

11799

Diag. Cht. No. 5802.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Shoreline

Field No. Office No. T-11799

LOCALITY

State Oregon

General locality Coos Bay

Locality North Bend - Cooston Channel

1965-67

CHIEF OF PARTY
V.R. Sobieralski
Div. of Photogrammetry, Wash., D.C.

LIBRARY & ARCHIVES

DATE Sept. 20, 1967

COMM-DC 61300

11799

DESCRIPTIVE REPORT - DATA RECORD
T-11799

PROJECT NO. (II):

PH-6608

FIELD OFFICE (II):

Seattle, Wash. (Portland, Oregon)

CHIEF OF PARTY

H.J. Seaborg

PHOTOGRAMMETRIC OFFICE (III):

Washington, D.C.

OFFICER-IN-CHARGE

J.E. Waugh

INSTRUCTIONS DATED (II) (III):

Field: July 30, 1965

Field, Supplement 1: Nov. 2, 1965

Office: March 22, 1966

Field Edit: Oct. 26, 1966

METHOD OF COMPILATION (III):

B-8 Stereoplotter

MANUSCRIPT SCALE (III):

1:5,000

STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):

DATE RECEIVED IN WASHINGTON OFFICE (IV):

DATE REPORTED TO NAUTICAL CHART BRANCH (IV):

APPLIED TO CHART NO.

DATE:

DATE REGISTERED (IV):

GEOGRAPHIC DATUM (III):

N.A. 1927

VERTICAL DATUM (III):

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

REFERENCE STATION (III):

LAT.:

LONG.:

☐ ADJUSTED☐ UNADJUSTED

PLANE COORDINATES (IV):

STATE

ZONE

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.

DESCRIPTIVE REPORT - DATA RECORD

FIELD INSPECTION BY (II): J.C. Lajoye		DATE: Aug. 1965
MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION): Office interpretation from tide controlled photography, supplemented by field edit revision. 1966-1967		
PROJECTION AND GRIDS RULED BY (IV): A.E. Roundtree		DATE 7-19-66
PROJECTION AND GRIDS CHECKED BY (IV): R. Glaser		DATE 7-21-66
CONTROL PLOTTED BY (III): D. Barton H. Lucas		DATE 7-22-66
CONTROL CHECKED BY (III): R.A. Youngblood		DATE 7-23-66
RADIAL PLOT OR STEREOSCOPIC CONTROL EXTENSION BY (III): G.M. Ball		DATE July 1966
STEREOSCOPIC INSTRUMENT COMPILATION (III): R.A. Youngblood	PLANIMETRY X	DATE July-Sept 1966
	CONTOURS	DATE
MANUSCRIPT DELINEATED BY (III): R.A. Youngblood		DATE July-Sept 1966
SCRIBING BY (III): None - See the Compilation Report		DATE
PHOTOGRAMMETRIC OFFICE REVIEW BY (III): J. Battley		DATE May 1967
REMARKS:		

DESCRIPTIVE REPORT - DATA RECORD

CAMERA (KIND OR SOURCE) (III):

Wild RC-8

PHOTOGRAPHS (III)

NUMBER	DATE	TIME	SCALE	STAGE OF TIDE
65 L(C) 6145 - 6174	Aug 26, 1965	1534-1541	1:15,000	1.1' below MHW
65 L(C) 6175 - 6197	"	1545-1551	"	1.3' below MHW
65 L(C) 6200 - 6225	"	1601-1608	"	1.7' below MHW

TIDE (III)

	RATIO OF RANGES	MEAN RANGE	SPRING RANGE
REFERENCE STATION: Crescent City		5.1	6.9
SUBORDINATE STATION: Coos Bay		5.2	7.0
SUBORDINATE STATION:			

WASHINGTON OFFICE REVIEW BY (IV): J. Battley

DATE: May 1967

PROOF EDIT BY (IV):

DATE:

NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (II):

RECOVERED:

IDENTIFIED:

NUMBER OF BM(S) SEARCHED FOR (II):

RECOVERED:

IDENTIFIED

NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III):

NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III):

REMARKS:

SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT
Job PH-6608

May 1967

This project is comprised of three maps, T-11798 thru T-11800, covering Coos Bay, Oregon, in its entirety. It is the second in a series of harbor line survey projects to be done for the Portland District, Corps of Engineers. In addition, these surveys will provide complete topography of the shoreline area for the Marine Chart Division.

