

9511

N&S

Diag. Cht. No. 6153

9511

Form 504 U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE  <b>DESCRIPTIVE REPORT</b>	
<i>Type of Survey</i> <u>Shoreline</u>	
<i>Field No.</i> <u>Ph-50 (49)</u> <i>Office No.</i> <u>T-9511 N &amp; S</u>	
LOCALITY	
<i>State</i> <u>Oregon and Washington</u>	
<i>General locality</i> <u>Columbia River</u>	
<i>Locality</i> <u>Deer Island, Martin Island,</u>	
<u>Burke Island.</u>	
<u>194 R - '51</u>	
CHIEF OF PARTY	
<u>Horace G. CONNERLY, Chief of Party</u> <u>Charles G. Clarke, Portland Photogrammetric</u> <u>Office.</u>	
LIBRARY & ARCHIVES	
DATE <u>November 17, 1955</u>	

## DATA RECORD

T-9511

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

Field Office (II): Ship HODGSON      Chief of Party: Horace G. Connerly

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

Instructions dated (II) (III): 21 September 1950 (field)      Copy filed in Division of  
9 June 1950 (Office) Supplement 1      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): *SEP 25 1951*      Date reported to Nautical Chart Branch (IV):Applied to Chart No.      Date:      Date registered (IV): *26 August, 1954*

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III): *Col. River Datum*  
~~Mean Sea Level~~  
*(Local Mean River 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

*when report was first profile*

Reference Station (III): MARTIN BLUFF (WASH.), 1878

Lat.:  $45^{\circ} 57' 44.288''$  1367.4 m      Long.:  $122^{\circ} 48' 35.410''$  762.5 m      Adjusted **X**  
( 485.1 m)      ( 529.5 m)      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)  
(II) (III)

## DATA RECORD

Field Inspection by (II): Ship HODGSON Date: May & June 1951

Planetable contouring by (II): Date:

Completion Surveys by (II): Date:

Mean High Water Location (III) (State date and method of location): By analogy from previous field inspection made in 1949. The gradient of the high water line is  $\pm 5.5$  ft. M.S.L. at southern limits to  $\pm 4.7$  ft. M.S.L. at northern limits which equals a water plane 5.0 ft. above the U.S. Engineers Columbia River M.L.L.W. plane.  
*See p. 36. Dept Report T-9218-65.*

Projection and Grids ruled by (IV): - Date:

Projection and Grids checked by (IV): Date:

Control plotted by (III): Ree H. Barron Date: 21 August 1951

Control checked by (III): M.B. Elrod Date: 21 August 1951

Radial Plot or Stereoscopic J.L. Harris Date: 28 August 1951  
Control extension by (III):

Planimetry Date:  
Stereoscopic Instrument compilation (III):  
Contours Date:

Manuscript delineated by (III): Ree H. Barron Date: 10 September 1951

Photogrammetric Office Review by (II): J.E. Deal Date: 10 September 1951

Elevations on Manuscript None Date:  
checked by (II) (III):

Camera (kind or source) (III): Single lens, K-17, Focal length 12 inches.

Number	Date	PHOTOGRAPHS (III)			Water Level
		Time	Scale	Stage of Tide	
3933 to 3942 Incl.	9/5/48	2:07 P.S.T.	1:10,000 ratio	All flights	
3949 to 3956 Incl.	"	12:55 " " "	"	are about	
3990 to 3997 Incl.	"	1:50 " "	"	2.4 ft. above	
4032 to 4036 Incl.	"	2:35 " "	"	M.S.L. at Deer	
4145 to 4156 Incl.	9/6/48	1:07 " "	"	Island.	
4173 to 4175 Incl.	"	1:37 " "	"		

4153-58 common 47-9 265  
 3941-42 " " "

Tide (III)

Water level reduced from actual readings of  
 Reference Station: U.S. Engineers Automatic River gages at  
 Subordinate Station: Longview, Washington and St. Helens Oregon.  
 Subordinate Station: 0 ± 00 of Longview gage = -0.67' MSL  
 0 ± 00 of St. Helens gage = +0.42' MSL

