

8951 8952  
8953

Diag. Cht. No. 5802

Form 504

U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey SHORELINE  
T-8951  
Field No. Ph-22(47) Office No. T-8952  
T-8953

LOCALITY

State OREGON

General locality UMPQUA RIVER

Locality AN AREA ADJACENT TO THE SHORELINES  
OF UMPQUA RIVER FROM PACIFIC OCEAN UPSTREAM  
TO A POINT ABOUT 2.5 MILES EAST OF REEDSPORT

1948

CHIEF OF PARTY

R.A. Earle-Field—Chief of Party

C.W. Clark—Portland Photogrammetric Office

LIBRARY & ARCHIVES

DATE

B-1870-1 (1)

8951 8952  
8953

## DATA RECORD

T-8951 to T-8953 Incl.

Project No. (II): Ph-22(47)      Quadrangle Name (IV):  
 Portland, Oregon  
 Field Office (II): Reedsport, Oregon - Field Unit      Chief of Party: R.A. Earle  
 Photogrammetric Office (III): Portland, Oregon      Officer-in-Charge: Charles W. Clark  
 Instructions dated (II) (III): 27 February 1948      Copy filed in Division of  
 (Field and Office)      Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000      Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): None

Date received in Washington Office (IV): JUN 13 1951      Date reported to Nautical Chart Branch (IV): JUN 29 1951

Applied to Chart No.      Date:      Date registered (IV): 24 Dec 1952 7-8951  
 7 Nov 1952 7-8952  
 24 Dec 1952 7-8953

Publication Scale (IV):

Publication date (IV): July 1952  
 (Date of Issue)

Geographic Datum (III): N.A. 1927

Vertical Datum (III): Mean Sea Level  
 High WaterMean sea level except as follows:  
 Elevations shown as (25) refer to mean high water  
 Elevations shown as (5) refer to sounding datum  
 i.e., mean low water or mean lower low water

Reference Station (III): See reverse side

Lat.:      Long.:      Adjusted  
 Unadjusted

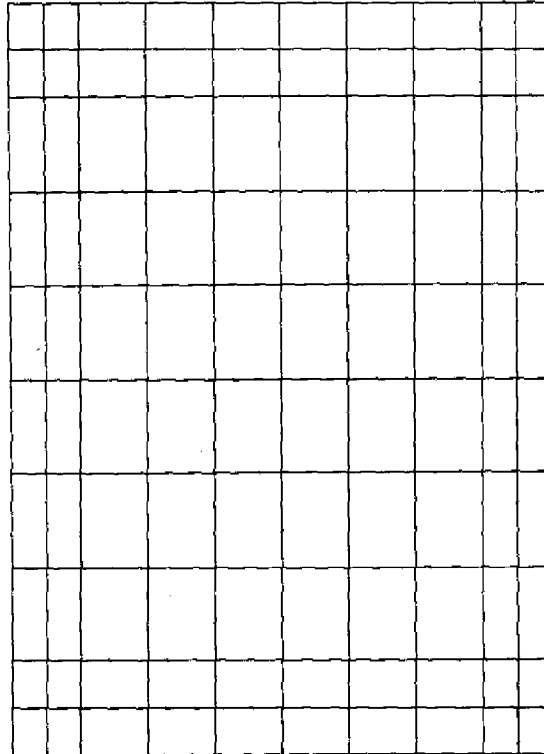
Plane Coordinates (IV):      State:      Zone:

Y=      X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,  
 or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.





Areas contoured by various personnel  
(Show name within area)  
(I) (II)

## DATA RECORD

Field Inspection by (II): J.C. Lajoie, J.H. Winniford, &  
E.H. Taylor

Date: 8/3/48 to  
9/13/48 ✓

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location): 8/6/48 to 9/13/48. Located by field inspection, transferred to office photographs by use of stereoscope and then compiled on map manuscripts.

Projection and Grids ruled by (IV):

Date:

Projection and Grids checked by (IV):

Date:

Control plotted by (III): F.H. Elrod

Date: 7/3/50 to 7/6/50

Control checked by (III): Helen L. Laube

Date: 7/18/50

Radial Plot or Stereoscopic James L. Harris & J. Edward Deal  
Control extension by (III):

Date: 8/22/50 to 8/28/50

Stereoscopic Instrument compilation (III):

Planimetry

Date:

Contours

Date:

Manuscript delineated by (III):

T-8951 - Helen L. Laube

9/20/50 to 11/3/50

T-8952 - C.C. Wiebe

Date: 9/29/50 to 10/26/50

T-8953 - M.B. Elrod

9/15/50 to 10/13/50

Photogrammetric Office Review by (III): Ree H. Barron (all sheets)

Date: Dec. 1950 and  
May 1951

Elevations on Manuscript  
checked by (II) (III):

Date:



Camera (kind or source) (III): Camera "D", Single lens, 12" focal length

Number		Date	Time	Scale	Stage of Tide
47-D-232 thru 240		11/21/47	12:42	1:10,000 ratio *	3.4 ft. above M.L.L.W.
242 thru 248		11/21/47	12:55	" "	3.4 " " "
252 thru 259		11/21/47	13:11	" "	3.4 " " "
272 thru 276		11/21/47	13:38	" "	3.4 " " "
280 thru 284 Office		11/21/47 ✓	13:50	" "	3.5 " " "
49-D- 90 thru 102		5/25/49	11:16	" "	2.5 ft. above M.L.L.W.
106 thru 115		5/25/49	11:22	" "	2.6 " " "
127 thru 135		5/25/49	11:41	" "	2.9 " " "
141 thru 150		5/25/49	11:54	" "	3.2 " " "
153 thru 162		5/25/49	12:07	" "	3.4 " " "

\*NOTE: At the higher of the two low water stages for 11/21/47

Tide (III)

Reference Station: Humboldt Bay  
 Subordinate Station: Umpqua River Entrance  
 Subordinate Station: Gardiner Reedsport  
 Washington Office Review by (IV): L. T. Stevens

Ratio of Ranges	Diurnal	
	Mean Range	Spring Range
	4.5	6.4
1.1	5.1	6.9
1.1	5.1	6.7
1.1	4.9	6.4

Final Drafting by (IV): Hunter

Date: 12-7-51

Drafting verified for reproduction by (IV): Halluin

Date: 19 June 52

Proof Edit by (IV):

Date: 26 June 52

Date:

Land Area (Sq. Statute Miles) (III): 19.1  
 Shoreline (More than 200 meters to opposite shore) (III): 57.7 statute miles  
 Shoreline (Less than 200 meters to opposite shore) (III): 16.9 " "  
 Control Leveling - Miles (II):  
 Number of Triangulation Stations searched for (II): 91 Recovered: 31 Identified: 29  
 Number of BMs searched for (II): Recovered: Identified:  
 Number of Recoverable Photo Stations established (III): 38 (Heading 38, Compilation Report)  
 Number of Temporary Photo Hydro Stations established (III): None

Remarks: F.I. Photos:

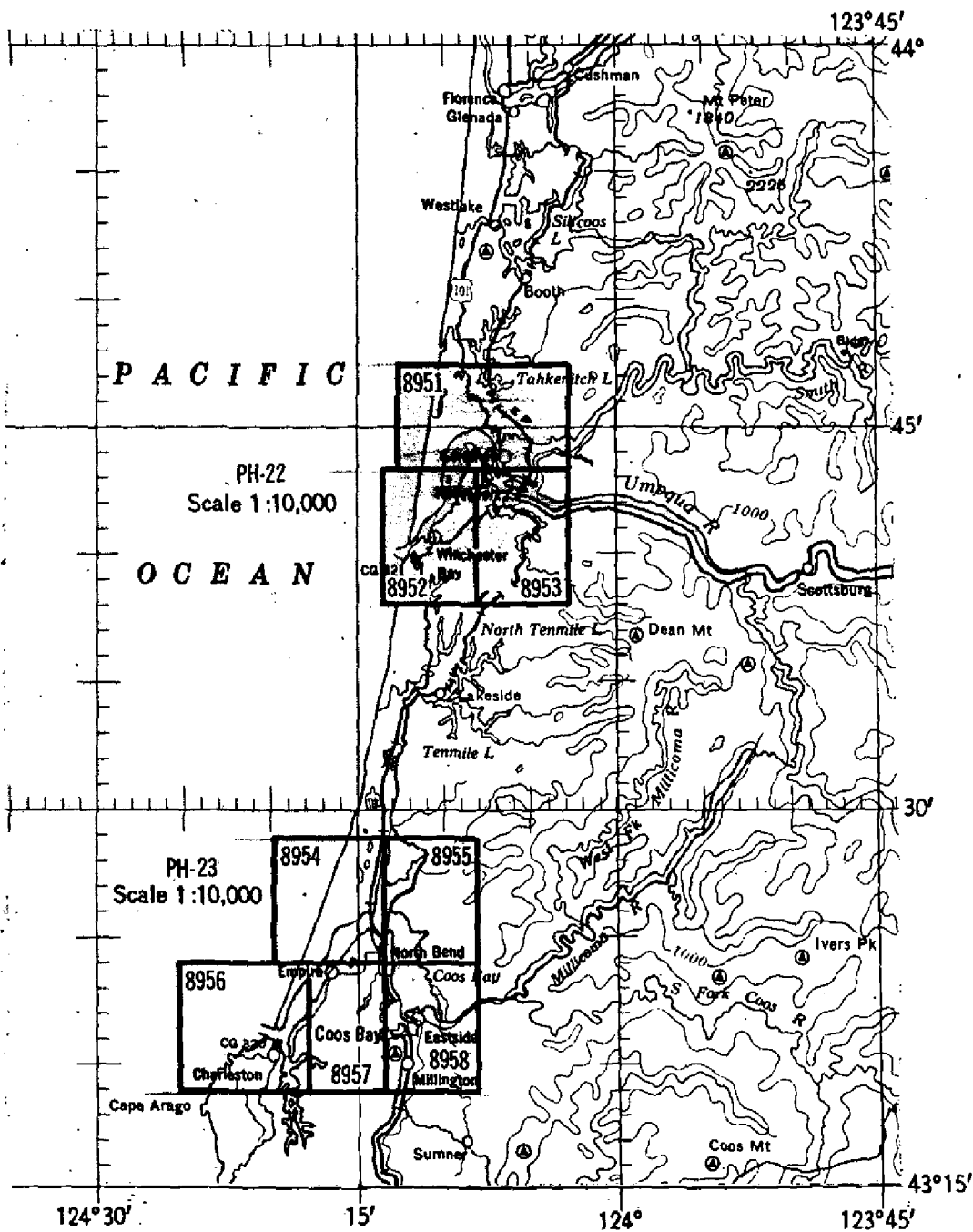
T-8951  
 47-D-237  
 238  
 239  
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 242  
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 282

T-8952  
 47-D-233  
 234  
 235  
 236  
 243  
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T-8953  
 47-D-256  
 257  
 258  
 272  
 273  
 274  
 275  
 282  
 283  
 284

SHORELINE MAPPING PROJECT PH-22 (47)

OREGON Umpqua River



SHORELINE MAPPING PROJECT PH-23 (47)

OREGON Coos Bay



FIELD INSPECTION REPORT  
Sheets 8951 to 8953 (Incl.)  
Project Ph-22(47)

1. Description of the area:

The area embraced by this report lies between Latitude  $43^{\circ} 38' 00''$  and Latitude  $43^{\circ} 47' 00''$ , and between Longitude  $124^{\circ} 08' 00''$  and Longitude  $124^{\circ} 13' 00''$ . It covers the Umpqua and Smith Rivers, Providence and Scholfield Creeks, the Umpqua River Entrance, the coastal area north and south of the Entrance, and the areas adjacent thereto, including the towns of Reedsport, Winchester Bay, and Gardiner.

The area may be divided into three distinct topographical units which are enumerated below.

1. An area of sand dunes and fossil sand dunes.
2. A flat area adjacent to the river and to the larger drains.
3. The rugged hilly area.

The area will be discussed in the order noted above.

1. The area of sand dunes and of fossil dunes extends both north and south from the Umpqua River Entrance to the north and south limits of the project. Northwesterly of the large bend in the Umpqua River, this unit blends imperceptibly with the area noted in unit 3, which will be described below.

On the south end of the sand spit on the north side of the north entrance jetty there is an area of shifting sand dunes and small seepage ponds. Here and there, small islands of vegetation have succeeded in establishing themselves, as at Army Hill and Brushy Hill. Further north, the area of shifting sand parallels the beach for a short distance inshore, while inland the dunes have been captured by vegetation and are held in place. Examples of the latter may be seen in the area adjacent to Threemile and Elbow Lakes.

The bulk of the drainage in this area is subsurface; however, one stream, Three Mile Creek, drains directly across this area and enters the Pacific Ocean.

South of the Entrance, the area is substantially the same, except that the captive dunes are directly south of the river, in the vicinity of the Lighthouse Reservation, and these give way to the shifting sandy dunes, described above, at a point about 1 mile south of the south jetty.



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2. The second unit is comprised of the marsh or the reclaimed flat land which borders on the rivers and the larger drains. Typical of this category are the flat lands which parallel the Smith and Umpqua Rivers and the marshes which parallel Providence and Scholfield Creeks.

This land, where diked and drained, is used to some extent for grazing and agricultural purposes.

The drainage in this area is the tidal drainage of meandering sloughs, or is an artificial pattern of dikes and ditches whose outlet to the river is by way of tide gates.

This area was once under water and has probably been exposed by a combination of sedimentation and the emergence of the coast line.

3. The third unit, which comprises the bulk of the area, is rugged and hilly, and is either densely forested with softwood, or is densely covered with a second growth of brush, hardwood, and softwood trees.

The drainage in the area spreads out in dendritic patterns, is perfectly defined and is dominantly perennial.

There are two major highways in the area. U.S. 101 runs north and south along the coast and joins Reedsport with other towns along the coast. Oregon State Highway 38 junctions with U.S. 101 at Reedsport and follows the Umpqua River easterly, eventually junctioning with U.S. 99 to form a transportation link to the east.

There is a secondary road which junctions with U.S. 101 about 1/2 mile north of Gardiner and continues easterly along the north bank of the Smith River. Another secondary road junctions with Oregon Highway 38 about 2.0 miles east of Reedsport and continues in a southerly direction, roughly paralleling Scholfield Creek.

There is one railroad in the area, a branch line of the Southern Pacific, which traverses the area north and south.

There are three small towns in the area; Winchester Bay, Gardiner <sup>7-8952</sup> and Reedsport. <sup>7-8951</sup> Of these, only Reedsport is an incorporated town. Winchester Bay is largely supported by tourist trade and pleasure fishing. Gardiner and Reedsport depend largely upon the lumber industry and upon the traffic of the port. There is only minor agricultural endeavor in the area.

## 2. Completeness of Field Inspection:

The field inspection for the clarification of detail was done in accordance with the instructions for this project, i.e. within the detail limits, complete planimetric detail has been shown. Outside the detail limit, only the major drainage, through roads, landmark buildings, etc., have been shown.



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3. Interpretation of the Photographs: *Field inspection photographs are not the same as those used in the radial plot. (See p. 5, Remarks)*

A heavily wooded zone of hardwoods presents a lighter greyish tint and a greater uniformity of tone than a correspondingly heavy area of softwood. For an example of a heavy hardwood zone, see Photo 47-D-245 in the area adjacent to Winchester Creek.

*F 8903*

All logged over areas are densely covered by brush or second growth timber of a mixed character. The logged over areas are a light mottled grey. For a type example of this area, see Photo 47-D-245, in the area south of Winchester Bay. Sand areas appear white, while marshy areas have a distinctly mottled appearance which is cut by meandering tidal sloughs.