The manuscripts were compiled at a scale of 1:5,000 using 1:15,000 scale color photography taken in August 1965.

Analytic aerotriangulation methods were used to bridge the three strips of color photography covering the project area.

Field operations encompassed the recovery and identification of horizontal control for bridging, the establishment and location of harbor line reference monuments, and the investigation of landmarks and aids.

Field edit was accomplished for each manuscript in liaison with the Corps of Engineers. The recommendations made by the Corps of Engineers were included in the field edit report.

Compilation was completed in the Washington office and final copies delivered to the Portland Office, Corps of Engineers in May 1967. Two craflex copies and three ozalids of each sheet were supplied.

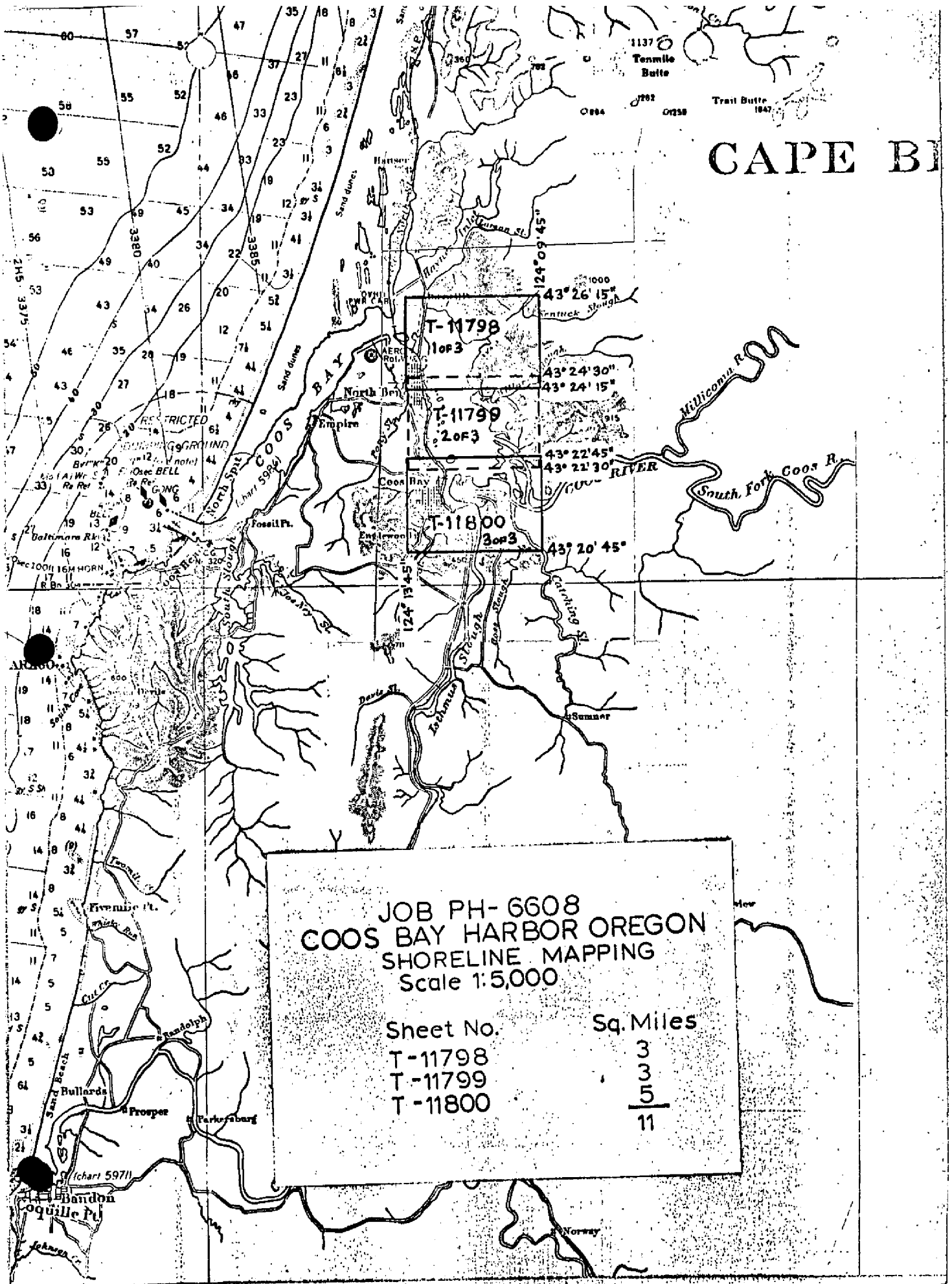
A copy of these surveys will be registered in the Bureau Archives under their respective T-numbers.

