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Daig. Cht. No. 6152.

Form 504 U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE DESCRIPTIVE REPORT
Type of Survey <u>Shoreline - Photogrammetric</u> Field No. <u>Ph-50(49)</u> Office No. <u>T-9269</u> Incl. <u>T-9266 to</u>
LOCALITY State <u>Washington - Oregon</u> General locality <u>Columbia River</u> Locality <u>From Hunting to Green Island</u>
<u>1948-50</u> CHIEF OF PARTY <u>W.H.Bainbridge, Chief of Field Party</u> <u>C.W.Clark, Chief, Portland Photo. Off.</u>
LIBRARY & ARCHIVES
DATE <u>May 12, 1958</u>

DATA RECORD

T - 9266 to T-9269 incl.

Project No. (II): **Ph-50(49)** Quadrangle Name (IV):

Field Office (II): **Ship HODGSON** Chief of Party: **Walter H. Bainbridge**

Photogrammetric Office (III): **Portland, Oregon** Officer-in-Charge: **Charles W. Clark**

Instructions dated (II) (III): **27 June 1949 (Field & Office)** Copy filed in Division of
Photogrammetry (IV)

Method of Compilation (III): **Graphic**Manuscript Scale (III): **1:10000**

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): **None**Date received in Washington Office (IV): **2-19-51**Date reported to Nautical Chart Branch (IV): **FEB 20 1951**

Applied to Chart No.

Date:

Date registered (IV): **3-11-58**

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): **N.A. 1927**Vertical Datum (III): **Mean High Water**
~~Mean Sea Level~~

Mean 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*(see USE river profile, attached, for
figures to translate to the Col.-R. datum
of the hydro. survey) p. 47*Reference Station (III): **See reverse side of this page**

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.

Reference Stations

T-9266

HARRINGTON (USE) 1913

Lat. 46°-16'-02.200" 67.9 (1784.7)

Long. 123°-40'-03.344" 71.6 (1213.3)

Adjusted

T-9267

RUST, 1950

Lat. 46°-11'-33.155" 1023.7 (828.9)

Long. 123°-39'-49.191" 1054.8 (231.8)

Unadjusted

6-8894 p. 1112

T-9268

SILLAH (Ore.) 1936

Lat. 46°-13'-13.99" 432.0 (1420.6)

Long. 123°-28'-01.89" 40.5 (1245.5)

Adjusted

T-9269

CROWN-WILLAMETTE WOOD MILL, STACK (Wash.) 1936

Lat. 46°-13'-22.50" 694.7 (1157.9)

Long. 123°-23'-34.84" 746.7 (539.2)

DATA RECORD

Field Inspection by (II): Paul Taylor

Date: Apr.-July 1950

Planetable contouring by (II): None

Date: -

Completion Surveys by (II): Ship HODGSON

Date: May-August 1950

Mean High Water Location (III) (State date and method of location): The mean high-water line was located in the field in May and June 1950 on U.S. Engineers photographs made on the 18th and 25th of Sept. 1948 when the river was at a low stage after the 1948 flood.

Projection and Grids ruled by (IV):

Date:

Projection and Grids checked by (IV):

Date:

Control plotted by (III): F.H. Elrod, M.B. Elrod, & J.L. Harris

Date: 5/18/50 & 7/27/50

Control checked by (III): F.H. Elrod & M.B. Elrod

Date: 5/18/50 & 7/27/50

Radial Plot or Stereoscopic

Control extension by (III): J.E. Deal, R.H. Barron & J.L. Harris

Date: 5/26/50 & 8/2/50

Stereoscopic Instrument compilation (III):
Planimetry

Date:

Contours

Date:

Manuscript delineated by (III): See reverse side

Date:

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

Date: 9/7/50 to 9/18/50

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

Date:

Manuscripts delineated by:--

T-9266-R.A. Davidson	8/24/50 to 9/8/50
T-9267-M.B. Elrod	8/24/50 to 9/5/50
T-9268-M.B. Elrod	6/27/50 to 7/14/50
T-9269-M.B. Elrod	6/19/50 to 6/26/50

Summary to Accompany T-9266 - T-9269

As originally set up, Columbia River project Ph-50(49) consisted of two parts: Part I from Sandy Island, near Kalama, downstream to include Crims Island; Part II from Wallace Island, downstream to Altoona and Svensen, Cathlamet Bay. This layout left a four-minute gap between parts I and II, and between Part I and project CS-322 next south.

Two new surveys (1:10,000) were added to project Ph-50(49) by supplementary instructions 1 and 2, T-9510 for the gap west of Part I and T-9511 for the gap south of Part I.

A third supplementary instruction provided for a series of surveys to complete the shoreline mapping of Columbia River from Cathlamet Bay to the Pacific Ocean. This is Part III of the project.

Part I consists of twelve map manuscripts at a scale of 1:5,000, T-9254 to T-9265, inclusive.

Part II has seven map manuscripts at a scale of 1:10,000, T-9266 to T-9272, inclusive.

Part III has ten map manuscripts at a scale of 1:10,000, T-9886 to T-9895, inclusive.

These three parts, together with T-9510 and T-9511 provide for the shoreline mapping of Columbia River from its mouth to Woodland, Washington.

Hydrographic and photogrammetric parties worked concurrently and cooperatively on the whole project under the supervision of Comdr. H. J. Healy in 1949, Comdr. W. H. Bainbridge in 1950 and Comdr. H. G. Conerly in 1951 on the Ship HODGSON.

Camera (kind or source) (III):

Number		Date	Time	Scale	Stage of Tide
3560 to 3577	9/9/48	3:55 P.S.T.	1:10000	5.6 5.8'	above M.S.L. <i>W</i>
4458 to 4467	9/25/48	3:45 P.S.T.	1:10000	5.4 5.6'	above M.S.L. <i>W</i>
4479 to 4481-4	9/25/48	*1:00 P.S.T.	1:10000	3.1 3.6'	above M.S.L. <i>W</i>
4515 to 4524	9/25/48	12:35 P.S.T.	1:10000	3.0 3.3'	above M.S.L. <i>W</i>
4529 to 4538	9/25/48	12:40 P.S.T.	1:10000	3.0 3.3'	above M.S.L. <i>W</i>
4551 to 4554	9/25/48	1:35 P.S.T.	1:10000	3.4 4.0'	above M.S.L. <i>W</i>
4571 to 4580	9/25/48	1:55 P.S.T.	1:10000	3.7 4.3'	above M.S.L. <i>W</i>
4588 to 4640	9/25/48	2:38 P.S.T.	1:10000	4.4 4.8'	above M.S.L. <i>W</i>

*(Part of a separate flight)

~~Times seem questionable sequence in comparison with T-9274-72 record.~~

see calibration below

Tide (III)

Ratio of Ranges	Mean Range	Diurnal Spring Range
---	6.5	8.2
0.9	6.1	7.7
0.0	5.6	6.9

Time + 130

Reference Station: Astoria (Tongue Point), Oregon

Subordinate Station: Harrington Point, Wash. T-9266

Subordinate Station: Skamokawa T-9269

0+00 of gage at Harrington Pt = -3.375 MSL

" " " " Skamokawa = -2.75 "

(MSL = 4.2' above MLLW at end of Jetty, Cal. R. ma.) USE

Washington Office Review by (IV):

Final Drafting by (IV):

John H. Ferguson
T-9268
T-9269

A.J. Daugherty
T-9966
T-9977

Date: 2/7/58

Date: 11/24/53

Drafting verified for reproduction by (IV):

W O Hallum
T-9268
9269

T-9866
9967

Date: 2-2-54

Date: 2-17-54 2-10-58

Date:

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III):

Shoreline (More than 200 meters to opposite shore) (III):

Shoreline (Less than 200 meters to opposite shore) (III):

Control Leveling Miles (II): None

Number of Triangulation Stations searched for (II): 94

Recovered: 58

Identified: 48

Number of BMs searched for (II): 43

Recovered: 38

Identified: 21

Number of Recoverable Photo Stations established (III): 49

Number of Temporary Photo Hydro Stations established (III): 177

Remarks:

FIELD INSPECTION REPORT

for

Sheets T-9266 to T-9269 inclusive and Sheet T-9510

Project Ph-50(49)

2. Areal Field Inspection:

The areas of sheets T-9266 and T-9269 inclusive covers the Columbia River and adjoining minor channels between the north end of Puget Island downstream to Settler Point, Oregon, and Harrington Point, Washington. The area of Sheet T-9510 covers the Columbia River between Crims Island and the west end of Wallace Island and fills the gap between Sheets T-9254 and T-9272 of 1949.

The Washington shore of both areas, except for small portion between the north end of Crims Island and Skamokawa, is rocky and precipitous with numerous rotten stub piles, dolphins and ruins of fishing boat piers and cannery buildings along and adjacent to the shore.

Small boat piers that are in repair and now in use along the Washington shore are located at Oak Point, Skamokawa, Brookfield, Pillar Rock and Altoona Cannery at Harrington Point. Skamokawa, Brookfield and Altoona Cannery are fish receiving stations. There are no piers or wharfs along this shore suitable for moorage of ships.

The back shore wooded area is covered by mixed woods with evergreens predominating, except for Price Island which is covered with deciduous trees and brush. Cleared areas are mostly devoted to grazing.