4. Horizontal Control:

A thorough search was made for all USC&GS triangulation in the area and recovery notes on Form 526 have been submitted. All stations to be used to control the radial plot have been identified on the photographs and pricking cards have been submitted. In the eastern portion of the project, additional control was established. (See Special Report on this subject.) *Filed with 943/GT2-G7807 Bu. Archives*

The traverse control by the USGS along the railroad in the eastern portion of the project was identified for use in the radial plot. *(See also Heading 20, following)*

5. Vertical Control:

All tidal bench marks were searched for and Form 685 has been submitted. In areas where there were a group of bench marks, only one of the group was identified on the field photograph. No attempt was made to recover any other vertical control within the project limits.

6. Contours and Drainage:

No contouring is being done in this area.

All drainage within the detail limits, except for minor ditches, has been classified and delineated in the field. Where necessary, supplemental measurements were taken from identifiable objects on the photographs. All drainage was verified under the stereoscope.

Only major drainage was shown outside the detail limits and within the project limits.



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7. Mean High Water Line:

The mean high water line was delineated on the photographs in accordance with the project instructions. The mean high water line was inspected either by walking the shore or by inspection from a boat kept close to the shore line.

8. Low Water Line:

The low water line was not located by this party.

9. Wharves and Shoreline Structures:

All wharves and shoreline structures were identified on the field photographs. Appropriate explanatory notes were made on the photographs. All floating structures and non permanent features have been deleted.

10. Details offshore from the High Water Line:

Dolphins, piling, ruins of old docks and trestles, and other offshore details have been identified and appropriate notes have been made on the field photographs.

11. Landmarks and Aids to Navigation:

All landmarks shown on Chart 6004 were inspected and recommended for retention or deletion. Additional landmarks were recommended in the Gardiner-Reedsport area. *(carbons fm 567 attached)*

All aids to navigation were located on the photographs where they were visible. In addition, one lighted aid (Four Mile Light) *7-8951* was located by Photo Point methods and one (Macey Sands Light) by *7-8953* a fix from identifiable points on the photograph by a transit. The Front and Rear Entrance Range structures were located by Photo Point method.

12. Hydrographic Control:

No photohydro stations were located. In this connection, it should be noted that topographic stations, either lighted aids to navigation or natural objects, were established in areas where the triangulation recovered was insufficient to satisfy the requirements for Topographic Control as stipulated in the Hydrographic Manual.



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13. Landing Fields and Aeronautical Aids:

There are no landing fields or aeronautical aids in the area covered by this project.

14. Road Classification:

All roads have been classified in accordance with Photogrammetry Instructions No. 17, dated 9/15/47. All changes in road classification and all road ends have been shown by a red tick. The names and numbers of all through or major access roads have been shown.

The names of all streets within the corporate boundaries of the town of Reedsport were taken from street signs and verified at *7-8953* the City Recorders Office.

Minor roads outside the detail limit have been deleted.

15. Bridges:

All highway and railroad bridges in the detail area have been shown. In cases where the bridge is over a navigable waterway, the horizontal and vertical clearances have been shown for fixed bridges, with the time and date of the investigation. For draw bridges, the horizontal clearance and the type, and the date of the investigation have been shown. All notes relative to the bridges were noted on the field photographs adjacent to the bridge to which the notes apply. *See Heading 67. Review Report.*

16. Buildings and Structures:

All buildings and structures within the detail limit have been shown. The entire area has been considered as rural.

17. Boundary Lines and Monuments:

Only the city of Reedsport has a boundary. An attempt was made to recover several of the marked corners but without success. The city plat was in the process of revision and was not available to this party. The city boundary was surveyed some time ago by the Oregon State Highway Commission and a copy of the boundary was secured from them. This layout may be projected on the map manuscript and oriented by means of the existing street layout.



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The limits of the Umpqua River Coast Guard station were searched for but not found. A layout of the station was secured from the Coast Guard and may be traced after orienting on the recoverable features which were marked on the field photographs. *see 33 Compilation Rept. & 68 Review Rept.*

18. Geographic Names:

The investigation of geographic names in the area was accomplished by a one man party and is the subject of a special report. Local names, such as posted highways, street names, churches, schools etc. were noted by the field inspection parties on the field photographs. *Filed in Geographic Names Section*

19. Power Transmission, Telegraph and Telephone Lines:

All power transmission, telegraph, and telephone lines within the detail limits which constituted definite topographical features were shown on the field photographs. The overhead clearance of all powerlines over navigable waterways has been shown with the time of the observation and the date.

The Coast Guard telephone line which roughly parallels the grass line on the north and south beaches was located by measurements from identifiable objects on the photographs.

20. USGS Control:

A traverse, run by the USGS, which located natural objects in the Scholfield Creek-Frary Creek area was utilized by this party for control in those areas. The points on the traverse were easily identifiable but were indefinitely described. For instance, "Point 207, Bridge 743 F (USGS, 1917) North end" was taken to mean the center of the track at the most northerly end of the actual bridge structure rather than the north end of the point where the bridge itself actually became visible on the photograph. In either case, the area covered by description is well within the allowable error for topographic stations. *7-8953*

Approved:

*W.H. Bainbridge*  
W.H. Bainbridge  
Chief of Party

Respectfully submitted:

*John C. Lajoie*  
John C. Lajoie  
Photogrammetric Engineer



PHOTOGRAMMETRIC PLOT REPORT  
Map Manuscripts Nos. T-8951 to T-8953 Incl.  
Project Ph-22(47)

21: AREA COVERED:

This radial plot covers an area, from 0.1 mile to 1.0 mile wide along the shorelines of the Umpqua River from the Pacific Ocean to a point about 2.5 miles east of Reedsport, Oregon. Included are the shorelines of Smith River from Blacks Island to Otter Slough and also the shoreline of the Pacific Ocean from about 2 miles south of to about 8 miles north of the jetties at the entrance to Umpqua River. The radial plot comprises Map Manuscripts Nos. T-8951 to T-8953 Incl.

22: METHOD:

Methods used were similar to those described in the Photogrammetric Plot Report for Map Manuscripts Nos. T-8960 to T-8965, Project Ph-25(47), 1948 which is included in a combined descriptive report for that project, except as follows:

The ratio prints of the 1949 photography contained fiducial marks for use in correcting paper distortion and this correction was made when drawing the templates.

Several identified horizontal control stations could not be held and facts pertaining to these stations are discussed in this report under side heading 23: "Adequacy of Control".

23: ADEQUACY OF CONTROL:

Several identified stations which could not be held to are as follows:

In T-8951

BOOM, 1920

It is believed that the field identification of the sub-station for BOOM, 1920 is in error. The sketch on the pricking card is in disagreement with the actual pricking on the field photographs. Also the picture point selected in 1948 in the field was not visible on the 1949 photographs. The station was disregarded for use in controlling the radial plot. (*see Heading 3, Field Inspection Report*)

CHANNEL LIGHT 2

The station was identified in the field as "doubtful" and was not held to in the radial plot. *Destroyed*



## LEED (USE)

The station is destroyed, according to the 1948 recovery note on Form 526 for LEED (USE), and from other facts contained therein it is believed that the field work in locating the sub-station is probably very doubtful. The station was disregarded for use in controlling the radial plot and a scaled radially plotted position is being submitted on Form 524 for the sub-station which is the fixed aid to navigation LEEDS ISLAND LIGHT.

In T-8952

BAG, 1928

It is believed that the field identification of the sub-station is in error. The field report indicates the area in which the sub-station is located is subject to change due to shifting sands. There is also some doubt about the geographic position for this station. Refer to Geographic Positions Accession No. G-101, Page 3, Siuslaw River to Coos Bay. (Field Computation.)

All other identified control stations were held to and these were adequate to control the orientation of templets in the radial plot.

24: SUPPLEMENTAL DATA:

There were no graphic control surveys or other supplemental control data furnished for the area of this radial plot.

25: PHOTOGRAPHY:

The photographs taken in 1949 furnished adequate coverage and overlap except as follows:

One flight of 1947 field photographs, namely: 47-D-230 to 47-D-240 incl., were used to supplement the 1949 photographs.

A sketch is included as part of this report showing the location of photograph centers, horizontal control stations and the sheet layout of the area.