Submitted by:

Jeter P. Battley, Jr.

Jeter P. Battley, Jr.

CAPE BL



FIELD INSPECTION REPORT
JOB PH-6608

2. AREAL FIELD INSPECTION

No field inspection was done in this area.

3. HORIZONTAL CONTROL

The horizontal control phase of this job was planned as a reimbursable project with the U. S. Engineers Office in Portland for the purpose of locating control points adjacent to points along the Harbor Line in the Coos Bay Harbor area.

Reconnaissance for this phase was done in the fall of 1964 and the proposed traverse was forwarded to the Washington Office for approval.

Instructions for the reimbursable portion of this project were issued July 30, 1965. Instructions for the Photogrammetric phase of the job were issued November 11, 1965.

Field work was started in August, 1965, and continued until September 12 when the unit was transferred to Job PH-6606. Work was resumed on October 4 and continued until the completion of both phases of the job on November 22. Completion of smooth work was done in the Pacific Marine Center in Seattle.

In accordance with the letter from the Acting Chief, Geodesy Division, to the Portland Field Officer dated June 15, 1965, additional recommended lines were investigated. The only line found to be feasible was the traverse connection from HAYBARN (USE 1907) 1945 to ROGERS (USGS 1942) 1945 and the observation of the line MARSHFIELD HILL 1889 - ROGERS (USGS 1942) 1945. Other lines requested were either

blocked or could not be measured due to excessive vertical angle.

All lines shown along the traverse portion of the reconnaissance sketch were measured with the Geodimeter with the exception of the line HAYBARN (USE 1907) 1945 to HLT - 2 and the line RM D 249 (OSHD) to HLT - 25. These were taped in accordance with Photogrammetry Instructions 47.

The Geodimeter lines between HLT-21 and HLT-22 and between HLT-23 and HLT-24 are shorter than the minimum specified by the Job Instructions but these lines could not be taped as they are across water.

The line HLT-25 to HLT-26 was measured by Geodimeter but when the observing party attempted to turn the angles, the line was blocked by recently stacked logs. Consequently, the line HLT-27 to HLT-26 was measured by Geodimeter to provide a double determination of HLT-26.

All stations set were standard U. S. Engineers disks with the exception of HLT-24 (temp.). It was intended to mark this point as a permanent point on the traverse line but permission could not be secured from the Southern Pacific.

All distances measured by Geodimeter or taped were reduced to the horizontal as specified by the Job Instructions, and shown on "Traverse lengths reduced to Horizontal" a two-page list included with the data for the job. Computations for the reduction are also included.

Azimuth computations were made through the various lines and the

resulting error was distributed so as to supply the adjusted azimuth required by the instructions.

Wye levels were run through all Harbor Line Traverse points with ties to various bench marks in the area. Double zenith distances were measured to points not on the level lines. These are recorded in the appropriate volumes and listed on "Abstract of elevations, Wye Level Vol. 2" and on 21 Form 29 (Abstract of Zenith distances).

All lines measured by Geodimeter were single measured except those which were used to establish temporary control for Photogrammetry and mentioned under Item (a) Angles were observed as specified in the instructions.