Skamokawa (meaning The Big Fog) is the only town on the Washington shore in the area, although Post Offices are maintained at Brookfield and Altoona, Washington. T-9268

The Oregon shore of the river is low and swampy with changing sand and clay bank, except for that portion between Bugby Hole and Aldrich Point which is rocky and fixed. Numerous log raft storage piles and dolphins, both good and rotten, and ruins of abandoned wharves and piers line this shore through Wallace Slough and from Hunts Mill Point to the end of area. T-9270
T-9268
T-9270

Levees, about 15 feet above Columbia River Datum, border the river along south bank of Bradbury Slough, Wallace Slough and Prairie channel. Svensen Island, most of Tenasillahie and part of Karlson Islands are also surrounded by levees.

Low wooded areas along the Oregon shore are covered with deciduous trees and brush. Higher hilly sections further south of the river are covered with mixed woods with evergreens predominating. Wooded islands are covered with a thick brush of willows and cottonwoods with
and

an occasional evergreen. Grass Islands and marshes, which are covered from 1 to 4 feet at high tide, have a constantly changing shore line and are interlaced by drainage channels from 2 to 8 feet deep. Grass on these islands reach a height of 6 feet in late summer. All the shore line of this area which is not of rock or protected by rock revetment and jetties is constantly changing.

⁷⁻⁹²¹⁸ There are new county built ferry slips and small boat landings at Clifton and Knappa which were located by sextant angles. The Clifton slip is used by a private barge which hauls stock and supplies to and from Tenasillahe Island and the slip at Knappa is used by a private ferry hauling stock and supplies to the ranch on Karlson Island. Both places are also used for supplying log tugs and fishing boats.

There are numerous small boat piers and net racks, private floats and houseboats in the channels along the Oregon shore.

There is a large wharf for ocean vessels at the Beaver Ammunition Depot, just downstream from the lower end of Bradbury Slough, and a wharf for loading lumber ships at Bradwood, Oregon. ⁷⁻⁹⁵¹⁰ 7-9270

The railway approach pier to Beaver Ammunition Depot wharf should be charted complete as it now being rebuilt in the same position as the remains of the old ones on the photographs.

The east end of Snag Island jetty has washed out and is not as shown on the photographs. This end was located by sextant fix.

Photography of the area was excellent. However, the pictures are fast becoming obsolete due to the rapid changes which occur in the shore line, aids to navigation, and along shore structures due to spring freshets, which made the selection of photo-hydro points difficult to impossible.

3. Horizontal Control:

(a) Supplemental control established by this party is as follows:

(1) Located with third-order accuracy: G-8894, pp 1110-1113

- Price Island Light ⁷⁻⁹²⁴⁹
- Upstream Barn ^{Welch Id 7-9268}
- Downstream Barn
- Snag Tree ^{Woody Id 9266}
- Red Barn ^{Horseshoe Id, NE Gab}
- Harrington Pt. Upper Dike Lt. ⁹²⁶⁶
- Miller Sands Channel S Light ⁹²⁶⁶
- Waterford Light ⁷⁻⁹²⁷²
- Eureka Lower Dike Lt. ^{7-9510, 7-9272}
- Eureka Dike Lower Lt. "
- Eureka Dike Upper Lt. "

(2) Located with second-order accuracy: G-8894

- Marsh I. Light
- Snag I. Fish Station NE Gable
- Snag I. Fish Station NW Gable

North Island Dolphin
 Green
 Rust 7-9267
 Hotchkiss Dike Lt. 7-9510
 SHAD 2 "
 Boundary Post (Cowlitz-Wahkiakum Counties, Wash.) 7-9510
 Cooper Pt. Lt. 7-9272
 FORD "
 Stru "
 Eureka Lt. "
 Reka "
 LACE 2 "
 Wallace Island Lt. "

The position of Cooper Point Light, 1936 was also checked. 7-9272

(b) No datum adjustment was necessary.

(c) The following stations were used that were located by the U. S. Corps of Engineers, Portland, Oregon. It was understood that these stations were located with third-order accuracy. Form 524 is submitted for all U. S. Engineer stations used.

Clifton, Dike, South End Light (USE) 7-9269 & 70
 Illahee 2, R. M. No. 1 (USE) 7-9270
 Mill Rock (USE) 7-9270
 Price Island Light (USE) 7-9268
 Mile Post 76 (USE)
 Puget Island Range Rear (USE) 7-9269
 R2 (USE) "
 Puget Island Light (USE) 7-9270
 C (USE) 1912 7-9269
 Dike 72.4 Dolphin, West End (USE) 7-9270
 Puget Island 3 Light (USE) 7-9270
 Dike 72.2 Dolphin, West End (USE) "
 Wauna Channel, Dike Dolphin (USE) "

(d) All stations required by the project instructions and numerous other stations were identified.

(e) All Coast and Geodetic stations were searched for.

The following stations were not recovered:

Huntington Island West Light Tower, 1936
 Skamokawa Slough Light, 1935
 Lower Skumaquea Light 1935
 Huntington Island Rear Range Light, 1913
 Crown Willamette Wood Mill Stack, 1936 7-9269 used in
 Crown Willamette Wood Mill Tank, 1936 " plot (1944
 Stump, 1936 photos)
 Tenasillihee, 1871
 Welch's Fish House, Northeast Gable, 1936
 Lokamin, 1871
 Skumaquea School, Square Cupola, 1913
 Welch 1871

Hinish (USE), 1936
 Chimney House, South End Tenasillahe Island (?)
 Puget (?)
 Clifton Dike North End Light, 1936 *r-9270*
 Mid, 1935
 Pillar Rock Channel Light 1, 1936
 Dike, 1935
 Cathlamet Point, 1871
 Three Tree Point (USE), 1935
 Rock Crusher, River Gable, 1935
 Stack, Fish House, 1913
 White Water Tank, 1935
 Welch's Island, Old Fish House, River Gable, 1935
 Elliott School Flagpole, 1935
 Altoona Cannery, Light on End of Jetty, 1935
 Klenenhausen Store, Flagpole, 1913
 Harrington Point Rear Range Light, 1935
 Snag Island Beacon, 1935
 Green Island Fish House, North Gable, 1935
 Pillar Rock Channel Light 2, 1935
 Elliott Point Light, 1913
 Water, 1913
 Wharf, 1913
 Log, 1935
 Eureka Bar Light, 1936
 Stack, 1936
 Peppermint Still, Stack, 1936
 Shad, 1936
 Lace, 1936
 Dike 62.9, Dolphin, South End, 1936
 Clatskanie, 1873
 Trey, 1936
 Open (USE), 1936
 Wallace Island Light, 1936
 Hotchkiss Dike Light, 1936
 Eureka Bar Dike, Lower Light, 1936
 Eureka Bar Dike, Upper Light, 1936
 Mike (USE) 1936
 Peat Tree (USE) 1936
 Eureka Bar Lower Dike Light, 1936
 Cooper Point Front, 1936
 Cowlitz-Wahkiakum County Boundary Post, 1934 *r-9570 (see (2) above)*
 Bunker Hill Light, 1936 *9254*
 Wal, 1936
 Stella Front Range, Light, 1936 *9254*

The following stations were reported "Lost" on Form 526 but were identified for use in the photographic plot:

Back photo 4456: 2 ft distance
 Crown Willamette Wood Mill Stack, 1936 *r-9269*
 Crown Willamette Wood Mill Tank, 1936 "
 Rock Crusher, River Gable, 1935
 Cooper Point Front, 1936 *9272 see next page*
 Wal, 1936 " " " "

In the case of Crown Willamette Wood Mill Stack, 1936, the hole in the tin roof through which the stack once protruded was identified. 79269

The center of Crown Willamette Wood Mill Tank, 1936, was identified from the four concrete footings for the tank supports.

Rock Crusher, River Gable, 1935 had caved in but its center was determined and identified.

Although COOPER POINT FRONT, 1936 has been discontinued and the light removed the concrete base for this light was recovered and identified. 79272

In the case of WAL, 1936, the station was recovered and identified but the pipe in which the mark is set has apparently been hit by drift and knocked about two feet out of plumb which destroys its position as far as triangulation is concerned.

(f) All necessary identification information was stated on Form 2226-12.

4. Vertical Control:

(a) Although vertical control is inapplicable to this project the following list of 39 Coast and Geodetic Survey Bench Marks were recovered:

(1 & 2) Bench Marks	Accuracy
15(USE)	First Order
Tidal 1 (Clifton)	" "
13 (USGS)	" "
Tidal 3 (BEAR, 1905)	?
Tidal 4 (BEAR, R.M.No.1)	?
Tidal 5 (BEAR, R.M.No.2)	?
P 31-8 (USGS)	First Order
10 (PP. & L Co.)	" "
11 (USGS)	?
Indian Point 2	First Order
R.M.1, Indian Point 2	" "
J 31	" "
K 31-9 (USGS)	" "
L 202	" "
Tidal 3 (Skamokawa, Wash.)	" "
N 317 (USE)	" "
Tidal 1 (Skamokawa, Wash.)	" "
M-317 (1939)	" "
B. M. USE	" "
Tidal 5 (Skamokawa, Wash.)	" "
Tidal 2 (Cathlamet, Wash.)	" "
Tidal 1 (Cathlamet, Wash.)	" "
3 (USGS)	?
R 63	First Order
Tidal 1 (Brookfield, Wash.)	?
Tidal 2 (Brookfield, Wash.)	?