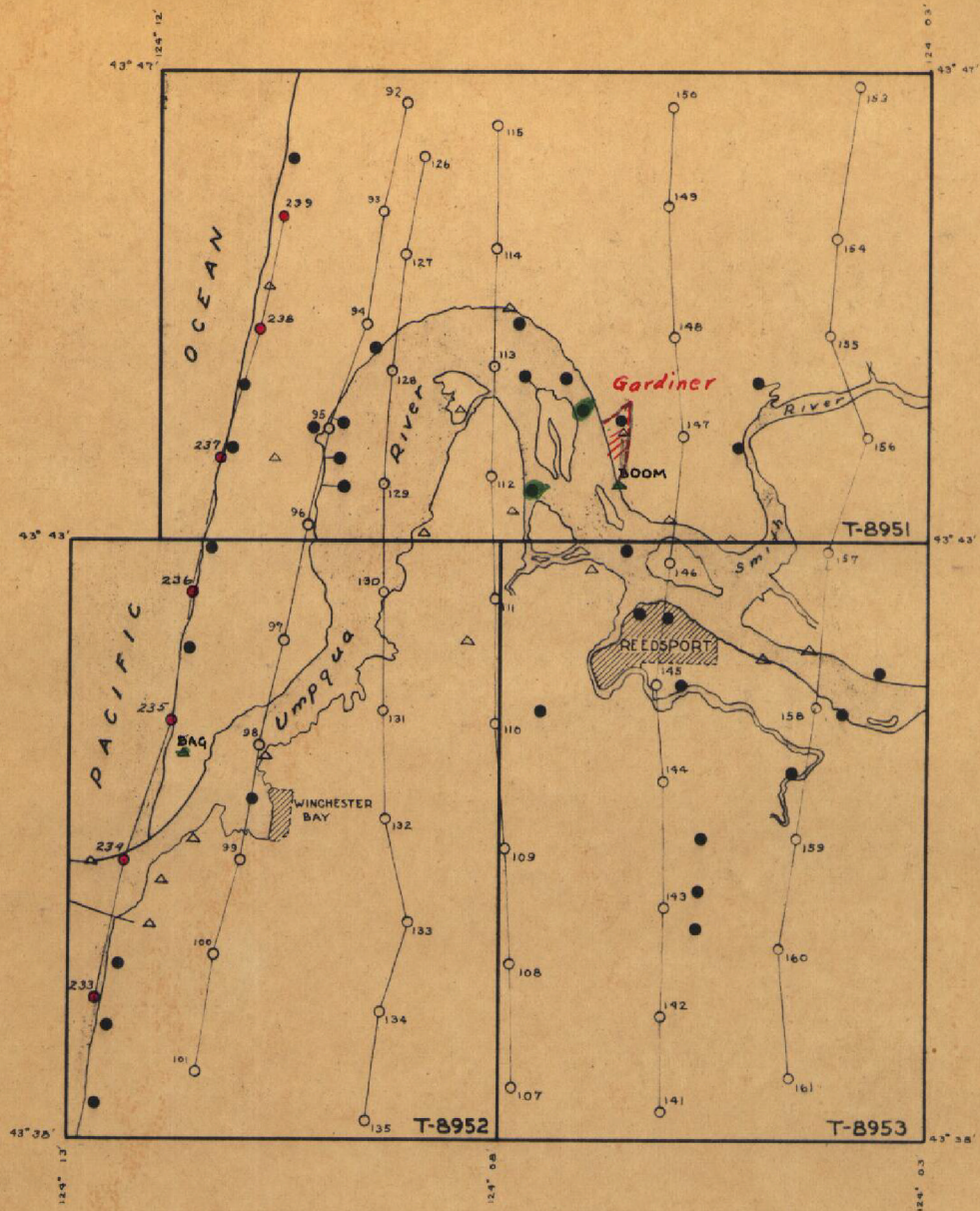
Approved:

*Charles W. Clark*  
Charles W. Clark  
Officer-in-Charge

Respectfully submitted:

*J. Edward Deal, Jr.*  
J. Edward Deal, Jr.  
Cartographer

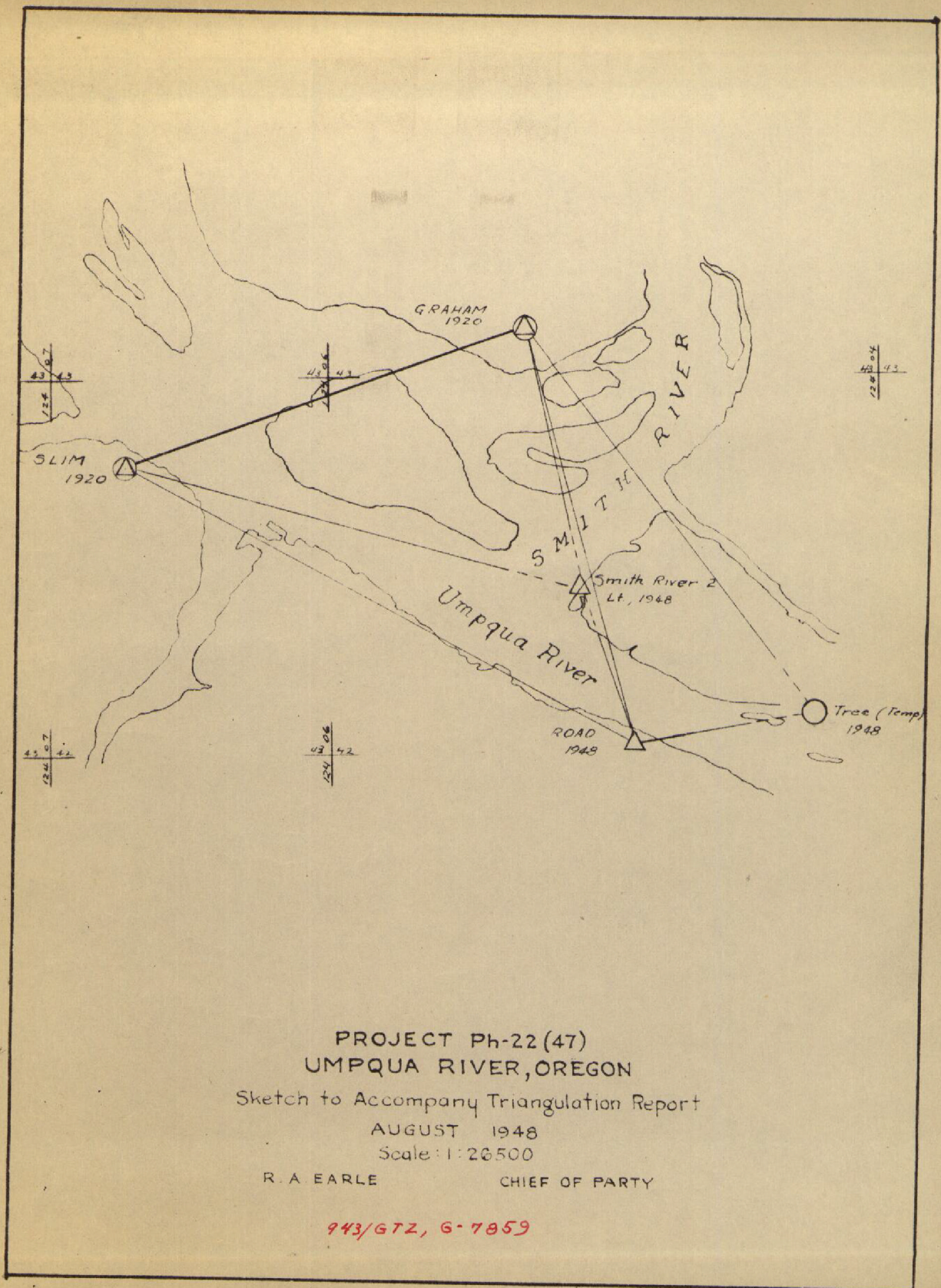




- △ Horizontal Control
- ▲ Horizontal Control Discussed in Descriptive Report
- Topographic Stations
- 1947 Single Lens Photographs
- 1949 Single Lens Photographs