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV): *Lana T. Stevens*

Date: 8-29-52

Final Drafting by (IV): *J.H. Frasier*

Date: 7-25-53

Drafting verified for reproduction by (IV): *W.O. Hallum*

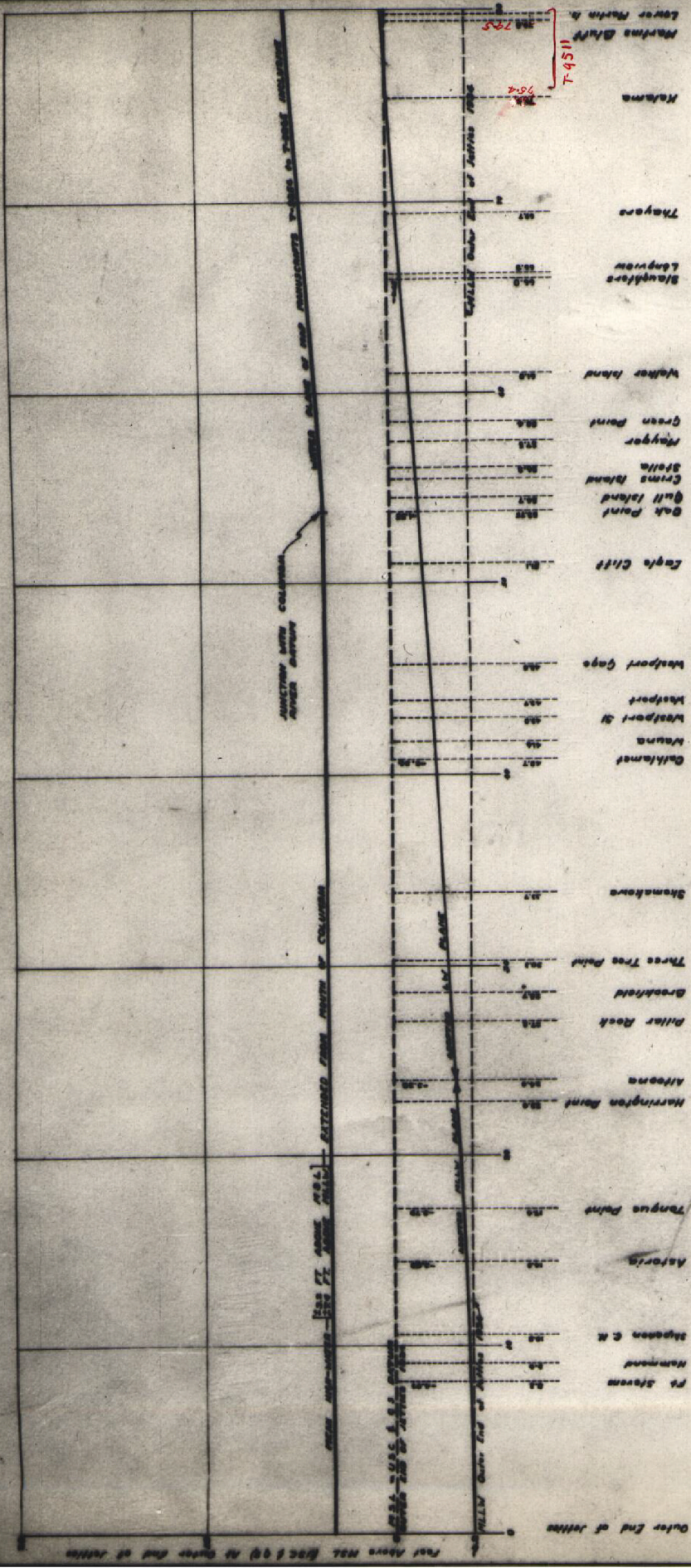
Date: 1-14-54

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 9.2  
 Shoreline (More than 200 meters to opposite shore) (III): 16.6 statute miles  
 Shoreline (Less than 200 meters to opposite shore) (III): 15.4 " "  
 Control Leveling - Miles (II):  
 Number of Triangulation Stations searched for (II): Recovered: 27 Identified: 14  
 Number of BMs searched for (II): Recovered: Identified:  
 Number of Recoverable Photo Stations established (III): None  
 Number of Temporary Photo Hydro Stations established (III): None

Remarks:



# COLUMBIA RIVER WATER PROFILES MOUTH TO LOWER MARIN ISLAND

BASED ON INFORMATION FROM COLUMBIA RIVER WATER PROFILES - MOUTH TO BONNEVILLE  
U.S. ENGINEERS OFFICE - PORTLAND OREGON

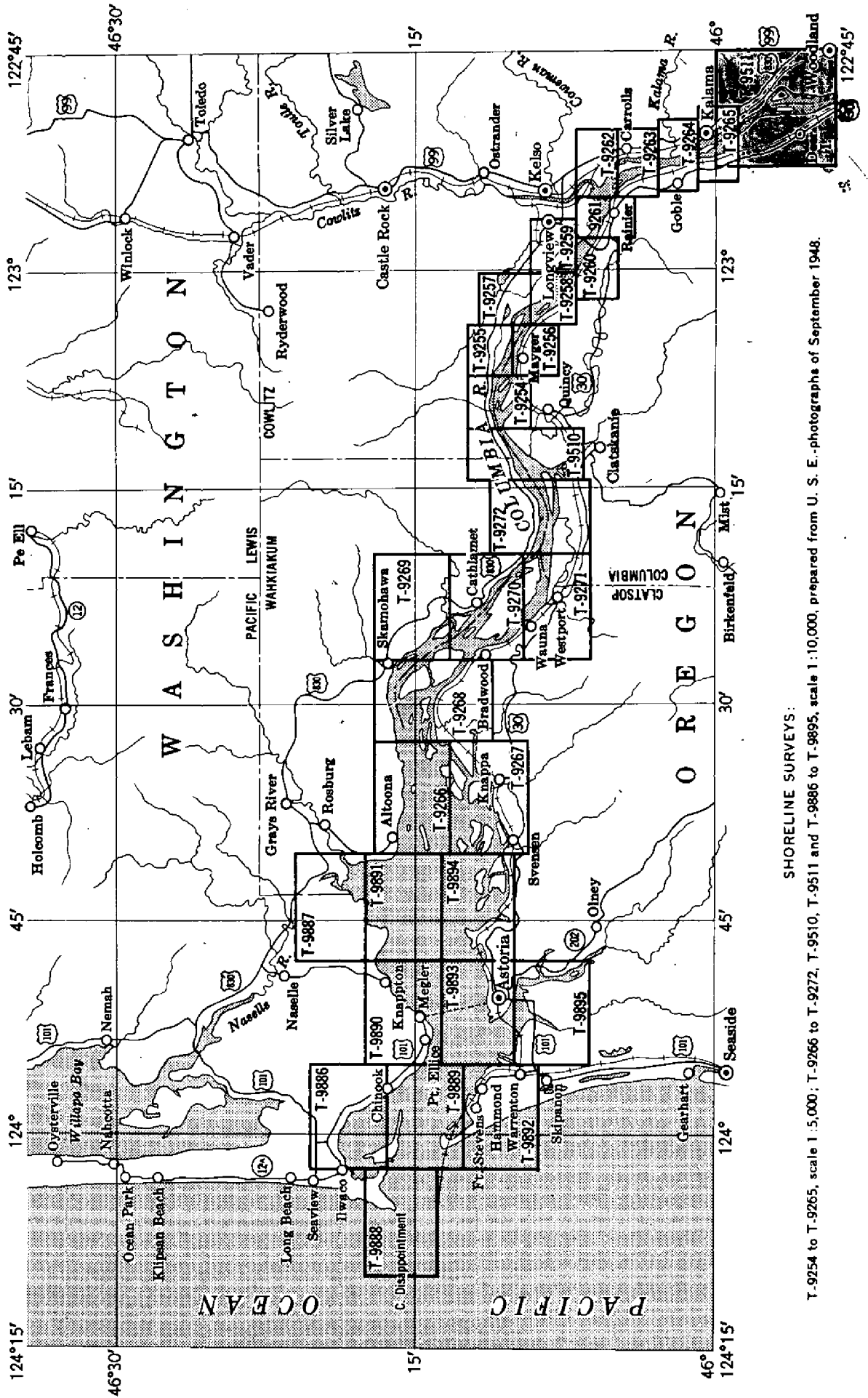


Foot above sea level (00) at Outer End of Jetty

# SHORELINE MAPPING PROJECT PH-50 (49)

WASHINGTON-OREGON, Lower Columbia River

Compilation scales 1:5,000 and 1:10,000



SHORELINE SURVEYS:

T-9254 to T-9265, scale 1:5,000; T-9266 to T-9272, T-9510, T-9511 and T-9886 to T-9895, scale 1:10,000, prepared from U. S. E. photographs of September 1948.