U.S.E. 25 W (Brookfield, Wash.)	?
M 472 (Bradwood, Oregon)	First Order
N 472 (Bradwood, Oregon)	" "
Tidal 4 (Bradwood, Oregon)	?
Tidal 5 (Altoona, Wash.)	First Order
27 W (USE) (Altoona, Wash.)	" "
Tidal 3 (Altoona, Wash.)	" "
Tidal 4 (Altoona, Wash.)	" "

Five Bench Marks were searched for but not recovered.

The position of twenty five bench marks were determined by photographic plot and Form 524 submitted for them. *Under their respective nos.*

(3) No datum adjustments was necessary.

(4) All bench marks adjacent to the river were searched for.

(5) No additional bench marks were established for photogrammetric purposes by this party.

(b, c, d) Inapplicable. X

5. Contours and Drainage:

Contouring is inapplicable.

Drainage where applicable, is adequately indicated on field photographs.

6. Woodland Cover:

Woodland cover was classified in accordance with instructions. Heights of trees were not obtained.

7. Shore Line and Along Shore Features:

The shore line was inspected in accordance with instructions by walking the shore line or by inspection from a launch kept close inshore at the same time hydrographic signals were built.

The low water line was usually not visible on the photographs and was not delineated as they will be adequately determined by the hydrographic surveys of the area. Extensive shoal areas and mud flats were noted on field photographs. The high water line was delineated on field photographs where it was not sufficiently clear for compilation.

Dolphins and piling along the shore that are not visible on the photographs were located by the hydrographic party and recorded in their records.

8. Offshore Features:

All offshore features to be both deleted and charted, such as fishing stations, fixed aids to navigation, etc., were indicated on field photographs. Form 524 was submitted for all fixed aids to navigation that were not located by triangulation.

Obstructions, such as rocks, snag piles and dolphins were indicated on field photographs.

9. Landmarks and Aids:

Refer to the Descriptive Report accompanying Hydrographic Surveys Nos. H-7815, H-7816 H-7817 and H-7862 where a complete list of landmarks and aids to navigation is included. *check nos.*

No aeronautical aids were seen in the area of this survey.

10. Boundaries, Monuments, and Lines:

The Cowlitz-Wahkiakum Counties, Washington, Boundary Post is the only boundary or monument located on this project. This boundary post was located by triangulation and its position is shown on the List of Geographic Positions for Projects CS-339 and Ph-50 (49). *T-9510. Original post Δ 1936 "lost". New post Δ 1950*

11. Other Control:

Form 524 is submitted for all recoverable topographic stations. Spacing of recoverable topographic and photo-hydro stations were adequate for the completion of the hydrographic surveys. *Listed under each T-no.*

12. Other Interior Features:

No bridge or cable data is applicable to this report.

The overhead cable crossing now shown on C. & G. S. Chart No. 6152 at Lat. 46° 08.3'N., Long. 123° 13.7'W., should be deleted. *T-9510, T-9272, H-7862, Beaver Slough*

The private ferry crossings at Clifton and Knappa, Oregon were indicated and located on the Oregon shore by sextant fixes. *T-9267, H-7816*

13. Geographic Names:

Refer to the Descriptive Report accompanying Hydrographic Surveys H-7815, H-7816, H-7817 and H-7862 of the Ship HODGSON for the 1950 season.

14. Special Reports and Supplemental Data:

Records and supplemental data are to be submitted as follows:

Original copies of geodetic records, record books, recovery notes, descriptions of stations, abstracts and lists of directions, triangle computations, geographic position computation, progress sketches, etc., are to be submitted with the triangulation report to the Division of Geodesy. Duplicate copies of recovery notes and descriptions of stations and List of Geographic Positions are to be forwarded to the Seattle Processing Office with the manuscripts and this report. *GA 8854, G720 8854, G72 8860, SH. 5481-2-3, G72 8860, G72 8863*

Three copies of Form 567, Non-Floating Aids or Landmarks for Charts will be forwarded to Washington Office in accordance with Paragraph 713 of Topographic Manual and one copy is included with the Hydrographic Descriptive Report of the area. *Ch. Acts. No. 344 (1950), 397 (1950), 983 (1950)*

The special Coast Pilot Report has been submitted to the Washington Office, a copy of which is attached to this report.

Respectfully submitted,

Paul Taylor
Paul Taylor,
Lt. Comdr., USC&GS

Approved and Forwarded:

W. H. Bainbridge
W. H. Bainbridge
Chief of Party
Project CS-339

COAST PILOT NOTES - PACIFIC COAST

Page 221.- Lines 42- 46; read: Island, are used for log raft storage. Steamboat Slough, northeastward of Price Island, is used by fishing boats, tugs and for log storage.

Elkomin Slough, on the western side of Hunting Islands, is used for log storage and by tow boats.

Page 222.- Lines 1 - 3; read: In 1944, it had a depth of 8 feet from the eastern end to the wood mill, now abandoned; and the western end had depths of 1 foot near the mouth.

Lines 6 - 7; read: Cathlamet Channel is used for fishing boats, tugs, log rafts and barges and for some log storage above the city of Cathlamet; 10 feet can be carried.

Line 10; for 1939 read August 1950.

Line 11; for 30 feet read 28 feet.

Line 21 - 23; read: Bradbury Slough, southwestward of Crims Island, carries the deepest water in a narrow channel along the Oregon shore with a minimum depth of 9 feet to the upper end where it shoals to 3 feet. There is extensive log storage along the Crims Island shore.

Page 223.- Line 33; Strike out sentence following "up lumber."

Page 228.- Line 13; read: Salvage and Wreckage.- One well-equipped firm specializes in marine salvage. It has a 203-foot, 3600 horsepower, converted LSM, equipped with 6 - 50 ton winches and other necessary gear. There are several firms which undertake minor salvage work but none of these specialize in such activities.

Line 15; Insert after: The Principal marine repair plants are maintained by the Port of Portland, a municipal authority distinct from the City of Portland. Drydock No. 1, lifting capacity - 8000 deadweight tons, length - 488 feet, width - 82 feet, depth over keel blocks - 25

feet (now restricted to nothing larger than river craft); Drydock No. 2, lifting capacity - 15000 deadweight tons, length - 492 feet, width between wings - 94 feet, depth over keel blocks - 27 feet; and 3 outfitting piers are located on the east side of the Willamette River, 3/4 mile above the St. Johns Highway Bridge. Outfitting pier and Drydock No. 3, normal lifting capacity - 16000 deadweight tons, length - 598 feet overall including a 35 - foot wing on each end, width in clear between wings - 87 feet, normal depth over keel blocks - 25 feet 7 inches, emergency depth over keel blocks - 29 feet 11 inches, are located on the lower end of Swan Island.

Line 16 - 19; read: Communication.- All commercial methods of communication are available out of Portland, including several transcontinental railroads. Ship-to-shore radio-telephone service is handled through both Portland and Astoria.

(Note to Editor: The Port of Portland's present plans are to move drydock No. 2 to Swan Island within a year and eventually abandon the St. Johns plant.)

~~SECRET~~

PHOTOGRAMMETRIC PLOT REPORT
 Map Manuscripts T-9266 to T-9269 Inclusive
 Project Ph-20(49)

21: AREA COVERED:

This radial plot covers the shoreline of approximately a 16 mile portion of the Columbia River from the upstream end of Tenashillahe Island to the downstream end of Russian Island. The radial plot furnished shoreline and photo hydro signals for the areas of boat sheets No's. HO-1349, HO-1449 and the northern half of HO-1249. It comprises map manuscripts T-9266 to T-9269 inclusive and was radially plotted at a scale of 1:10,000. *H-7815, H-7816, H-7817*

22: METHOD:

The radial plot was run in two sections so that data could be quickly furnished to the personnel of the Ship HODGSON who were ready to proceed with the hydrographic surveys.

The first section included the areas of map manuscripts T-9268 and T-9269. The previously completed map manuscript No. T-9270 was also included in order to make a satisfactory junction between T-9269 and T-9270. The radial plot for this section was completed 26 May 1950.

The three map manuscripts were joined together with cellulose tape and the radial plot was run directly on the map manuscripts. Acetate templets made from 1:10,000 ratio prints of 1:12,000 contact scale photography, were used.

On many of these ratio prints the special fiducial marks for paper distortion correction were not printed within the limits of accuracy required for their use. Only those photographs on which the fiducial marks were printed within the accuracy requirements were corrected for paper distortion. Refer to the Photogrammetric Plot Reports for T-9254 to T-9265 inclusive and T-9270 to T-9272 inclusive.

Most of the radials to horizontal control stations passed through or were held tangent to their plotted positions and the intersections of radials to pass points, topographic stations, and photo hydro stations, were very good throughout this section of the radial plot. Where any difficulty was encountered it would easily be resolved by consultation with personnel of the Ship HODGSON.

Upon receipt of the field data in July 1950 the second section of this radial plot was completed on 2 August 1950. It included map manuscripts No'd. T-9266 and T-9267. The previously completed map manuscript No. T-9268 was included in order to make a satisfactory junction between T-9267 and T-9268. Facts pertaining to the first section are also applicable to the second section.

23: ADEQUACY OF CONTROL:

The horizontal control stations identified by the field party were adequate to control the orientation of the templets.