- (a) Temporary stations PAR, FAX, SAP and ZIP were established by this party to supply control for Photogrammetry in areas where no previous control had been established. These points were established by double run Geodimeter lines and 4 D&R from MARSHFIELD HILL 1889 and NORTH BEAD (USE 1907) 1945.

Within the Harbor Line Control framework of this project:

- 33 New stations were established by traverse methods
 - 1 Temporary station was established by traverse
 - 1 New reference mark for MARSHFIELD HILL 1889 was established
- 20 Aids to navigation were located by intersection
 - 2 Landmarks were located by intersection
- (b) No datum adjustments were made by this party

- (c) All control used or identified was either established by the Coast & Geodetic Survey or tied to Coast Survey control by this survey
- (d) Stations in all areas required for photogrammetric control were identified except in the area at MABRY 1862 where the photo control was required on two adjacent flights. This was satisfied by the identification of North Bend Radio Station KBBR, East and North Bend Range Front Passing Light. The area at PIERCE 2, 1945, which has been destroyed was satisfied by the establishing and identifying of SAP(temp). Other areas in which control was required and in which no triangulation was available were covered by the identification of temporary stations mentioned in Item (a).
- (e) All Coast & Geodetic Survey stations shown on the Project Diagram were searched for and reported on Form 526. BUNKER (USGS) (Bunker Hill Lookout Tower) 1942 was torn down in October, 1965, but was in place when the photographs were flown. It was identified.

4. VERTICAL CONTROL

Vertical control as such was not required in this project. The vertical control necessary for the reduction of Geodimeter slope distances to the horizontal was established by Wye leveling with a Zeiss Opton level and Philadelphia rod over traverse stations with ties to Coast & Geodetic Survey Bench Marks. The following bench marks were recovered and Form 685A is submitted:

4. VERTICAL CONTROL (cont'd.)

Line 73, Oregon

Q 468	23 (USGS)	D 249 (OSHD)	A 198 (OSHD)
G 468	P.T.S. 16 (USGS)	A 58	

This data is recorded in Vol. 1 of 1 - "Wye Leveling. PH-6608, Coos Bay Harbor Line 1965".

Additional leveling for the reduction of Geodimeter lines to the horizontal was by Double Zenith Distances as required by the project instructions and is recorded in Form 252 "PH-6608. Coos Bay Harbor Line, Oregon".

5. CONTOURS AND DRAINAGE

Not applicable.

6. WOODLAND COVER

Not applicable.

7. SHORELINE AND ALONGSHORE FEATURES

Not applicable.

8. OFFSHORE FEATURES

Not applicable.

9. LANDMARKS AND AIDS

(a) Five of the landmarks shown on Chart 5984 are recommended for deletion. Five landmarks are recommended for retention and three new landmarks have been recommended for charting. These are listed on separate Form 567.

(d) 20 aids to navigation (fixed) were located by intersection.

9. LANDMARKS AND AIDS

(d) (cont'd.)

Two of these had been located in 1945 but inspection of the structures revealed new piling and although the Light List, Pacific Coast 1964 states that these two ranges have not been rebuilt, it was deemed better to locate them again during this survey.

Three fixed aids were identified on the photographs for location by photogrammetric methods.

10. BOUNDARIES, MONUMENTS AND LINES

Not applicable.

11. OTHER CONTROL

Four temporary stations were established by Geodimeter Traverse for Photogrammetric Control as noted in Item 3.

12. OTHER INTERIOR FEATURES

Not applicable.

13. GEOGRAPHIC NAMES

Geographic names are the subject of a special report by L. L. Riggers.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

1. Geographic Names Report, Coos Bay, Oregon, Job PH-6608, December, 1965.

Respectfully submitted.

John C. LaJoye

Super. Surveying Tech.

PHOTOGRAMMETRIC PLOT REPORT
Special Purpose Maps
Job PH-6608
Coos Bay, Oregon
July 1966

21. Area Covered

This report covers an area of Oregon in the upper portion of Coos Bay Harbor. This area is to be mapped on three T-sheets; T-11798, T-11799, and T-11800 at a scale of 1:5,000.