## Summary to Accompany T-9511

As originally set up, Columbia River shoreline 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, Cathlamut 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 Cathlamut Bay to the Pacific Ocean. This is Part III of project Ph-50(49).

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 on the Ship HODGSON.



FIELD INSPECTION REPORT  
Map Manuscript No. T-9511  
Project Ph-50(49)

The field inspection for this area was done by the Ship HODGSON during May and June 1951. It consisted of the identification of 14 horizontal control stations and notes relative to the interpretation of alongshore details.

It is believed that the water level plane of 5.0 ft. above the U.S. Engineers Columbia River Low Water Plane was not located in the field because of the high water level of the river at the time of the field inspection.

At the time of the compilation of this map manuscript no field inspection report or hydrographic survey report was available to the Photogrammetric Office.

PHOTOGRAMMETRIC PLOT REPORT  
Map Manuscript No. T-9511  
Project Ph-50(49)

21: AREA COVERED:

Map Manuscript No. T-9511 covers shoreline areas of the portion of the Columbia River from Caples Landing to Ahle Point.

22: METHOD:

Hand templets of single lens ratio prints were used for this radial plot.

Paper distortion of the ratio prints was corrected by use of the "Distortion templet for photographs printed with the Saltzman Projector".

The templets were oriented directly on the map manuscript which was ruled with a polyconic projection.

Most of the radials to horizontal control stations passed through or were held tangent to their plotted positions and the intersections of pass points were very good throughout this radial plot.

23: ADEQUACY OF CONTROL:

The identified horizontal control stations are believed to be adequate for radial plotting the shoreline areas of this map manuscript.

The following stations were identified in the field: RAP 1949 (USE); BLUFF 1912 (USE); BURNT HILL 1878; MAPLE HILL 2, 1937; MERRILL 2, 1937; \*HUNTER BAR UPPER DIKE LIGHT 1949 (USE); FRONT 1949 (USE); COLUMBIA CITY SCHOOL CUPOLA 1937; LOWER DOLPHIN 1951; STORE GABLE (USE); MARTIN ISLAND RANGE FRONT 1949 (USE); DEER ISLAND MIDDLE DIKE LIGHT 1937 (remains of light structure); DEER ISLAND SLOUGH DIKE (Del.) 1937 (USE).

In addition stations 4 TRAVERSE 42, 29th Eng. (WASH) 1948 and GRUSS R.M. 2 were identified at the Photogrammetric Office. Station SAINT 1937 was also identified in the field but it falls too far south of the radial plot area.

All other stations shown on Control Station Forms M-2388-12, which are included, were submitted as recovered by the Ship HODGSON except the following:

\* also on T-9265

The 2 stations listed above as identified at Photogrammetric Office.

KALAMA UPPER RANGE FRONT LIGHT, 1948  
KALAMA UPPER RANGE REAR LIGHT, 1948

*Ch. Let. No. 678 (1951)*

The lights appear in the 1951 Light List and their positions were obtained from the U.S. Engineers Portland District Office.

All identified stations in the area were satisfactorily held to in the radial plot.

24: SUPPLEMENTAL DATA:

There were none furnished for the area of this radial plot.