Attached to this descriptive report are Forms M-2388-12 for each map manuscript listing all recovered horizontal control stations in the area.

24: SUPPLEMENTAL DATA:

For the area of this radial plot this office was furnished prints on clear acetate of the 1936 topographic surveys, Scale, 1:10,000. No recommendations are made in the field inspection report for the use of the graphic control shown on these sheets. Refer to Item 23: "SUPPLEMENTAL DATA" in the photogrammetric Plot Reports for T-9254 to T-9265 inclusive and also for T-9270 to T-9272 inclusive. *(Moved & deteriorated aids)*

25: PHOTOGRAPHY:

The photograph coverage was adequate for the radial plot work.

26: REMARKS:

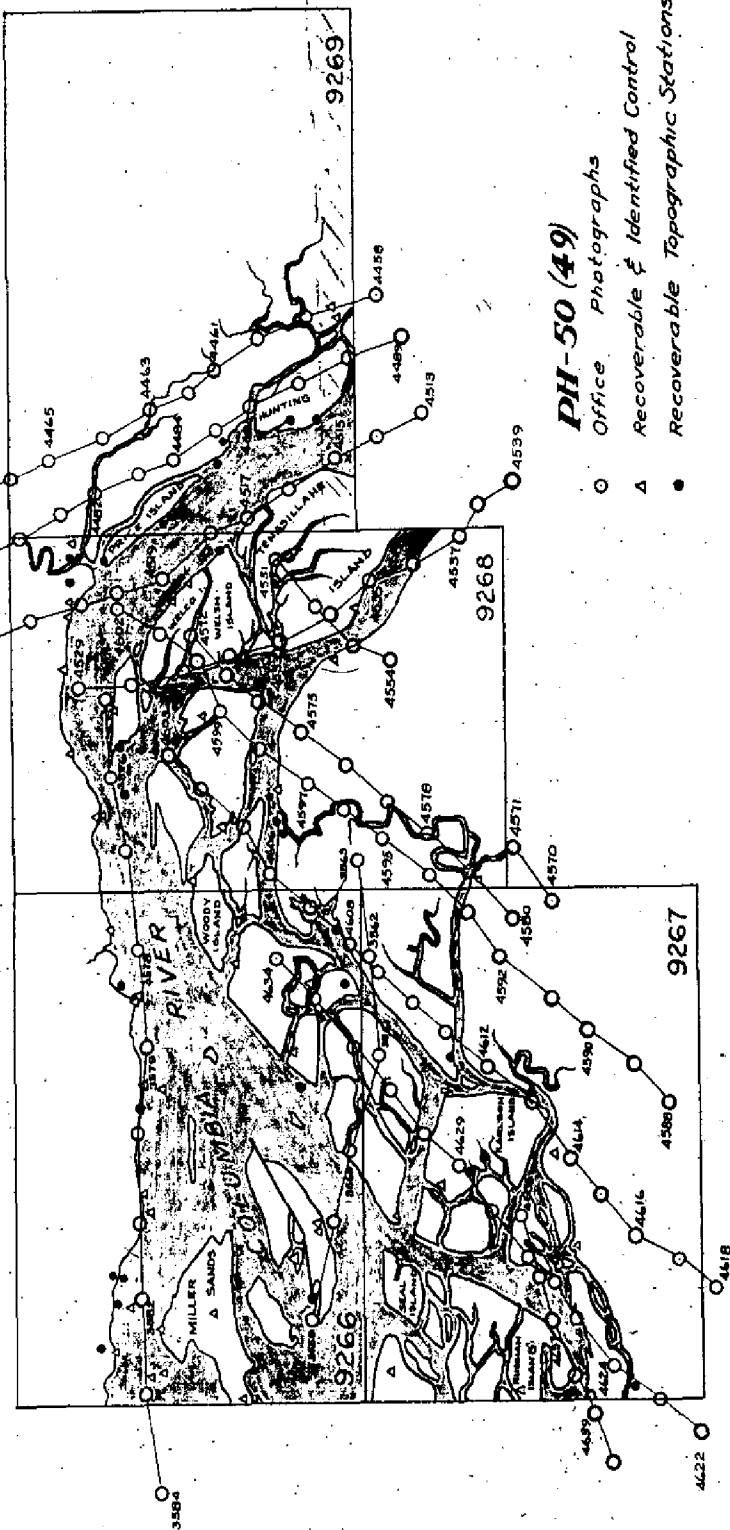
It is believed that this radial plot furnished accurate locations for photo-hydrographic stations, for use during the hydrographic survey and that shoreline surveys have been compiled that are well within the accuracy requirements for the project.

Approved:

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

Respectfully submitted:

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



PH-50 (49)

- Office Photographs
- △ Recoverable & Identified Control
- Recoverable Topographic Stations

MAP T-9266 PROJECT NO. Ph-50 SCALE OF MAP 1:10000 SCALE FACTOR

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)	FORWARD	(BACK)
MARSH <i>1905 r 1934 r 1450</i>	G-6331 p. 749	NA 1927	46° 13'	50.997"				1574.6	(278.0)		
DUCK <i>1935 r 1450</i>	G-3422 p. 313	"	46° 13'	57.914"				1788.2	(64.4)		
TALL PILING, (ORE) 1935 (WOODY IS) <i>r 1918</i>	G-3422 p. 334	"	123° 34'	28.551"				611.8	(673.9)		
JIM CROW POINT LIGHT (WASH) 1913, 1935 <i>r 1918</i>	G-6331 p. 757	" <i>368</i>	46° 15'	38.786"				1197.6	(655.0)		<i>1181.3</i>
ELLIOT CANNERY, FLAGPOLE (Pillar Rock Cannery) 1913, 1935 <i>r 1918</i>	G-3422 p. 334	"	123° 33'	47.103"				1008.8	(276.4)		<i>1003.2</i>
PILLAR ROCK LIGHT (WASH) (ORE) 1913, 1935 <i>r 1918</i>	G-3422 p. 334	"	46° 15'	37.665"				1163.0	(689.6)		
ROCK CRUSHER RIVER GABLE 1913 (WASH) 1935 <i>r 1918</i>	G-3422 p. 333	"	123° 35'	05.925"				126.9	(1158.3)		
SNAG, 1935 <i>r 1918</i>	G-3422 p. 313	"	46° 15'	29.624"				914.7	(937.9)		
SNAG I. FISH STA NE GABLE, 1950	Ship HODGSON	"	123° 35'	09.384"				201.0	(1084.2)		
SNAG I. FISH STA NW GABLE, 1950	"	"	46° 15'	56.108"				1732.4	(120.2)		
PILLAR ROCK DOLPHIN 1935 <i>r 1918</i>	G-3422 p. 335	"	123° 32'	48.089"				1029.8	(255.1)		
HARRINGTON PT UPPER DIKE LT 1950	Ship HODGSON	"	46° 13'	57.400"				1772.3	(80.3)		
			123° 37'	34.896"				747.8	(537.9)		
			46° 13'	45.190"				1395.3	(457.3)		
			123° 37'	13.755"				294.8	(991.0)		
			46° 13'	45.164"				1394.5	(458.1)		
			123° 37'	15.123"				324.1	(961.7)		
			46° 15'	37.583"				1160.5	(692.2)		
			123° 37'	05.329"				114.1	(1170.9)		
			46° 15'	40.738"				1257.9	(594.7)		
			123° 38'	26.024"				557.4	(727.7)		

SCALE FACTOR

SCALE OF MAP 1:10000

PROJECT NO. Ph-50

MAP T. 9268

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)	
MID RM No. 1 (use) Sub-Point 1950	Field Comp	NA 1927	46° 15' 20.749"	123° 29' 09.277"	<i>Plotted during review. Sub pt. removed</i>		<i>Covers 1/4 at NW</i>	640.6 (1212.0)	198.7 (1086.4)	<i>fm 5.24</i>
SKAM (USE) Sub-Point 1950	"	"	46° 16' 21.470"	123° 28' 09.660"	<i>Removed from MS.</i>			662.9 (1189.7)	206.8 (1077.9)	
SKAM (USE) (WASH) 1905 r 1935	G-3422 p. 322	"	46° 16' 21.40"	123° 28' 09.58"				660.8 (1191.8)	205.1 (1079.6)	
ROCKLAND LIGHT (WASH) 1936	G-3422 p. 358	"	46° 16' 18.97"	123° 30' 16.32"				585.7 (1266.9)	349.5 (935.3)	
SKUMAQUEA, SCHOOL, SQUARE CUPOLA 1913 r 1936	G-6331 p. 755	"	46° 16' 13.773"	123° 27' 15.566"	<i>School rebuilt, new location</i>			425.3 (1427.3)	333.3 (951.5)	<i>H4. # 0.43 A</i>
SILLAH (ORE) 1936	G-3422 p. 328	"	46° 13' 13.99"	123° 28' 01.89"	<i>New school cup. = 0</i>		<i>Ldmk</i>	432.0 (1420.6)	40.5 (1245.5)	<i>fm. 5.24</i>
LIGHT NEAR SKAM (USE) (WASH) 1935	G-3422 p. 355	"	46° 16' 20.82"	123° 28' 14.31"	<i>Shamokawa Mt. 31</i>			642.9 (1209.7)	306.4 (978.3)	
WELCH ISLAND, NEW FISH HOUSE, RIVER GABLE (ORE) 1935	G-3422 p. 333	"	46° 15' 53.073"	123° 29' 29.312"	<i>No. 106042151 for 1952</i>			1638.7 (213.9)	627.7 (657.2)	
UPSTREAM BARN GABLE 1950	Ship HODGSON	"	46° 15' 04.20"	123° 27' 39.51"	<i>6-8894 p. 1113 460 15' 04.19" 219.0m</i>		<i>Ldmk</i>	129.7 (1723.0)	846.3 (438.9)	
DOWNSTREAM BARN GABLE 1950	"	"	46° 15' 07.80"	123° 27' 42.52"	<i>123° 27' 39.57" 846.0m 6-8894 p. 1113 460 15' 07.78" 241.0m</i>		<i>Ldmk</i>	240.8 (1611.8)	910.8 (374.4)	
QUINN 2 (ORE) 1936	G-3422 p. 316	"	46° 13' 34.984"	123° 28' 52.287"	<i>123° 27' 42.072" 911.0m</i>		<i>Ldmk</i>	1080.2 (772.4)	1120.6 (165.3)	
RASPBERRY (USE) 1913	G-6331 p. 748	"	46° 14' 07.587"	123° 30' 45.521"				234.3 (1618.3)	975.4 (310.3)	