PH-22 (47)  
 UMPQUA RIVER





PROJECT Ph-22 (47)  
 UMPQUA RIVER, OREGON  
 Sketch to Accompany Triangulation Report  
 AUGUST 1948  
 Scale: 1:26500  
 R. A. EARLE CHIEF OF PARTY

943/672, 6-7859



MAP T. 8251 PROJECT NO. Ph-22(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\psi$ -COORDINATE LONGITUDE OR $x$ -COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			FORWARD	(BACK)	FORWARD	(BACK)		FORWARD	(BACK)	
BRIDGE 7370 (USGS 1917) North End	Hor. Control Reedsport Ore. Quad Page G-1	M.A. 1927	43° 44' 19.6"					604.9	(1246.9)	
GULL 1928 r 1948	G-101 Page 2	"	124° 04' 51.1"		<i>Fm. 524</i>			1143.5	(199.2)	
	G-101 Page 2	"	43° 45' 27.590"					851.5	(1000.3)	
KROLL 1928 r 1948	G-101 Page 2	"	124° 10' 16.868"		<i>Just north of limit</i>			901.4	(440.8)	
BRUSHY HILL 2 1908 r 1948	G-586 Page 41	"	43° 47' 02.242"					69.2	(1782.6)	
	G-613 Page 87	"	124° 10' 16.868"					377.2	(964.5)	
BOOM 1920 r 1948	G-586 Page 41	"	43° 43' 46.859"					1446.2	(405.6)	
	G-613 Page 87	"	124° 10' 19.010"					425.5	(917.4)	
CHANNEL LIGHT 2 1920 destroyed	G-613 Page 89	"	43° 43' 27.264"		<i>Not held</i>			841.4	(1010.4)	
	G-613 Page 86	"	124° 06' 31.664"					708.7	(634.2)	
MILE 1920 r 1948	G-613 Page 86	"	43° 43' 41.132"		<i>Fm. 524</i>			1269.5	(582.3)	
	G-613 Page 86	"	124° 09' 21.285"					476.4	(866.5)	
SPLIT, 1920 r 1948	G-613 Page 86	"	43° 45' 01.345"					41.5	(1810.3)	
	G-613 Page 87	"	124° 07' 55.411"					1239.7	(102.7)	
SCHOOL 1920 r 1948	G-613 Page 87	"	43° 44' 07.504"					231.6	(1620.2)	
	G-613 Page 88	"	124° 08' 21.641"					484.3	(858.4)	
GRAHAM 1920 r 1948	G-613 Page 88	"	43° 43' 53.085"					1638.4	(213.4)	
	G-613 Page 86	"	124° 06' 31.896"					713.9	(629.0)	
AT 1920 r 1948	G-613 Page 86	"	43° 43' 08.215"					253.5	(1598.3)	
	G-586 Page 28	"	124° 05' 18.819"					421.3	(921.8)	
BURN 1908 r 1948	G-586 Page 28	"	43° 43' 04.800"					148.1	(1703.7)	
		"	124° 08' 55.004"					1231.3	(111.8)	
		"	43° 43' 17.265"					532.8	(1319.0)	
		"	124° 07' 57.316"					1283.0	(60.1)	







MAP T-8952

PROJECT NO. Ph-22(47)

SCALE OF MAP 1:10,000

SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\nu$ -COORDINATE LONGITUDE OR $x$ -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
					FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
✓ BAG, 1928 <i>r 1948</i>	G-101 Page 3	N.A.	43° 41'	14.182"	437.7	(1414.0)	- 33.7	404.0	(1447.8)		
✓ UMPQUA RIVER LIGHT <i>r 1948</i>	G-586 Page 41	N.A.	124° 11'	45.839"	1026.6	( 317.1)	- 27.3	999.3	( 344.4)		<i>Not Held</i>
✓ HOUSE, 1908 <i>r 1948</i>	G-613 Page 85	"	43° 39'	44.840"				1383.8	( 467.9)		
✓ CORNWALL (USE) <i>r 1948</i>	G-613 Page 85	"	124° 11'	50.302"				1127.1	( 217.3)		
✓ REEDSPORT 1942 <i>r 1948</i>	G-613 Page 86	"	43° 41'	13.831"				426.9	(1424.9)		
✓ FIR (USE) 1920 <i>r 1948</i>	G-5685 Page 642	"	124° 10'	37.939"				849.7	( 494.1)		
✓ WINCHESTER (USE) 1920 <i>r 1948</i>	G-613 Page 85	"	43° 42'	10.520"				324.7	(1527.1)		
✓ MON 3 (USE) <i>r 1948</i>	Converted from USE Coordinates	"	124° 08'	28.403"				636.0	( 707.5)		
			43° 40'	04.352"				134.3	(1717.4)		
			124° 11'	46.015"				1030.9	( 313.4)		
			43° 40'	30.769"				949.6	( 902.1)		
			124° 11'	14.361"				321.7	(1022.4)		
			43° 40'	15.685"				484.1	(1367.6)		
			124° 12'	50.616"				1133.9	( 210.2)		

1 FT. = .3048006 METER  
COMPUTED BY: F.H. Elrod

DATE 11/15/48

CHECKED BY: J.C. LaJoye

DATE 12/15/48



MAP T-8953 PROJECT NO. Ph-22(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $y$ -COORDINATE LONGITUDE OR $x$ -COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			FORWARD	(BACK)	FORWARD	(BACK)		FORWARD	(BACK)	
TREE (TEMP.) 1948	FIELD COMP.	N.A. 1927	43° 42' 07.141"					220.4	(1631.4)	
SMITH RIVER 2 ✓	"	"	124° 04' 16.302					365.0	( 978.4)	
LIGHT 1948	"	"	43° 42' 27.188"					839.1	(1012.7)	
SLIM 1920 ✓	G-613 Page 87	"	124° 05' 06.214"					139.1	(1204.3)	
BRIDGE 743 A (USGS) 1917, North End	Reedsport, Ore. quad. Page C-2 <i>Topo 8</i>	" <i>225</i>	43° 40' 37.5 "					1157.3	( 694.4)	
BRIDGE 740 E, (USGS) 1917) North End	"	"	124° 05' 19.3 "					432.3	( 911.7)	
BRIDGE 742 B (USGS) 1917) North End	"	"	43° 41' 45.2 "					1395.0	( 456.8)	
SCHOOL STATION (USGS 1917) Center of track opposite	Page C-1 <i>Topo</i>	"	124° 05' 50.8 "					1137.6	( 206.0)	
BRIDGE 743 F (USGS) 1917) North End	"	"	43° 41' 04.2 "					129.6	(1722.1)	
ROAD 1948 ✓	Page C-2 <i>Topo</i>	"	124° 04' 30.4 "					680.9	( 663.0)	
BONE RM #2 1920	"	"	43° 39' 46.9 "					1447.4	( 404.3)	
	Page C-2 <i>Topo</i>	"	124° 05' 18.8 "					421.2	( 923.1)	
	"	"	43° 40' 11.8 "					364.2	(1487.5)	
	FIELD COMP.	"	124° 05' 21.7 "					486.1	( 858.0)	
	"	"	43° 42' 02.332"					72.0	(1779.8)	
	OFFICE COMP.	"	124° 04' 54.252"					1214.8	( 128.7)	
	"	"	43° 42' 50.834"					1568.9	( 282.9)	
	"	"	124° 06' 14.218"					318.3	(1024.9)	

1 FT. = 3048006 METER  
 COMPUTED BY: F.A.H. Elrod  
 DATE: 11/16/48  
 CHECKED BY: G. Richter  
 DATE: 12/27/48



COMPILATION REPORT  
Map Manuscripts T-8951 to T-8953 Incl.  
Project Ph-22(47)

31: DELINEATION:

Graphic methods were used for the compilation.

Changes in planimetric features, since the date of field inspection, which could be determined by office examination of the 1949 photographs, were shown.

The 1947 photographs (field ratio prints) were utilized to supplement the 1949 photography especially along the Pacific Ocean shoreline.

Refer to side heading 25: "Photography" of the Photogrammetric Plot Report for additional facts pertaining to photographs in this project.

32: CONTROL:

The placement and density of identified control stations were satisfactory.

