

2371

Diag. Ch. No. 6002-1

U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett , Superintendent.

State: *Washington*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 2371

LOCALITY:

Entrance to Gray's Harbor

1898.

CHIEF OF PARTY:

Ferdinand Westdahl, Asst.

2371

FEB. 17. 9 02505

U. S. C. AND G. SURVEY,
LIBRARY AND ARCHIVES
FEB 18 1899

Write me at:

Telegraph me at:

San Diego, California.

My Express Office is:

Library and Archives.

U. S. COAST AND GEODETIC SURVEY,

Insp'r of Hyd'y & Top'y.

San Diego, Cal.

St. "Gedney"

February 8th, 1899



ACKNOWLEDGED

FEB 20 1899

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C. & G. Survey

Dr. Henry S. Pritchett,

Superintendent Coast and Geodetic Survey,

Washington, D. C.

Sir;

I send to day by registered mail a roll containing a tracing of the hydrography and topography executed by the party under my charge at the Entrance to Gray's Harbor, Washington during September and October 1898. Also a blue print of survey of Gray's Harbor bar and Entrance made under the direction of Captain Harry Taylor, Corps of Engineers, U. S. A. in June, 1898.

I have the honor to report that the soundings shown on the tracing were obtained as the "Gedney" was passing out to sea, or when attempting to pass out and returning on account of rough bar. In accordance with your instructions of August 1, 1898 I did not attempt a regular survey of the bar even if weather had permitted. I am informed by the resident Assistant Engineer in charge of improvements of the harbor that it is their purpose to make

a survey of the bar and entrance every season while the jetty is being constructed. The topography was executed in connection with the determination of signals for hydrographic works and represents the shore line as it existed in September 1898.

New
Island

I beg leave to call particular attention to the sand island found to the eastward of the entrance. It is only a few feet above extreme high water and covered with drift wood with here and there spears of grass. Whether it is a permanent addition to the features of Gray's Harbor entrance or not, is difficult to say, but that it deserves to be surveyed and studied every season while the improvements are in progress is manifest, as it constitutes one of the factors to make or mar the mouth of the harbor. Its existence was not known to the resident Engineer and he obtained from me a tracing of the shore line to compare with his own survey of a few months earlier in the season upon which no such island was shown although it doubtless existed.

Stray
Buoy.

I beg leave to call attention also to an extra buoy on the bar not enumerated in the list of buoys published by the Light House Board. I was informed that it was a "stray" buoy and that it was allowed to remain there because there was a channel across the bar close to it. I steamed out through that channel once when the bar was very smooth and ran close to the buoy which is a

good mark for it, but I submit that the position of the buoy ought to be given in the Light House list while it is allowed to remain there as it may cause confusion in the mind of a stranger entering the harbor. I was informed of its existence while in Astoria on the passage to Gray's Harbor, by an officer of the U.S. Tender or I should have been in doubt myself — how to proceed.

Gray's Harbor Light. The light recently established at Gray's Harbor has been complained of by shipmasters because the flashes are instantaneous and when at a distance the eclipse is absolute. There is some ground for this as it is extremely difficult to obtain a good bearing of it on a cloudy night when no stars are in sight to help fix the direction of the flash when seen. Before the compass can be read the light vanishes and even a slight movement of the vessel makes an apparent great change in the direction when referred only to some part of the vessel itself. When the flash reappears it seems to be in a new direction and it is gone in an instant. When at a distance of ten miles or more the red flash can rarely be seen which increases the difficulty.

Commerce of Gray's Harbor is quite extensive and increasing in importance. During the month of September 1898, though the Coast had not yet begun to feel the influence of reviving

commerce, especially in the lumber trade, there were shipped out of Gray's Harbor by sea four and one half millions feet of lumber to foreign and domestic ports.

The towns on the bay, such as Hoquiam, Aberdeen, Cosmopolis and Montesano are flourishing and growing communities, while others such as Ocosta, Gray's Harbor City and Raidlaw are practically dead. Westport on Point Chehalis, at the mouth of the harbor, is only a summer resort and has but a small population in the winter.

In conclusion I beg to call attention to the fact that the Coast Survey Chart of Gray's Harbor is apparently only a reconnaissance map and does not show all these towns like the chart of the neighboring Willapa Bay, for instance. I heard many allusions to this neglect by the Coast Survey and would recommend a complete survey of the bay. As I have before stated (see letter to the Superintendent of Sep. 71, 1898) I do not think any of the triangulation points established in 1860 will ever be found so that an entirely new survey would have to be provided.

Respectfully submitted
Ferdinand Westdahl

Assistant C. & G. Survey
Comdg. "Edney"

Department of Commerce and Labor

The time is very irregular and in some instances the reading is evidently incorrect as the length of time between soundings was not sufficient to allow the soundings to be taken.

The bottoms were not recorded often enough.

The soundings have been reduced, using the reducers furnished by the Tidal Gage, and replotted.

H. L. Simmons

Dec 5, 1906.

This work was not applied to the charts as it was superseded by surveys of U. S. Engrs.

G. L. F.