amp; White Stripes)</td>
<td>48 07</td>
<td>541</td>
<td>123 26</td>
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<td>STACK, Gray, Concrete (1261')</td>
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<tr>
<td>(Rayonier Incorporated Mill Co.)</td>
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</tbody>
</table>

Note: All heights are above MLLW

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF TOPOGRAPHIC SURVEY

REGISTRY NO. T-7054
FIELD NO. ------

Washington, Strait of Juan De Fuca, Port Angeles
Surveyed in September, 1948 Scale 1:10,000
Project No. ------

Plane Table Survey Aluminum Mounted

Chief of Party - J. C. Partington
Surveyed by - H. O. Fortin
Inked by - H. O. Fortin
Reviewed by - G. F. Jordan, March 2, 1950
Inspected by - R. H. Carstens

This revision survey delineates sections of the waterfront where changes had occurred, and shows new landmarks for charting.

The control for the survey originates with triangulation stations of 1892 to 1948.

A comparison with T-4188 (1926) reveals a 45-meter accretion of the shoreline at the end of Ediz Hook. Slight changes have occurred in the shoreline on the south side of the Hook.

The present survey has been applied to Chart 6303 (comparison with print of 11/21/49).

No observations were made for magnetic declination.
### NAUTICAL CHARTS BRANCH

**SURVEY NO. 7054**

Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<td>Before After Verification and Review</td>
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<td>H.W. Burgoyne</td>
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<td>3/13/52</td>
<td>6303</td>
<td>J.W. Walker</td>
<td>After Verification and Review</td>
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<tr>
<td>1/8/54</td>
<td>6401</td>
<td>B.H. Benson</td>
<td>Before After Verification and Review</td>
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</tbody>
</table>

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.