Refer to side heading 23: "Adequacy of Control" of the Photogrammetric Plot Report for additional facts.

33: SUPPLEMENTAL DATA:

The following, which were used to supplement the photographs are being forwarded with the map manuscripts.

- 1 - Map of Reedsport, Oregon (2 copies) Approx. 1" = 1350' 7-8953  
*1 copy attached hereto*
- 2 - Plot Plan Umpqua River Lifeboat Station  
Winchester Bay, Oregon Scale 1" = 1000' 7-8952  
*No. 321-491*
- 3 - Map of Siuslaw National Forest (2 copies) Scale 1" = 4.5 miles  
*(Geographic Names Section)*
- 4 - Umpqua River, Oregon Entrance U.S.E. Scale 1:5000 7-8952 721 87  
*Sept. 20, 1950 (Jetty) UM-1-231*

34: CONTOURS AND DRAINAGE:

Not applicable.



35: SHORELINE AND ALONGSHORE DETAILS:

The mean high water line was located by the field inspection unit on the 1947 photographs. For the mean high water line along the Pacific Ocean the 1947 field photographs were examined with the aid of the stereoscope, and the field location was refined to agree with the definite line visible on the photographs. This mean high water line was then compiled directly from the field photographs. For the Umpqua River and its tributaries the mean high water line as located on the 1947 field prints by the field unit was transferred to the 1949 office photographs with the use of the stereoscope and then compiled.

All alongshore details appearing on the photographs, except those deleted by the field unit, were compiled.

Approximate shoal lines have been shown at several places in the area where they were visible on the photographs.

Foreshore areas which are believed to bare at low water have been shown with the appropriate symbol.

Refer to side headings 7 and 8 of the Field Inspection Report which is included in this Descriptive Report.

On map manuscript T-8952 there is a new jetty, which was constructed in 1950 and 1951, at the entrance to the Umpqua River. The Portland District Office of the Corps of U.S. Engineers furnished this office a plan locating this jetty. Data on this plan has been used to compile a reduction overlay map showing the location of the new jetty at the scale of the map manuscript and this overlay is attached to map manuscript T-8952. On 18 May 1951 the Portland District Office informed this office that the jetty is now complete.

On 5/22/51 the Portland District Office of the U.S. Engineers informed this office that recent surveys, made in the area of this jetty, indicated additional changes in the shoreline and soundings. These changes are not shown on the overlay but are approximately located in red crayon on a print of the plan entitled "Umpqua River Entrance, U.S.E." Scale, 1:5000. Plans showing the correct location of these additional changes will be submitted by U.S. Engineers through the Supervisor, Midwestern District U.S.C. & G.S. in the very near future.

In the area of T-8953 a new dock and fill has been <sup>proposed for</sup> constructed at the west end of Bolon Island. Correspondence concerning this work and prints of drawings submitted for a permit from U.S. Engineers are attached to the original copy of this descriptive report. An overlay showing the dock and fill area has been compiled from this data and is attached to map manuscript T-8953.

Map of Heading 33

shoreline on map manuscript is that of field inspection Aug-Sept. 1948

not attached



36: OFFSHORE DETAILS:

There were no unusual offshore details and those indicated by field inspection were compiled.

37: LANDMARKS AND AIDS:

Forms 567 are being submitted for all landmarks and aids in the area of these map manuscripts. *(Copies attached)*

The U.S. Engineers, Portland District office were consulted and furnished this office their latest positions on Oregon State Coordinates for ~~several~~ of the fixed aids to navigation. These coordinates were changed to geodetic positions and then entered on the Forms 567 being submitted.

38: CONTROL FOR FUTURE SURVEYS:

Forms 524 are being submitted for 38 recoverable topographic stations distributed over the 3 map manuscripts as follows:

T-8951	-	17
T-8952	-	10
T-8953	-	11

A list of recoverable topographic stations has been prepared on a separate page for each map manuscript under paragraph 49.

A list of these stations is not included in paragraph 11 of the field inspection report.

No photo hydro stations were established.

39: JUNCTIONS:

Satisfactory junctions have been made between all map manuscripts in this project.

40: HORIZONTAL AND VERTICAL ACCURACY:

There are no areas considered to be sub-normal in horizontal accuracy. Vertical accuracy is not applicable to this project.



46: COMPARISON WITH EXISTING MAPS:

A visual comparison was made with U.S.G.S. Reedsport Oregon, 15 minute quadrangle, Scale 1:62,500 edition of 1923, reprinted 1942.

The planimetry on this quadrangle is very much out of date especially in the Umpqua River area.

A visual comparison was made with the Army Map Service Reedsport, Oregon 15 minute quadrangle, Scale 1:50,000, edition of 1947.

47: COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with nautical chart 6004, Scale 1:20,000, last printed 3/7/49, hand corrected 10/2/50.

There are numerous places along the east shoreline of Umpqua River between South Jetty and Winchester Bay which are in disagreement between the chart and map manuscript.

The high water line of the Pacific Ocean shown on the chart from the north jetty to Lat.  $43^{\circ} 42' 15''$  is from 50 to 75 meters inshore to that located by field inspection in July 1948. Elsewhere the mean high water line of the Pacific Ocean is in agreement with the map manuscript. 789 5-2

## "ITEMS TO BE APPLIED TO NAUTICAL CHART IMMEDIATELY"

A shoal has apparently built up in the entrance to Umpqua River between the two jetties which is not indicated on the chart. This shoal is definitely indicated on the 1947 photographs. The 1949 photographs do not quite cover the shoal area. The shoal is further indicated by a notation of "breakers" on the U.S. Engineers hydrographic survey of the Umpqua River entrance a copy of which is being submitted with the map manuscript.

The new jetty in the entrance to Umpqua River is also believed to be a feature of importance for immediate application to nautical charts. Refer to side heading 35.

Approved:

*Charles W. Clark*  
Charles W. Clark  
Officer-in-Charge

Respectfully submitted:

*J. Edward Deal Jr.*  
J. Edward Deal, Jr.  
Cartographer



48: GEOGRAPHIC NAME LIST: T-8951

The following geographic names, which appear on the map manuscript, were obtained from the final name sheet entered on copies of Reedsport, Oregon and Siltcoos Lake, Oregon Army Map Service 15' Quadrangles and Nautical Chart #6004.

Barretts Landing  
 Cannery Island  
 East Gardiner  
 Fourmile  
 Frantz Creek  
 Gardiner  
 Henderson Cove  
 Hudson Slough  
 Leeds Island  
 Oregon Coast Highway U.S. 101  
 Pacific Ocean  
 Smith River  
 Steamboat Island  
 The Cutoff  
 The Point  
 Threemile  
 Threemile Creek  
 Threemile Lake  
 Umpqua River

(this is correct name for wide section near Smith R.: upper part of stream is Frantz Cr.)

Brushy Hill

Southern Pacific Lines

Names underlined in red are approved

11-7-51

W. Heck



48: GEOGRAPHIC NAME LIST: T-8952

The following geographic names, which appear on the map manuscript, were obtained from the final name sheets entered on copies of Reedsport, Oregon and Siltcoos Lake, Oregon, Army Map Service 15 minute quadrangles and Nautical Chart #6004.

Army Hill  
Cornwall Point  
Hunt Cove  
Jerden Cove  
Macey Cove  
North Jetty  
North Spit  
Oregon Coast Highway U.S. 101  
Ork Reef  
Pacific Ocean  
South Jetty  
Umpqua River  
Umpqua Lighthouse State Park  
U.S. Coast Guard Reservation  
Winchester Bay  
Winchester Bay (City)  
Winchester Creek  
Winchester Point

Double Point Cove

Names underlined in red  
are approved.

12-7-51  
L. Heck



48: GEOGRAPHIC NAME LIST: T-8953

The following geographic names, which appear on the map manuscript, were obtained from the final name sheets entered on copies of Reedsport, Oregon and Siltcoos Lake, Oregon, Army Map Service 15 minute Quadrangles and Nautical Chart #6004.