25: PHOTOGRAPHY:

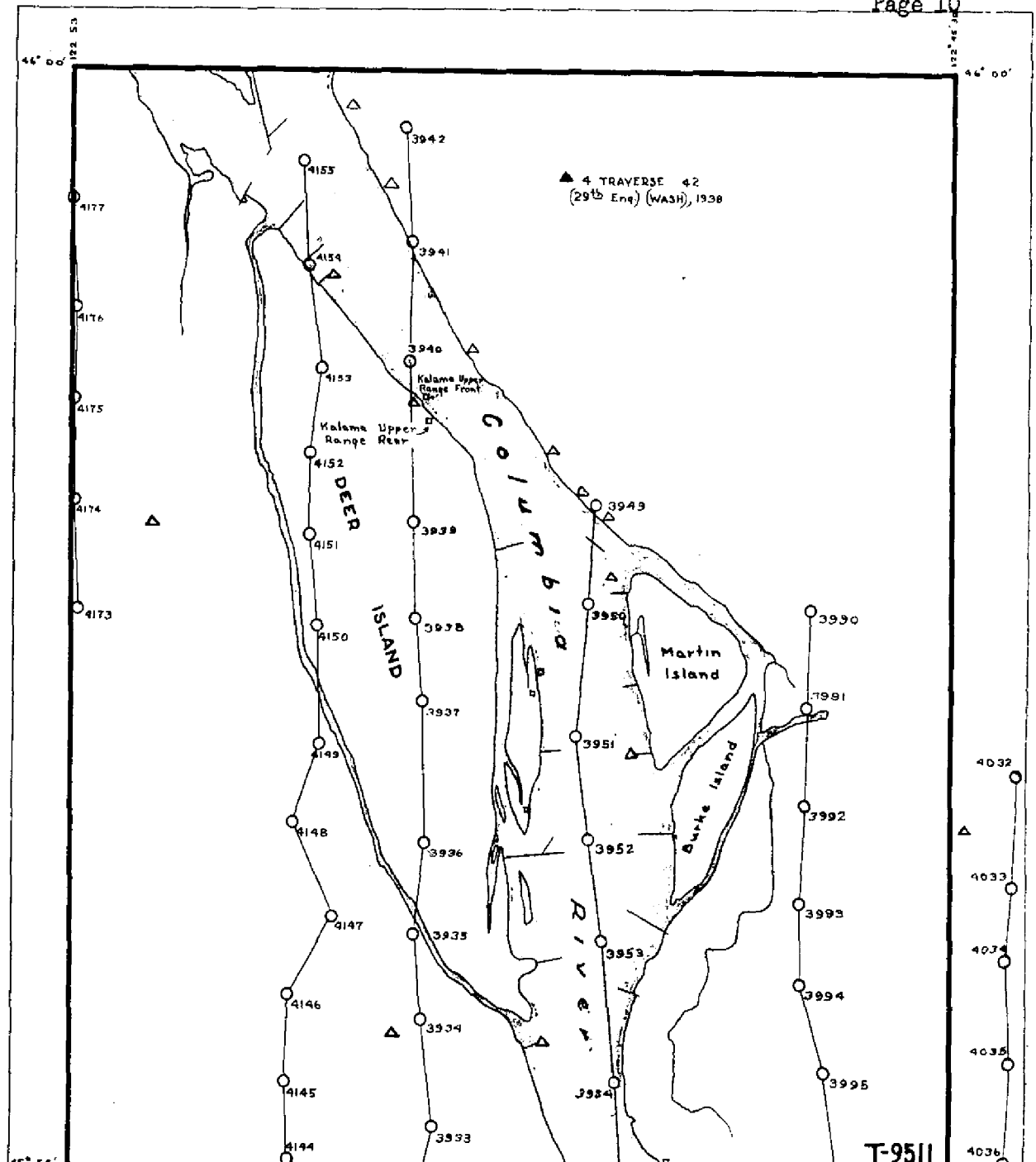
The photograph coverage was adequate for the radial plot work.

Approved:

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

Respectfully submitted:

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



T-9511

▲ CROSS RM 2, 1937

- △ Horizontal Control
- ▲ Horizontal Control Discussed in descriptive report
- Topographic Stations
- 1948 Single Lens Photographs