MAP T. 9268 PROJECT NO. Ph-50 SCALE OF MAP 1:10000 SCALE FACTOR

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		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
SKUM 2 (WASH) 1935	G-6331 P. 313	NA 1927	46° 16' 17.472" 123° 27' 05.465"				539.5 (1313.1) 117.0 (1167.8)		
BOSE (ORE) 1936	G-3422 P. 316	"	46° 14' 56.268" 123° 29' 39.360"	<i>Covers during frostlets</i>			1737.4 (115.2) 843.1 (442.1)		
BLIND (USE) (ORE) 1935	G-3422 P. 322	"	46° 14' 46.108" 123° 31' 17.434"	<i>South of map limit</i>			1423.6 (428.9) 373.5 (911.9)		
EMPO (ORE) 1935	G-3422 P. 322	"	46° 11' 58.45" 123° 32' 14.76"	<i>South of map limit</i>			1804.7 (47.9) 316.5 (970.0)		
WOODY ISLAND FISH HOUSE RIVER GABLE (ORE) 1935	G-3422 P. 333	"	46° 15' 03.158" 123° 32' 11.182"	<i>Has abut. poor condition</i>		<i>L.d.m.k</i>	97.5 (1755.1) 239.5 (1045.7)		
THREE TREE POINT LIGHT (WASH) 1935	G-3422 P. 356	"	46° 16' 02.075" 123° 31' 08.460"	<i>See also G.P. p. 757 (3rd ed.)</i>		<i>02.078</i> <i>08.534</i>	64.1 (1788.5) 181.2 (1103.7)		
ROCK CRUSHER RIVER GABLE (WASH) 1935	G-3422 P. 333	"	46° 15' 56.108" 123° 32' 48.089"	<i>on p. 72 62</i> <i>Crusher in bad cond. 1950</i>		<i>08.534</i> <i>02.078</i>	1732.4 (120.2) 1029.8 (255.1)	<i>Hy 1944</i>	
Bayview Light (Wash) 1936	P. 358		46° 16' 27.38" 123° 29' 10.95"	<i>Recommended as Hy. Sta.</i>			845.4 234.5		
Three Tree Point (Wash) 1951	P. 313		46° 16' 02.493" 123° 31' 08.460"	<i>See also G.P. p. 356</i>			77.0 181.2		
Aldrich (Ore) (1871/1935)	"		46° 14' 05.491" 123° 30' 40.393"	<i>Plotted during review</i>			159.5 m 860.5 m		

MAP T. 9269 PROJECT NO. Ph-50 SCALE OF MAP 1:10000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -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)	
PUGET ISLAND RANGE FRONT LT. 1950	Field Comp.	NA 1927	46° 13'	42.423"				* 1309.9	(542.7)	
			123° 25'	13.262"				284.2	(1001.6)	
CROWN-WILLAMETTE WOOD MILL TANK (WASH) 1936	G-3422 p. 357	"	46° 13'	23.59"	<i>Dist. 1900, but used in plot</i>	<i>Will not remain</i>		728.4	(1124.2)	
			123° 23'	33.07"	<i>from 1948 photos (4488)</i>			708.8	(577.2)	
CROWN-WILLAMETTE WOOD MILL, STACK (WASH) 1936	G-3422 p. 357	"	46° 13'	22.50"	"			694.7	(1157.9)	
			123° 23'	34.84"				746.7	(539.2)	
PUGET ISLAND RANGE REAR (TOPO)	USE <i>coord. value</i>	"	46° 13'	55.477"				1713.0	(139.5)	<i>from 5 24</i>
			123° 25'	10.200"				218.6	(1067.1)	<i>photo 4468</i>
PRICE ISLAND LIGHT 1950 (TOPO)	Ship HODGSON	<i>G-5894</i> <i>p. 11/113</i>	46° 15'	21.72"				670.6	(1182.0)	<i>photo 4519</i>
			123° 26'	44.53"				953.8	(331.4)	
PUGET ISLAND RANGE FRONT LT. (TOPO)	Ship HODGSON	"	46° 13'	42.323"				* 1306.8	(545.8)	
			123° 25'	13.262"				284.2	(1001.8)	

* See Review Report 64

~~SECRET~~

COMPILATION REPORT
Map Manuscripts T-9266 to T-9269 Inclusive
Project Ph-20(49)

These four map manuscripts, showing shoreline surveys of a portion of the Columbia River, have practically identical characteristics and their compilation may be adequately described in a combined report.

31: DELINEATION:

Refer to Item 31: "Delineation" of the compilation report for T-9254 to T-9265 inclusive, Project Ph-50(49).

32: CONTROL:

The horizontal control stations were satisfactorily identified and were of sufficient density to adequately control the photographs. Refer to Item 3: "Horizontal Control" of the field inspection report.

33: SUPPLEMENTAL DATA:

Facts contained in Item 33: "Supplemental Data" of the compilation report for T-9270 to T-9272 inclusive are applicable to these four map manuscripts. *"Because of drastic changes in shoreline and other details in this area these surveys (1936) were of little use for the compilation work."*

34: CONTOURS AND DRAINAGE:

Inapplicable

35: SHORELINE AND ALONGSHORE DETAILS:

Facts contained under Item 25: "Shoreline and Alongshore Details" in the compilation report for T-9270 to T-9272 inclusive are applicable to these four map manuscripts.

36: OFFSHORE DETAILS:

Since the hydrographic work was done prior to the final compilation of the shoreline surveys it is assumed that any offshore feature not delineated by field inspection or which cannot be easily seen on the photographs has been located by the Ship HODGSON. *H-7813, H-7816*
(see Review Report, 64)

37: LANDMARKS AND AIDS:

The Ship HODGSON has been furnished the scaled geographic position on Forms 524 for all aids to navigation located by the radial plot. Refer to Items 9 and 14 of the field inspection report. *C.L. 943 (1950)*
Chart Letter No. 983 (1950)

38: CONTROL FOR FUTURE SURVEYS: *(pp. 33-43)*

A list of Recoverable Topographic Stations shown on each map manuscript is attached to this descriptive report.

A list of photo-hydrographic stations, located by radial plot as shown on each map manuscript is attached to this descriptive report. *(pp. 33-35)*

39: JUNCTIONS:

Satisfactory junctions have been made between all map manuscripts covered by this descriptive report. *C.L. 943 (1950)*

40: COMPARISON WITH EXISTING MAPS:

A visual comparison was made with the 15 minute topographic quadrangles BROOKFIELD, WASH. - OREG., CATHLAMET, ORE. - WASH., SVENSEN, ORE. - WASH., and SKAMOKAWA, WASH. - OREG., Scale 1:62,500, Published 1943, 1941, 1940 and 1942 respectively. In general the planimetry which is common to both the quadrangles and map manuscripts is in agreement.

A contact comparison was made with prints on clear acetate, Scale 1:10,000 of the 1936 topographic surveys T-6385a, T-6385b, and T-6386.

There have been numerous changes in shoreline since the topographic surveys were compiled.

47: COMPARISON WITH NAUTICAL CHARTS:

Since the source of the shorelines on nautical chart 6152, Scale 1:40,000, last printed 7/4/49 and hand corrected 8/22/49, appears to be from 1936 topographic survey, the same differences as mentioned in paragraph 46 are applicable. *N.C.*

48: GEOGRAPHIC NAMES:

There was no geographic names inspection furnished this office for the area. Names shown on the map manuscripts were obtained from nautical chart No. 6152 in most cases. A list of geographic names and their

source is included in this descriptive report for each map manuscript. Refer to Item 13, "Geographic Names" of the field inspection report for these four map manuscripts which is included in this descriptive report.

49: NOTES TO THE HYDROGRAPHER:

There were many conferences between the officers of the Ship HODGSON and the Chief of Party and personnel of this office. All phases of the work were completely discussed and all information needed for the hydrographic work has been furnished to the Ship HODGSON. The map manuscripts and attending data have been turned over to the Ship HODGSON.

A tabulation of recoverable topographic stations and photo hydro stations is attached for the purposes of permanent record.