Blacks Island  
 Bolon Island  
 Butler Creek  
 Oar Creek  
 Oregon Coast Highway  
 Providence Creek  
 Reedsport  
 Scholfield Creek  
 Smith River  
 Southern Pacific Lines  
 Tideways Memorial Park (Tide Ways)  
 Turner Gulch  
 Umpqua River  
 Wades Flat

U.S. 101 Oregon Coast Highway

State Hy. No. 38

Leeds Island

Union High school

Reedsport Rodeo Grounds

also street names in  
 Reedsport shown on  
 manuscript.

Names underlined in  
 red are approved.

12-7-51  
 L. HECK



C  
O  
P  
Y

UMPQUA RIVER NAVIGATION COMPANY  
Barges, Towing, Sand and Gravel  
Since 1889

Reedsport, Oregon

C  
O  
P  
Y

10 November 1950

Lt. Comdr. Charles W. Clark  
Dept. of Commerce  
U.S. Coast & Geodetic Survey  
Portland Photogrammetric Office  
c/o Swan Island Postal Station  
Portland 18, Oregon

Dear Sir:

In answer to your letter of November 7, 1950, find enclosed copy of our permit with U.S. Engineers for construction of subject pier, together with map showing ties to existing government stations.

If you should need additional information, do not hesitate to call.

Sincerely,

/S/ H.R. Morris,  
H.R. Morris, Mrg.

HRM/mc

encl:



49: NOTES FOR THE HYDROGRAPHER: T-8951

Forms 524 are being submitted for the following recoverable topographic stations.

- REEDSPORT CROSSING LOWER LIGHT
- GARDINER CHANNEL 1 LIGHT
- GARDINER CHANNEL 2 LIGHT
- LEEDS ISLAND LIGHT
- CANNERY SANDS DIKE LIGHT
- THREE MILE DIRECTIONAL LIGHT
- FOURMILE LIGHT
- BURNER, 1948
- BRIDGE 7370 (USGS 1917), North end
- BRIDGE (USGS 1917), North end
- ABLE
- JOHN
- EASY
- BARRETTS UPPER DIKE LIGHT
- BARRETTS RANGE REAR LIGHT
- BARRETTS RANGE FRONT LIGHT
- BARRETTS LOWER DIKE LIGHT

17



49: NOTES FOR THE HYDROGRAPHER: T-8952

Forms 524 are being submitted for the following Recoverable Topographic Stations.

- LOOKOUT, (Umpqua River Coast Guard No. 321)
- FISH
- MIKE
- LOVE
- KING
- MARS
- DOUBLE COVE POINT LIGHT
- JADE
- UMPQUA RIVER BAR RANGE FRONT LIGHT
- UMPQUA RIVER BAR RANGE REAR LIGHT

10



49: NOTES FOR THE HYDROGRAPHER: T-8953

Forms 524 are being submitted for the following Recoverable Topographic Stations.

- MACEY SANDS 8 LIGHT
- REEDSPORT CROSSING UPPER LIGHT
- TANK (Elevated)
- INCINERATOR
- BRIDGE 743 F (USGS 1917) North end
- BRIDGE 740 E (USGS 1917) North end
- CHIM
- SCHOOL STATION (USGS 1917) Center of track opposite
- BRIDGE 742 B (USGS 1917) North end
- BRIDGE 743 A (USGS 1917) North end
- Azimuth Mark Reedsport, 1942 (B.M. E-56, 1930)

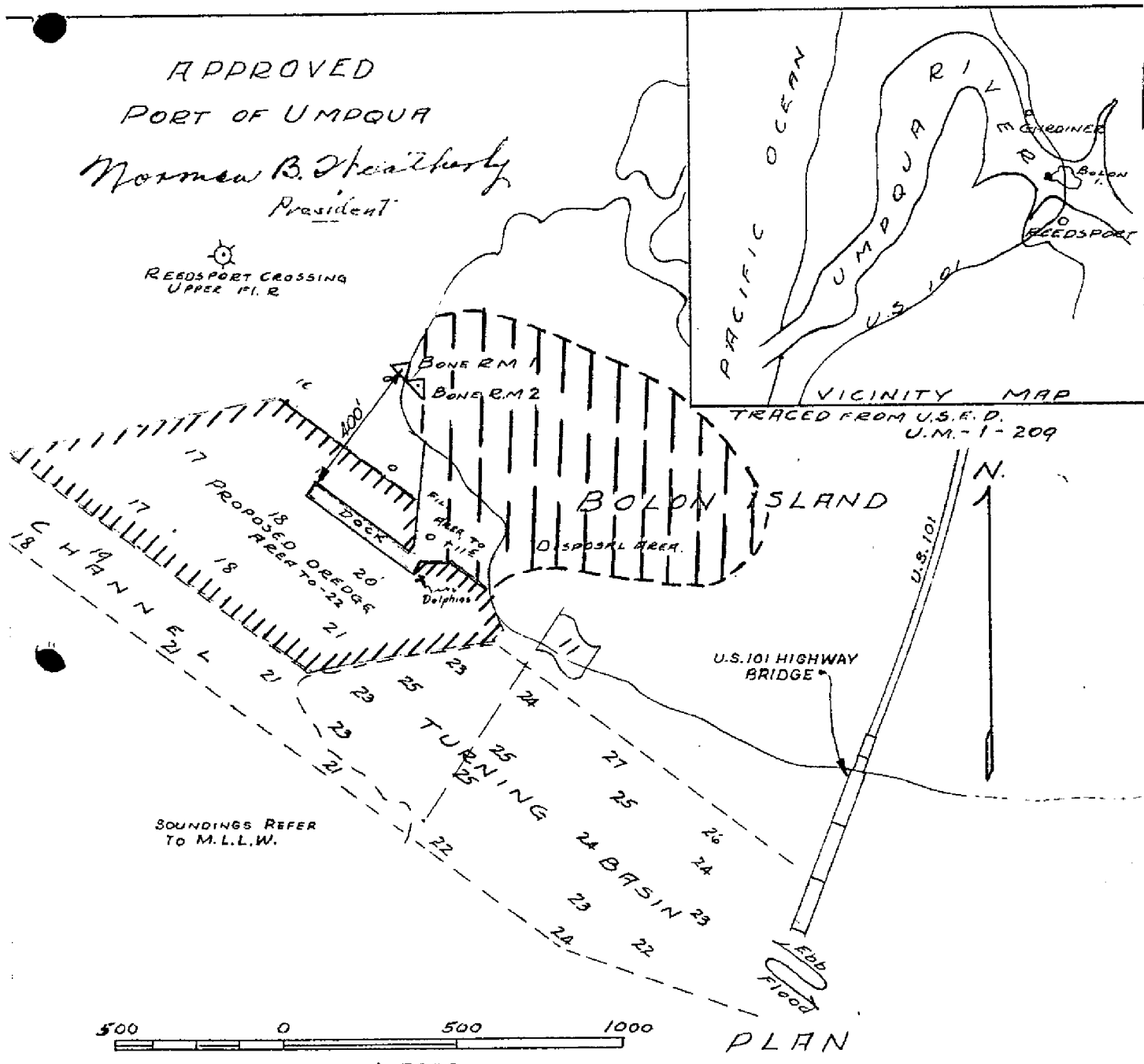
//



APPROVED  
PORT OF UMPQUA

Norman B. Steinhilber  
President

REEDSPORT CROSSING  
UPPER IPI. R.



SOUNDINGS REFER  
TO M.L.L.W.

500 0 500 1000  
SCALE 1:5000

PLAN

PROPOSED DOCK  
UMPQUA RIVER

APPLICATION BY

O. H. HINSDALE

REEDSPORT OREGON

July 1950.

TRACED FROM U.S.E.D. UM-1-225/A

SHEET 1 OF 3.

*Wm J Branton*







## PHOTOGRAMMETRIC OFFICE REVIEW

T-8951 to T-8953 Incl.