PH 50 (50)  
 DEER ISLAND-COLUMBIA RIVER

MAP T. 9511 PROJECT NO. Ph-50(49) 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		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			FORWARD	(BACK)	FORWARD	(BACK)		FORWARD	(BACK)	
MARTIN BLUFF (WASH.) 1878	G-4453 P. 386	N.A. 1927	45° 57'	44.288"				1367.4	(485.1)	
MAPLE HILL 2 OREG. 1937	G-4453 P. 386	"	45° 54'	38.659"				1193.6	(658.9)	
DAVIS (OREG.) 1937	G-4453 P. 394	"	45° 58'	13.45 "				1234.8	(58.4)	
H 232 (USE) (WASH.) 1912	G-3719 P. 375	"	45° 59'	51.195"				415.3	(1437.2)	
COLUMBIA CITY SCH. CUPOLA FLAGSTAFF (ORE.) 1937	G-6331 P. 759	"	122° 49'	53.66 "				1155.3	(136.5)	
H 21 (USE) (WASH.) 1912	G-6331 P. 761	"	45° 59'	18.406"				1580.6	(271.9)	
HILL (USE) (WASH.) 1912	G-6331 P. 761	"	122° 50'	30.458"				655.4	(635.7)	
MARTIN ISLAND RANGE FRONT LIGHT (WASH.) 1949	Ship HODGSON	"	45° 53'	29.03 "				896.3	(956.2)	
HUNTER BAR UPPER DIKE LIGHT 1949	U.S.E. Portland District	"	122° 48'	27.70 "				597.2	(696.4)	
DEER ISLAND MIDDLE DIKE LIGHT 1937	Ship HODGSON	"	45° 59'	18.406"				568.3	(1284.2)	
DEER ISLAND SLOUGH DIKE DOLPHIN (USE) 1949	Ship HODGSON	"	122° 50'	04.247"				93.6	(1197.8)	
BLUFF (USE) (WASH.) 1912	G-6331 P. 785	"	45° 58'	06.807"				210.2	(1642.3)	
		"	122° 48'	55.759"				1200.5	(91.3)	
		"	45° 56'	18.808"				580.5	(1272.0)	
		"	122° 48'	05.986"				128.6	(1163.9)	
		"	45° 58'	46.962"				1450.0	(402.5)	<i>Topo. Sta on 7-26-5</i>
		"	122° 50'	25.022"				538.6	(753.0)	<i>same position</i>
		"	45° 56'	13.079"				403.8	(1448.7)	
		"	122° 48'	39.889"				859.3	(433.2)	
		"	45° 54'	45.30 "				1398.6	(453.9)	
		"	122° 48'	47.82 "				1030.6	(262.5)	
		"	45° 57'	36.866"				1138.2	(714.3)	
		"	122° 48'	24.090"				518.8	(773.3)	

*S. of ms limit*

NOTE: The name of this light is now HUNTER UPPER DIKE LIGHT  
*It destroyed, but structure remains. Station remains. Center of higher pile from middle of P-pile dolphin. (396 p.9)*

MAP T. 2511 PROJECT NO. Ph-50(49) 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 FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
						FORWARD	(BACK)	
FRONT (USE) 1949	Ship HODGSON	N.A. 1927	45° 57' 17.336" 122° 48' 19.819"			535.2	(1317.3)	
STORE GABLE (USE)	"	"	45° 53' 31.59" 122° 48' 20.17"	<i>S. of ms. limit</i>		975.3	(877.2)	
GRUSS R.M. 2	Computed Portland Office	"	45° 53' 47" 122° 47'	<i>S. of ms. limit</i>		434.9	(858.7)	
4 TRAVERSE 42 29th ENGR. (WASH), 1938	29th ENGR. St. Helens Quad.	"	45° 59' 18.013" 122° 48' 56.749"			282.1	(1566.6)	
DUMP (USE) (WASH.) 1937	G-3719 P. 376	"	46° 00' 09.711" 122° 51' 20.175"			299.8	(1552.7)	
BURNT HILL (WASH.) 1878	Midwestern District Office	"	45° 55' 54.358" 122° 45' 20.461"			434.1	(856.9)	
H-19 (USE) (WASH) 1912	G-4453 P. 386	"	45° 58' 25.435" 122° 49' 25.345"			440.8	(851.9)	
MERRILL 2 (ORE.) 1937	G-4453 P. 386	"	45° 57' 33.187" 122° 52' 03.982"			785.3	(1067.2)	
						545.6	(746.1)	
						1024.6	(827.9)	
						85.8	(1206.3)	
TOPOGRAPHIC STATIONS								
LOWER DOLPHIN, 1951	Ship HODGSON	"	45° 53' 23.613" 122° 47' 28.375"	<i>S. of ms. limit</i>		729.1	(1123.4)	
BUCK (USE) 1949	"	"	45° 56' 122° 48'	<i>Removed fr. ms. delineated on H-2893</i>		611.8	(681.8)	
MID (USE), 1949	"	"	45° 56' 122° 48'	"		1388.4	(464.0)	
						1205.3	(87.1)	
						1454.5	(397.9)	
						(1151.3)	(141.1)	