Approved:

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

Respectfully submitted:

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

GEOGRAPHIC NAMES PROJECT Ph-50(49)

T-9266

- ✓ Columbia River
 - ✓ Long Island
 - ✓ Marsh Island
 - ✓ Marsh Island Channel Creek
 - ✓ Miller Sands
 - ✓ Miller Sands Channel
 - ✓ Prairie Channel
 - ✓ Woody Island
 - ✓ Woody Island Channel
 - ✓ Green Island
 - ✓ Jim Crow Pt.
 - ✓ Jim Crow Cr.
 - ✓ Brookfield
- ✓ Pillar Rock
 - ✓ Elliott Pt.

~~Note: Name was obtained from nautical chart No. 6152~~
~~unless otherwise noted.~~

Names approved
 5-22-51
 a. j. W.

GEOGRAPHIC NAMES PROJECT PH-50(49)

T-9267

- Blind Slough ✓
 - Columbia Slough ✓
 - Green Island ✓
 - Karlson Island ✓
 - Knappa Slough
 - Long Island ✓
 - Marsh Island ✓
 - North Island ✓
 - Prairie Channel ✓
 - Russian Island ✓
 - Seal Island ✓
 - Svensen Island ✓
 - Svensen Slough ✓
 - Grizzly Slough ✓
- ✓ S.P. & S. Ry. (Spokane Portland & Seattle Railway).

~~Note: Name was obtained from nautical chart No. 6152 unless otherwise noted.~~

Names approved
5-22-51
a.g.w.

GEOGRAPHIC NAMES PROJECT PH-50(49)

T-9268

- | | |
|--|--|
| <input checked="" type="checkbox"/> Aldrich Point | <input checked="" type="checkbox"/> Steamboat Slough |
| <input checked="" type="checkbox"/> Columbia River | <input checked="" type="checkbox"/> Price Island |
| <input checked="" type="checkbox"/> Clifton Channel | <input checked="" type="checkbox"/> Tenasillahe I. |
| <input checked="" type="checkbox"/> Long Island | <input checked="" type="checkbox"/> Skamokawa Creek |
| <input checked="" type="checkbox"/> Red Slough | <input checked="" type="checkbox"/> Brooks Slough |
| <input checked="" type="checkbox"/> Prairie Channel | <input checked="" type="checkbox"/> Three Tree Pt. |
| <input checked="" type="checkbox"/> Skamokawa Channel | |
| <input checked="" type="checkbox"/> Welch Island | |
| <input checked="" type="checkbox"/> Woody Island | |
| <input checked="" type="checkbox"/> Willow Island - Brookfield Wash-Oreg. USGS Quad. | |

Note: ~~Name was obtained from nautical chart No. 6152 unless otherwise noted.~~

Names approved

12-2-52: Names Report on 5-22-51
 CS-339 received 12-14-51, and Q.J.U.
 following new list based on it:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Washington | <input checked="" type="checkbox"/> Clifton Channel |
| <input checked="" type="checkbox"/> Oregon | <input checked="" type="checkbox"/> Fitzpatrick I. |
| <input checked="" type="checkbox"/> Columbia River | <input checked="" type="checkbox"/> Grassy I. |
| <input checked="" type="checkbox"/> Three Tree Pt. | <input checked="" type="checkbox"/> Woody I. |
| <input checked="" type="checkbox"/> Skamokawa Creek | <input checked="" type="checkbox"/> Goose I. |
| <input checked="" type="checkbox"/> Brooks Slough | <input checked="" type="checkbox"/> Tronson I. |
| <input checked="" type="checkbox"/> Steamboat Slough | <input checked="" type="checkbox"/> Quinns I. |
| <input checked="" type="checkbox"/> Price Island | <input checked="" type="checkbox"/> Prairie Channel |
| <input checked="" type="checkbox"/> Skamokawa Channel | <input checked="" type="checkbox"/> Long I. |
| <input checked="" type="checkbox"/> Tenasillahe I. | <input checked="" type="checkbox"/> Aldrich Pt. |
| <input checked="" type="checkbox"/> Red slough | |
| <input checked="" type="checkbox"/> Welch I. | |

Perk

GEOGRAPHIC NAMES PROJECT PH-50(49)

T-9269

- Columbia River
- Elokomin Slough
- Hunting Islands
- Price Island
- Steamboat Slough
- Tenasillahe Island
- Elokomin River

Washington

Oregon

Skamokawa Channel

~~Note: Name was obtained from nautical chart No. 6152 unless otherwise noted.~~

Names approved

5-22-51

A. J. W.

Re-checked

12-2-52

L. Hecky

T-9266RECOVERABLE TOPOGRAPHIC STATIONS

Harrington Point Range Rear Light, 1950
 B.M. C 317 (USE)
 B.M. 5, 1950
 B.M. 4, 1950
 IKE, 1950 (159)
 Red, 1950 (157)
 Win, 1950 (158)
 Sig, (USE), 1950 (154)
 B.M. 2
 B.M. 1
 TIN, 1950 (144)
 NIX, 1950
 Tru, 1950 (119) *no stamp (H-7816)*
 Eno, 1935 (113) *del*
 Sin, 1950 (132) *no stamp del.* 1935 r 1950
 Δ RED BARN, 1950 (139) LEG. Hydro. Verification 3-11-53

HYDRO SIGNALS

<u>Signal No.</u>	<u>Photo No.</u>	<u>Description</u>
101	4606	White cross banner on log in marsh.
102	4606	White tripod and flag over bush.
109	4606	White and yellow cross banner.
110	4607	White banner on lone tall cottonwood.
111	4607	White flag on stump.
112	4608	Whitewashed tall pile.
114	4633	Large stump on waterline.
118	4633	Whitewash and flag on lone pile.
120	4633	Whitewashed D/S pile of 8.
121	4633	R/G white shack.
122	4632	D/S gable of D/S shack of group. Radio aerial, on gable.
123		<i>Tallest Cottonwood (H-7816)</i>
124	4633	White banner in bush.
125	4633	White flag on stump.
126	4632	White flag on tree butt.

T-9266

HYDRO SIGNALS - Continued

<u>Signal No.</u>	<u>Photo No.</u>	<u>Description</u>
✓129	4607	White cross banner.
✓130	4608	Tall snag near high fir tree.
✓131	4608	Whitewashed stump and flag.
✓133	4609	Whitewashed dolphin and yellow flag.
137 ✓	----	Fix: Not on Photo. PILLAR ROCK LT. 25 03 00 JIM CROW PT. LT. THREE TREE PT. LT. 95 43 30 ROCKLAND LT. 101 08 00
138	3577	Banner and whitewash on tall snag.
139	3577	East gable red fish house.? <i>GEAC HART hydro. verification A RED BARN 1950 24-53</i>
140	3577	R/G unpainted fish house.
141	3577	Center of small house on piling.
142	3577	White flag in bush.
143	3578	Whitewashed light pile and flag.
145	3578	Whitewash on tip of rocky point.
146A	3577	Rock crusher river gable.
151	3559	Small white outhouse on south ramp to Snag Island Fish Station.
155	3580	D/S gable boat house on cribbing.
156	3581	R/G boat house with wind charger at Elliott's Landing.
162	3580	Small ww building on piles.
168	3583	R/G gray fish house on CRPA dock.
169	----	ww target on remains of fish house. Fix: HARRINGTON (USE), 1913 to ROCKY PT. 2, 1913 45 26 to LARSON, 1935 74 00 to GREEN, 1950 118 46 to HARRINGTON (USE) 121 48

T-9266HYDRO SIGNALS - Continued

<u>Signal No.</u>	<u>Photo No.</u>	<u>Description</u>
174	3560	White cross banner on stump.
175	3560	ww and white flag in umbrella spruce tree.
177	3560	White flag in umbrella top spruce.
178	3560	White cross banner on stump.
180	3559	White cross banner on east end Snag Island Jetty. Not visible on photo. Fix: LARSON, 1935 to HARRINGTON (USE) 120 56 to ROCKY POINT 2, 1913 47 18 to DUCK, 1935 107 35

T-9267RECOVERABLE TOPOGRAPHIC STATIONS

Dorm, 1950 (207) Photo 4412
 Sun, 1950 (153) Photo 4629
 B.M. K 31-9 Photo 4613
 B.M. J 31 " "
 B.M. 11, 1950 (Photo 4424) (091)
 B.M. P 31-8 (USGS) (091)
 Top, 1950 (217) Photo 4623

HYDRO SIGNALS

<u>Signal No.</u>	<u>Photo No.</u>	<u>Station Name and Description</u>
127	4632	Whitewashed log raft dolphin.
128	4632	Whitewash and flag on log raft dolphin.
134	4609	Whitewashed dolphin and red flag.
135	4610	Whitewashed dolphin and white flag.
136	4610	Whitewashed dolphin and yellow flag.
170	3558	White tripod and flag on stump.
171	3558	White tripod and yellow flag on stump.
173	3558	White cross banner and flag on stump.
176	3558	White cross banner on east end Green Island Jetty. Sextant fix for check. GREEN, 1950 to HARRINGTON (USE), 1913 77 35 to LARSON, 1935 to 120 56 RUST, 1950 to 98 55 GREEN, 1950 62 34
181	4631	Whitewashed corner dolphin.
182	4631	W and yellow cross banner in fir tree.
183	4630	W flag and ww in snag.
184	4630	White cross banner on snag stump.
185	4630	Yellow cross banner on stump.
186	4631	Ww corner dolphin and yellow flag.