1. Projection and grids  2. Title  3. Manuscript numbers  4. Manuscript size

## CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy  6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)  7. Photo hydro stations  8. Bench marks   
9. Plotting of sextant fixes  10. Photogrammetric plot report  11. Detail points

## ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline  13. Low-water line  14. Rocks, shoals, etc.  15. Bridges  16. Aids to navigation  17. Landmarks  18. Other alongshore physical features  19. Other along-shore cultural features

## PHYSICAL FEATURES

20. Water features  21. Natural ground cover  22. Planetable contours  23. Stereoscopic instrument contours  24. Contours in general  25. Spot elevations  26. Other physical features

## CULTURAL FEATURES

27. Roads  28. Buildings  29. Railroads  30. Other cultural features

## BOUNDARIES

31. Boundary lines  32. Public land lines

## MISCELLANEOUS

33. Geographic names  34. Junctions  35. Legibility of the manuscript  36. Discrepancy overlay  37. Descriptive Report  38. Field inspection photographs  39. Forms   
40. Rev. H. Brown G. Edward Deal, Jr.  
Reviewer Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

## FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

\_\_\_\_\_  
Compiler\_\_\_\_\_  
Supervisor

43. Remarks:



NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED  
~~TO BE DELETED~~

STRIKE OUT ONE

Reedsport, Oregon

7 September, 1948

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be charted on ~~the~~ ~~charts~~ the charts indicated.

The positions given have been checked after listing by J. Edward Deal, Jr.

Charles W. Clark

For: R.A. Barle

Chart Letter No. 360 (1951)

Chief of Party.

CHARTING NAME	STATE	DESCRIPTION	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
			LATITUDE		LONGITUDE							
			°	'	D. M. METERS	°						
	Oregon	1951 Light										
Barretts Range Front Light			43	43	1367.9	124	09	1080.9				6004
Barretts Range Rear Light			43	43	1834.3	124	09	1336.6				6004
Barretts Lower Dike Light			43	43	822.4	124	09	874.7				6004
Barretts Upper Dike Light			43	44	126.2	124	09	1085.8				6004
Three Mile Directional Light			43	44	1710.4	124	07	1135.3				6004
Camery Sands Dike Light			43	44	1004.3	124	07	942.2				6004
Leeds Island Light			43	43	701.5	124	07	703.0				6004
Reedsport Crossing Lower Light			43	43	242.8	124	06	621.0				6004
Double Cove Point Light			43	42	1513.0	124	09	151.1				6004
Reedsport Crossing Upper Light			43	42	1678.4	124	06	477.9				6004
Macey Sands 8 Light			43	41	1081.6	124	03	1306.5				6004
Smith River 2 Light (rechart in 1949)			43	42	839.1	124	05	139.1				6004
Umpqua River Light			43	39	1383.8	124	11	1127.1				6004
Umpqua River Lighthouse 1908			43	39	1594.7	124	11	1260.6				6004
Umpqua River Bar Range Front Light			43	39	1594.7	124	11	1260.6				6004

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. 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.







DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

PHOTOGRAMMETRIC REVIEW SECTION

~~NON-FLOATING AID~~ LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE  
TO BE DELETED }

Reedport, Oregon 7 September 19 48

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by J. Edward Deal, Jr.

Charles H. Clark  
For: R.A. Bayle

Chief of Party.

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
			LATITUDE		LONGITUDE							
			D. M. METERS	D. P. METERS	D. M. METERS	D. P. METERS						
STATE Oregon												
TOWER	U.S. Coast Guard Umpqua River Lookout Tower No. 321 (50 ft. high)		43 39	(180.3)	124 11	(109.3)	M.A. Radial Plot	1948	X			6004
CUPOLA	Fish house cupola on west end of building on south dock of 2 46' Hull	FISH	43 40	(342.4)	124 10	(530.4)	"	"	X			6004
BURNER	Sawdust burner, 60 feet high, Gardiner Lumber Co. Plant, Gardiner, Ore.		43 43	(15.0)	124 06	(415.9)	Radial Plot	"	X			6004
TANK	Tank, elevated, black, 75 feet high, E.K. Wood Lumber Co., Reedport, Ore.		43 42	(1806.8)	124 06	(926.9)	T-8951	"	X			6004
INCINERATOR	Incinerator at Bridge Lumber Co. Reedport, Ore.		43 42	(1125.1)	124 06	(963.6)	Radial Plot	"	X			6004
FLAGPOLE	Flagpole on west face of Jewett School at Gardiner, Oregon (SCHOOL, 1920)		43 43	(726.7)	124 06	(379.7)	T-8953	"	X			6004
			43 42	(1113.2)	124 06	(1319.1)	"	"				
			43 42	(738.5)	124 06	(24.2)	"	"				
			43 43	(213.4)	124 06	(629.0)	"	"				
			43 43	(1638.4)	124 06	(713.9)	Triang.	1920	X			6004

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. 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.











REPORT T-8951-53  
Line Manuscripts  
December 1951

Red Topographic Surveys

100	1882-83-85
	1885
	1886
	1920
	1920
100	1928
100	1928

Other Agencies

Se, Oregon	1:50,000	1947
"	1:62,500 ed.	1920 rep.1942
Oregon	1:50,000	1947
"	1:62,500 ed.	1923 rep.1942

Temporary Hydrographic Surveys

None

65. Comparison with Nautical Charts

6004 1:20,000 ed. June 1948, rev. March 1949

Mapped but not charted:

- Three cables over Umpqua River channel <sup>latest reference 1949 364</sup>  
New jetty (attached overlay T-8952) Umpqua River entrance  
A pole line across Winchester Bay (T-8952)  
Numerous piles and lines of piling (log booms)  
A dam between Leeds Island and the mainland (T-8951)  
A road has been constructed (1949 photographs) south of Smith River (eastern limit of T-8951) as far as the north bank of a small stream traversing reclaimed land. Construction work was in progress on what is probably the abutments of a bridge for the new road across Smith River just west of Hudson Slough to give access to the highway extending from US 101 eastward along the north side of Smith River. Further information is needed before charting this structure.
- A new dock (attached overlay, T-8953) on Bolton Island across Umpqua River from Reedsport has been planned. The status of this project is not known (Dec.1951).



Charted but not mapped:

Ledge south of Double Cover Point (T-8952)  
Cable area south of Army Hill to Cornwall Point (T-8952)  
Towers: T-8952  
    Old Lookout (North Spit)  
    Power line, North Spit & Cornwall Point  
Tank (North Spit) T-8952  
Piles - various  
Wreck south of South Jetty (T-8952)

66. Accuracy of Results

These compilations comply with project instructions and meet the National Standards of Accuracy except as noted in headings following.

67. Bridges

Field inspection data for the vertical clearances for U. S. Highway 101 and for Southern Pacific Railroad over Umpqua River at Reedsport were in marked disagreement with those listed by the U. S. Engineers. Because river-levels are so variable and because time and conditions during field measurements are not precisely known, it is recommended that the Engineers' clearances be retained for charting purposes. Field inspection figures have been deleted from the map manuscripts and replaced by those of the Engineers as recorded in the List of Bridges Over the Navigable Waters of the United States (July 1, 1941).

68. Boundaries

T-8952

The U. S. Coast Guard Reservation boundary was transferred to the map manuscript from a plan (Heading 33 Compilation Report). The boundary follows section and quarter-section lines in Section 13 of T22S, R13W. The photographs give no clue to the position of the section. The boundary as drawn must be considered an approximate location.

T-8953

The incorporated town of Reedsport.

The plan submitted by the field inspector (Heading 33, Compilation Report) indicates that all the southern boundary on land follows section and quarter-section lines.



The southern boundary of the quarter-section next west of that in which western Reedsport is situated is plainly visible on the photographs. Using this as a guide, the southern limit to western Reedsport was moved north about 400 feet, thus establishing relationships more in accord with the plan. However, the whole boundary line of Reedsport must be considered as only a close approximation.

Reviewed by

Lena T. Stevens.  
Lena T. Stevens

Approved:

S. V. Griffith  
Chief, Review Section  
Division of Photogrammetry

W. H. Mendenhall  
Chief, Nautical Chart Branch  
Division of Charts

O. S. Reading  
Chief, Div. Photogrammetry

Carl O. Heaton  
Chief, Division of Coastal  
Surveys

*MS*

*ART*