1 FT. = 3048006 METER COMPUTED BY: R.H. Barron DATE 8/17/51 CHECKED BY: J.L. Harris DATE 8/21/51 M. 2388-12



Copied from D. R. T-9254-65

SHORELINE AND ALONGSHORE DETAILS:

The mean high-water line is on a gradient at the plane of 5.0 feet above mean lowest low water (Columbia River Datum) and was adequately located by the field party in July and August 1949 on single lens photographs taken when the river was at a low-water stage after the Columbia River Flood. The gradient of the water plane is from 4.85 ft. above M.S.L. at a point 1.6 miles south of Kalama, Washington to 3.45 ft. above M.S.L. at Oak Point, Washington. The data on the Columbia River Datum were furnished by the Corps of U. S. Engineers, Portland District and the above water plane above M.S.L. is based on -0.15 ft. M.S.L. @ 1.6 miles south of Kalama, Washington and -1.55 ft. M.S.L. at Oak Point, Washington (Columbia River Datum). It is suggested that the high-water line for surveys in the Columbia River, downstream from Oak Point, Washington, be based on the mean high-water line at the outer end of jetties at the mouth of the Columbia River which is  $\pm 7.4$  ft. above M.L.L.W. or  $\pm 3.2$  ft. above M.S.L. When this mean high-water line is extended upstream in the Columbia River it converges with the high-water plane of these map manuscripts at about the west limits of T-9254 or at about Oak Point, Washington. See attached sketch. (D.R. T-9254-65)

Areas that bare during low-water stages and approximate shoal areas were delineated for the most part by office examination of the photographs.

Alongshore details were excellently delineated by the field inspection party.



COMPILATION REPORT  
Map Manuscript No. T-9511  
Project Ph-50(49)

31: DELINEATION:

Graphic methods were used for the compilation.

Only a limited field inspection of planimetric details was made. Interpretation of photographic details was made by stereoscopic examination of the photographs and by comparison with similar areas previously field inspected.

32: CONTROL:

The horizontal control stations were well identified and were of sufficient density to adequately control the photographs.

33: SUPPLEMENTAL DATA:

There were none furnished for this area.

34: CONTOURS AND DRAINAGE:

Inapplicable.

35: SHORELINE AND ALONGSHORE DETAILS:

The shoreline and alongshore details shown on this map manuscript were not field inspected probably because of the high water level of the river at the time of field inspection.

The water level line shown is on a gradient at the plane of 5.0 ft. above mean lowest low water (Columbia River Datum). It was delineated from single lens photographs taken when the river was at a low water stage after the 1948 Columbia River Flood. The gradient of the water plane shown on this map manuscript is from 5.5 ft. above M.S.L. at the southern limits to 4.7 ft. above M.S.L. at the northern limits.

Refer to side heading 35 of the Descriptive Report for T-9254 to T-9265 Incl. (1949) Project Ph-50(49).

Several areas believed to bare during low water stages and approximate shoal lines, believed to be visible on the photographs, have been shown.

36: OFFSHORE DETAILS:

Since the hydrographic work was done prior to the compilation of this shoreline survey 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-7893)

37: LANDMARKS AND AIDS:

None were recommended or submitted to the Photogrammetric Office. It is assumed that the proper forms for these features will be submitted by the Ship HODGSON.

H-7893 C. Det. 678 (1951) see also Review Report 64.  
H-7895

38: CONTROL FOR FUTURE SURVEYS:

None

39: JUNCTIONS:

A junction was made on the north with an ozalid print of a reduction of Map Manuscript T-9265 Project Ph-50(49) Scale 1:10,000.