T-9267HYDRO SIGNALS - Continued

<u>Signal No.</u>	<u>Photo No.</u>	<u>Station Name and Description</u>
187	4631	Ww dolphin.
188	4629	Lone unmarked pile.
189	4629	Lone bush on stump.
190	4630	End dolphin and sign "K.T. 12".
191	4630	Whitewashed dolphin.
192	4630	Ww dolphin and center pile.
193	4630	White cross banner on stub dolphin.
194	4630	Whitewashed dolphin.
195	4612	White flag on dolphin. (Note to Hydro Party: Locate new outside dolphins along left shore Knappa Slough.)
196	4613	Whitewashed dolphin.
197	4613	Whitewashed dolphin.
198	4613	Unmarked outside downstream end dolphin.
199	4614	Whitewashed dolphin and yellow flag.
200	4614	Log derrick.
201	4614	Whitewashed dolphin. (Note to Hydro Party: Locate new outside dolphins ^E west of 201.)
202	4614	Whitewashed dolphin and white flag.
203	4613	R/G white house in water. (Note to Hydro Party: Locate new Knappa Landing west of 203.)
204	4613	Whitewashed dolphin. (Note to Hydro Party: Locate new outside dolphin.)
205	4612	Whitewashed dolphin.
206	4612	Black unmarked dolphin.
208	4614	Tall unmarked center pile in dolphin.
209	4614	Whitewashed dolphin.

T-9267

HYDRO SIGNALS - Continued

<u>Signal No.</u>	<u>Photo No.</u>	<u>Station Name and Description</u>
210	4614	Whitewashed dolphin and yellow flag.
211	4614	Whitewashed dolphin. (Note to Hydro Party: Locate new outside row of piles between 211 and 200.)
212	4627	White flag in double fir.
213	4627	Whitewashed top of low dolphin.
214	4627	Ww and yellow flag on end dolphin.
215	4627	Tall cross banner on pile.
216	4627	White wrap single pile.
218	4624	White banner on pile.
219	4624	Whitewashed dolphin.
220	4624	R/G large red barn.
221	4625	Ww dolphin and flag.
222	4626	Large stump with bush on top.
223	4626	Whitewashed dolphin.
224	4627	Whitewashed dolphin.
225	----	White cross banner. Fix: 210 30 12 224 223 124 53 224 to 221 139 30
227	----	White cross banner and yellow flag on stump. Fix: RUST, 1950 41 07 GREEN, 1950 LARSON, 1935 75 33 GREEN to MARSH I. LT. 56 55
228	----	White cross banner on butt of tree. Fix: RUST, 1950 58 16 GREEN, 1950 LARSON, 1935 98 20 GREEN to MARSH I. LT. 91 26

T-9267HYDRO SIGNALS - Continued

<u>Signal No.</u>	<u>Photo No.</u>	<u>Station Name and Description</u>
229	----	Yellow cross banner (not on photo). Fix: GREEN, 1950 118 49 MARSH I. LT., 1950 LARSON, 1935 36 32 SNAG ISLAND FISH STATION NW GABLE to LARSON 67 28
230	4626	White tripod and yellow flag on stump.
231	----	White cross banner 2 meters inside shore. Fix: LARSON, 1935 78 47 Hydro 221 TOP 80 36 Hydro 221 to 220 41 25
232	----	White cross banner and white and yellow flag. Fix: BEAR (USE) 1905 83 38 RUST, 1950 LARSON, 1935 92 36 TOP to BEAR (USE) 46 40

T-9268

RECOVERABLE TOPOGRAPHIC STATIONS, 1950

- 062 · Skamokawa Grade School Cupola, 1950
 063 · BM M317⁽¹⁹³⁶⁾, 1950
 061 · BM N317⁽¹⁹³⁶⁾, 1950
~~148 · Skamokawa Tide Gage~~
 057 · BM 3, (1940)
 050 · BM 5, (1940)
 055 · BM 2, (1936)
 054 · BM 1, (1936)
 056 · BM (USE) (1913)
 049 · Skamokawa Slough Light, 1950
 070 · Pillar Rock Upper Range Rear Light, 1950
 Pillar Rock Upper Range Front Light, 1950
~~085 · True (USE), 1950~~
~~083 · Aldrich Point Tide Gage~~
 016 · Ace, 1950
 · BM 15 (USE), 1950
 · BM Tidal 1, 1950
 006 · Box, 1950
 · BM 5, 1950
 · BM 4, (195045)
 084 · Sil, 1950
 072B · Mid RM1 (1935)

HYDRO SIGNALS

<u>Signal No.</u>	<u>Photo No.</u>	<u>Station Name and Description</u>
007	4535	- - F.P. on D/S gable small red house on dock.
008	4525	- - U/S gable ruined blue shack.
009	4534	- - White cloth on face of cattle loading chute.
011	4534	- - Red banner on dead leaning snag. (Use with caution)
013A	4534	SILAH, 1936 △
014	4534	- - White wrapped dolphin.
016	4534	- - Whitewashed dolphin.
017	4534	- - Unmarked log raft dolphin.
018	4533	- - Whitewashed dolphin.
019	4533	- - Unmarked log raft dolphin.
020	4533	- - Whitewashed dolphin. D/S one of 5

T-9268

HYDRO SIGNALS = Continued

<u>Signal No.</u>	<u>Photo No.</u>	<u>Station Name and Description</u>
021	4535	- - Whitewashed dolphin.
022	4535	- - Whitewashed dolphin and white flag. 7-9270
035	4519	Tree (USE)
036	4518	- - White wrapped pile.
037	4518	- - White flag on stump.
038	4519	- - White Banner and flag in marsh.
039	4532	- - Red and white flag on stub pile.
040	4532	- - Whitewashed base of leaning tree.
041	4532	- - White cross banner on offshore & D/S one of three stub piles.
042	4532	- - White wrapped cottonwood .
043	4532	- - White tripod on stump.
044	4519	- - White banner on inshore and downstream pile of fish trap.
045	4520	WELCHS FISH HOUSE, NORTHEAST GABLE, 1936. Also U/S Barn Gable (USE). No check 1936 position. Use with caution.
046	4520	" D/S Barn gable (USE).
047	4520	- - Lone unmarked dolphin.
048	4520	- - White cross banner on stub dolphin.
058	4522	- - Whitewashed dolphin.
069	4532	- - White banner on slim twin fir trees.
071	4529	- - Black cupola on wrecked boathouse.
072	4529	- - Whitewashed rock.
073	4530	- - White tripod on stump.
074	- "	- - White tripod (not pricked on photo) THREE TREE POINT LIGHT, 1936 31 10 30 ROCKLAND LIGHT, 1936 BAYVIEW LIGHT, 1936 49 27 30 SKAMOKAWA LIGHT, 1935 35 13 30

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1960
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T-9268HYDRO SIGNALS - Continued

<u>Signal No.</u>	<u>Photo No.</u>	<u>Station Name and Description</u>
075	4529	- - Whitewashed dolphin.
076	- -	---- White tripod (not pricked on photo). ROCKLAND LIGHT, 1936 47 50 10 BAYVIEW LIGHT, 1936 SKAMOKAWA LIGHT, 1935 54 07 50 SKAMOKAWA SLOUGH LIGHT 37 45 20
078	4599	- - White cross banner on old tree stump.
079	4553	Whitewashed snag.
080	4574	Whitewashed boards on tall cottonwood.
081	4574	White tripod (3.3 m. W of slough, 1.8m. S of shore)
082	4574	Dead top tall large fir tree south of RR.
083		<i>Aldrich Point Tide Gage</i>
085	4605	White cross banner in (tallest cottonwood) on point.
086	4606	White flag in tall snag.
087	4606	White cross banner on stub dolphin.
088	4606	Whitewashed tripod on bush.
089	4607	Tall whitewashed pile.
096	4599	Whitewashed tripod and flag.
097	4599	White cross banner in bush.
098	4599	White cross banner and tripod.
099	4598	White and yellow cross banner.
100	4606	Whitewashed top of stump.
103	4605	White cross banner in bush.
104	4605	White flag.
105	4606	White and yellow banner in tree.
106	--	Fix: JIM CROW POINT LT. 80 36 30 THREE TREE POINT LT. BAYVIEW LIGHT 30 01 20 THREE TREE PT. LT. to BLIND 96 19 20

T-9268HYDRO SIGNALS - Continued

<u>Signal No.</u>	<u>Photo No.</u>	<u>Station Name and Description</u>
107	4606	White twisted banner.
108	4606	White flag on butt of log.
115	4599	White banner & yellow flag on butt of (tree stump.)
116 ✓	--	Fix: (White cross banner & yellow flag)
		THREE TREE PT. LT. 36 04 00
		PILLAR ROCK UPPER RANGE REAR
		WELCH'S ISLAND NEW FISH HO.R/G 31 21 40
		MID R. M. 1, 1935 74 43 00
		SKAM (USE), 1935 50 43 20
117	4604	White & yellow banner in lone cottonwood.
146	3576	Whitewashed tip large isolated rock on point.
147	3578	Whitewashed boulder on beach.
148		<i>Skamokawa Tide Gage</i>