A junction was made on the south with ozalid prints of reductions of Map Manuscripts T-8651 and T-8652 Project CS 322, Scale 1:10,000.

There are no junctions at the east and west limits of this map manuscript.

40: HORIZONTAL AND VERTICAL ACCURACY:

Vertical accuracy is not applicable.

There are no areas believed to be of sub-normal horizontal accuracy.

46: COMPARISON WITH EXISTING MAPS:

A visual comparison was made with the St. Helens, Oreg.-Wash., War Department Corps of Engineers U.S. Army, 15 min. quadrangle, 1940, Scale 1:62,500.

47: COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Chart No. 6151, March 1947 (24th Edition) last printed 2/21/49, hand corrected 9/9/49, Scale 1:40,000.

6153 H7A, 12/10/51

Items to be Applied to Nautical Charts Immediately:

None

Items to be Carried Forward:

None

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:

No geographic name list was furnished this office. Names were taken from Chart #6153 and U.S. Engineers "St. Helens Quad".

- ✓ AHLE POINT
- ✓ BURKE ISLAND
- ✓ BURKE SLOUGH
- ✓ CAPLES LANDING
- ✓ DEER ISLAND
- ✓ DEER ISLAND POINT
- ✓ DEER ISLAND SLOUGH
- ✓ MARTIN ISLAND
- ✓ MARTIN SLOUGH
- ✓ SANDY ISLAND

• Hunter Bar (B.F.H. decision)

Oregon

Washington

} title

- Columbia River
- U.S. 99 and 830
- U.S. NO. 30
- Spokane Portland and Seattle RR
- Tide Creek
- Sandy Island West Channel
- Martin Bluff
- Northern Pacific Railway

Names underlined in  
red are approved  
8-29-52  
L. Heck

## PHOTOGRAMMETRIC OFFICE REVIEW

T-9511

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. Benson  
ReviewerJ. Edward Deal Jr.  
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:

M-2623-12

Review Report  
Shoreline Manuscript T-9511  
29 August 1952

62. Comparison with Registered Surveys:

T-1495	1:10,000	1879
T-6569 b	1:10,000	1937
T-6570 a	1:10,000	1937

63. Comparison with Maps of other agencies:

USE St. Helens, Oreg.-Wash., 1:50,000, 1947 (photos. 1937)

64. Comparison with Contemporary Hydrographic Surveys:

H-7893 1:10,000 1951  
H-7895  
Some piles on H-7893 could not be identified on the photographs and were not added to the map manuscript.

The foul areas on the east shore appear to be rocks in water. Other foul areas seem to be either old piling or perhaps debris. No field inspection notes assisted in the interpretations.

Lights that fall in the area of T-9511:

<u>Name in lists prior to 1951</u>	<u>1951 Lt. List</u>	<u>Form 524</u>
*Hunter Bar Dike 1	No. 52	T-9265
* " " " Daybeacon 2		"
* " " " 4	54	"
* ** " " Upper Dike	56	"
* Ahle Point	49	"
Hoffman	57	"
Kalama Upper Range Rear		Ch. Lt. 678(1951) OK
" " " Front	58	"
Deer Island Lower Dike	62	"
" " Upper Dike	72	"
Deer Island	70	"
Martin Slough Dike	61	"
Martin Island "	63	"
" " Middle Dike	65	"
" " Range Front	67	"
Burke Dike	69	"
Caples "	73	"

\*These names occur on T-9265 (1949 F.I.)

\*\*These names appear on T-9511 because they are control points. The other names appear on H-7893. In addition, Martin Island Range Rear Light is on H-7893. The light was not on the photographs from which T-9511 was compiled. (Rebuilt, 1949). Photos 1948.

Dikes across Deer Island Slough amended. These dikes are evidently designed to reclaim the Deer Island land.

65. Comparison with Nautical Charts:

6153 1:40,000 May 1952 1st ed.

See heading 64 above for other information.

This map manuscript was applied to the chart prior to review.

66. Accuracy:

The delineation is as accurate as the lack of field shoreline inspection makes possible. The shoal line approximates the mean low water line in most places. Features not subject to seasonal change or to office interpretation only meet the National Standards of Accuracy.

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29 Sept. 1955.