T-9269

RECOVERABLE TOPOGRAPHIC STATIONS

Price Island Light, 1950 = *Triangulation, 1950*
 Steamboat Slough 37 Light, 1950
 Top, 1950
 Puget Island Range Front Light, 1950 *see 031, next page*
 Puget Island Range Rear Light, 1950
 RIM, 1950 (Falls in area of T-9270 but was radially plotted at same time as those listed above). *no form 524*

HYDRO SIGNALS

<u>Signal No.</u>	<u>Photo No.</u>	<u>Station Name & Description</u>	
001	4538 <i>fm 524</i>	<u>Use</u> . U/S dolphin Bradley-Woodward Lumber Mill Dock.	T-9270
002	4538 <i>fm 524</i>	<u>Dan</u> . D/S dolphin, Bradley-Woodward Lumber Mill Dock.	"
003	4538	--- Whitewashed log raft dolphin.	"
004	4538	--- Whitewashed log raft dolphin.	"
005	4537	--- Whitewashed dolphin at end of log pond.	"
012	* 4515 <i>fm 524</i>	Dick(USE). White tripod and banner.	
024	4515	Flood (USE). Whitewashed boards on tree. (unmarked) POLE R.M. 1 42 51 30 Clifton Dike N.End Light Clifton Dike S.End Light 21 26 30 Puget Island Range Front (old) to Pole R.M. 70 46 00	T-9270 (see Revised Report)
025	4516	--- Whitewashed tripod.	
026	4517	Joe (USE). Whitewashed tree.	
027	** 4518	--- Large white cross banner.	
028	4488	--- Red and white wrapped dolphin.	T-9270
029	4488	--- Whitewashed dolphin and white flag.	"

* Inst. Sta. Bush ——— Dike 75.0 Dol. W End 0.00°
 Dick (USE) 118°33' 21.97m

** Sub. pt. NE Cor Sunken Barde ——— Steamboat Slough Lt. 0.00 50.6m to #027
 Top 1950 (H-035) 100 31'

T-9269HYDRO SIGNALS - Continued

<u>Signal No.</u>	<u>Photo No.</u>	<u>Station Name and Description</u>
030	4487	--- Whitewashed stump.
031	* 4487	Puget Island Range Front (old stand) (USE).
033	4486	Spruce (USE). Whitewashed boards on small spruce tree.
060	4483	--- Whitewashed boards on small tree.
061	----	--- Steamboat Slough Light (could not locate on photo). U/S Barn Gable (USE) No. 045, Ph 4520 30 04 30 Price Island Light No. 059, Ph 4519. No. 062, Ph 4485 96 03 30 Top No. 034, Ph 4485 131 18 00 U/S Barn Gable (USE) No. 045, Ph 4520 162 34 00
062	4485	--- Highest part U/S gable T-shaped house.

The following signals fall in area of T-9270 but were radially plotted at the time of other signals on T-9269.

066	4513	--- White flag on bush snag.
067	4513	--- White banner on leaning tree.
068	4513	--- White cross banner on stump.

* Puget Id Range Front (new, 1958)
to
Puget Id Range Rear 00° 00'
and to
Puget Id Range Front (USE, 1948) 180° 00' 95.0 ft (28.6 m)

PHOTOGRAMMETRIC OFFICE REVIEW

T-9266 to T-9269 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. R. H. Barron Reviewer J. E. Deal 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:

Review Report T-9266, T-9267
26 July, 1955

61. General:

Project Ph-50 has been discontinued west of T-9266 and T-9267. If and when resumed it will be assigned a new project number.

In order to complete the registration of the group T-9266 - T-9269, the two maps T-9266 and T-9267 were reviewed in those portions for which photographs were available, i.e., in the eastern and southeastern portion of T-9266, and in the eastern and southern portion of T-9267.

Remainder of T-9266 and 9267 reviewed in May 1957 by: H. Striffler

62. Comparison with Registered Surveys:

T-6385a, b	1:10,000	1935	Harrington Point to Three Tree Point (Wash.), Columbia River
T-6386	1:10,000	1935	Marsh Island and Vicinity
T-6387b	1:10,000	1935	Seal Island and Vicinity

Except for the bluff along the Washington shore T-9266 and T-9267 supersede the older surveys for charting purposes.

63. Comparison with Maps of Other Agencies:

USE Brookfield, Washington	1:50,000,	1947
USE Svensen, Oreg.-Washington	1:50,000,	1947

T-9266 and T-9267 supersede the quadrangles for shoreline and hydrographic features.

64. Comparison with Contemporary Hydrographic Surveys:

H-7816	1:10,000	1950	Pillar Rock-Skamokawa Creek
H-7817	1:10,000	1950	Jim Crow Point to Harrington Point

Except for the margin area in the southeast corner of T-9266, the shoreline of the hydrographic surveys is that of the unreviewed map manuscripts T-9266 and T-9267.

The hydrographic survey did not alter the shoreline except on two plans in the Snag Island area on T-9266. The map manuscript was not changed, but notes of reference to H-7817 were made instead.

Because the "shallow" lines around sand islets south of Pillar Rock (T-9266) and at Seal and Karlson Islands (T-9267) were in conflict with the hydrographic surveys, they were removed and notes of reference made to H-7816 and H-7817, respectively.

65. Comparison with Nautical Charts:

6152 1:40,000 ed. July 1944, corr. Jan. 1951

The chart is based on the 1935 surveys.

Review Report T-9268, T-9269
Shoreline Manuscripts
4 December 1952

62. Comparison with Registered Surveys.-

T-1235	1:10,000 (U.S. Standard datum) 1870, with contours Marsh Island to Three Tree Point	T-9268
T-1250	1:10,000 (U.S. Standard datum) 1871, with contours Three Tree Point to Hunting Islands	T-9268,69
T-6522	1:10,000 (NA 1927) 1936 Three Tree Point to Hunts Mills Point	T-9268,69
T-6573	1:10,000 (NA 1927) 1937 Blind Slough	T-9268

Except for contours T-1235 and T-1250 are superseded by T-9264 and T-9269 for charting purposes.

Many changes in shoreline and shore structures have occurred since T-6522 and T-6573 were made, so that T-9268 and T-9269 supersede the older survey for charting purposes. (See also 64 below).

63. Comparison with Maps of Other Agencies.-

USE Cathlamet Oreg. Wash.	1:50,000	1947	Photos	1936
" Skamokawa, Wash.	"	"	"	1939
" Brookfield, Wash.	"	"	"	"
" Svensen, Wash.	"	"	"	1937

T-9268 and T-9269 supersede the quadrangles for shoreline and hydrographic features.

64. Comparison with Contemporary Hydrographic Surveys.-

H-7815 1:10,000 1950 Skamokawa Cr. to Cathlamet
T-9268 Station Tree (USE) 1950 (Hy 035) is not the same point as hydrographic station TREE on H-7815. The latter appears to be a smaller tree at the MHWL. It has been delineated on the map manuscript

T-9269 The position of Puget Island Range Front Light on the map manuscript is in accord with field data on the back of field photograph 4487. Forms 524 and 567 (Chart Letter No. 983, 1950 p.2) give the values of the manuscript position, which places the front light 480 yards southwest of the rear light, - not 400 yards as recorded in the light list.

Two other values are recorded in the descriptive report, p. 25. Their source could not be traced, therefore the note on the field photograph was considered the authentic data.

In view of the great difference between T-9269 and the light list record, inquiry should be made respecting the true position of the front light.

H-7816 1:10,000, 1950 Pillar Rock to Skamokawa Creek. The shoreline of H-7815 and H-7816 is from map manuscripts T-9268 and T-9269, which have received some revision during review.

Changes made during Review:

T-9268 shoreline. The mainland of Oregon and Tronson, Goose, Woody, Quinns, Fitzpatrick, and Welch Islands.

Photographs 3576 and 3577 were used to redelineate the MHWL during review, because they were taken at a higher water stage than others over the area. This results in a greater area of grass-in-water and mud flat around the marsh islands.

T-9269 Shoreline on Hunting Islands and Tenasillahe Island.

Rocks are not delineated on T-9268 and T-9269. Piles and dolphins differ as to number and location. Only those visible or field inspected on 1948 photographs are on the map manuscripts. They supplement those on the older surveys and the contemporary hydrographic surveys, but do not necessarily supersede them. Their continued existence and their state of repair can be determined only by specific field inspection.

65. Comparison with Nautical Charts.-

6152 1:40,000 July 1944 rev. Jan. 1951

T-9268 and T-9269 were used prior to review for reconstruction chart 6152.

For changes made during review refer to 64 above.

66. Accuracy.-The map manuscripts meet the requirements of the project instructions and fully utilize field inspection data. The delineation and the radial plot were good so that T-9268 and T-9269 meet the National Standards of Accuracy.

Reviewed by:

Lena T. Stevens
Lena T. Stevens

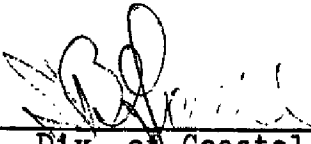
APPROVED

L C Lande
Chief, Review Section
Div. of Photogrammetry

Max Skellett
Chief, Nautical Chart Branch
Division of Charts


Chief, Div. of Photogrammetry

MI


Chief, Div. of Coastal Surveys