22. Method

Analytic aerotriangulation methods were used to bridge three strips of "L" color photography at a scale of 1:15,000. The attached sketch of strips bridged shows the placement of triangulation furnished and those that were used in the final strip adjustment. Closures to control and to tie points have been tabulated. State plane coordinates (Oregon, South Zone) have been furnished for all bridge points.

23. Adequacy of Control

Horizontal control identified for bridging was more than adequate. Although many of the points were elevated objects which usually are not well suited for measuring on the STK, our results were very satisfactory.

25. Photography

The color photography was adequate with regard to coverage, overlap, and image definition.

Respectfully submitted


G. M. Ball

Approved and Forwarded


H. P. Eichert, Acting Chief
Aerotriangulation Section

CLOSURE TO TRIANGULATION AND TIE POINTS
 (* Control Used In Final Adjustment)

Strip #1

Rogers (USGS), 1942	SS A	{ -1.1 -0.06 }	
	SS B*	{ -0.1 +0.14 }	
North Bend Range Front Passing Light, 1965			
(Light was difficult to see because of glare off the water)			
		{ -4.7 +0.15 }	
Jarvis Upper Range 2 Front Light 31, 1965			
		{ -1.9 -0.88 }	
North Bend Radio Station KBER Mast, 1965			
		{ +1.0 +0.59 }	
NLT 2, 1965	SS A	{ +0.8 +0.12 }	1st Model
	SS A	{ +0.1 +0.02 }	2nd Model
	SS B*	{ -0.3 -0.88 }	
NLT 11, 1965	SS A	{ +0.1 +0.79 }	
	SS B*	{ +0.3 -0.66 }	
NLT 14, 1965	SS A*	{ -0.7 +0.11 }	
	SS B	{ +0.7 -0.04 }	
Peardale Upper Range Front Light, 1965			
(Point was Questionable)			
		{ +4.5 -1.34 }	
Isthmus Slough Light 43, 1965			
		{ 0.0 -0.36 }	
Coe Bay Marshfield Radio Station, 1945			
		{ +0.6 -1.00 }	
Zip (Temp.), 1965	SS A	{ +0.7 +0.62 }	
	SS B*	{ +0.1 -0.03 }	

Strip # 2

Bunker Hill Lookout Tower (USGS), 1952			
	*	{ -0.2 +0.48 }	1st Model
		{ -0.5 +1.00 }	2nd Model
Isthmus Slough Light 43, 1965			
		{ -0.2 +0.62 }	1st Model
		{ +0.4 +0.75 }	2nd Model

Coos Bay Lumber Co. Stack, 1945 (+0.5 -0.40)

Coos Bay Radio KENO Mast, 1965 (+1.0 -0.03)

Coos Bay Lumber Co. Tank, 1945 (+0.5 +1.31) 1st Model
(+1.1 +0.36) 2nd Model

NLT 24, 1965 SS * (+0.9 -0.35) 1st Model
(+0.7 -0.46)

Ferndale Upper Range Front Light, 1965 (-0.8 +0.95)

NLT 14, 1965 SS A (-0.3 +0.29)
SS B (+2.0 -0.04)

Coos Bay Marshfield Radio Station Mast, 1965
(Mast was very tall and difficult to see on one plate)
(+1.2 +1.69)

White Point 4, 1922 (-0.8 +0.51)

NLT 11, 1965 SS A (+1.4 +1.35)
SS B* (-0.9 +0.49)

Marshfield Channel Range Front Light, 1965 (-1.0 +0.25)

SAP (TEMP.) 1965 SS A (-0.8 -2.38)
SS B* (+0.2 -0.63)

North Bend Range Front Passing Light, 1965 (-0.8 +0.44)

NLT 2, 1965 SS A (Not Visible On This Flight)
SS B (+2.4 -0.15) 1st Model
SS B (+0.1 -0.09) 2nd Model

North Bend Radio Station Mast, KBBR, 1965
(-0.2 -0.01) 1st Model
* (-0.1 -0.09) 2nd Model

THE POINTS - STRIP # 2 TO STRIP # 1

66801 (+1.0 +2.48)
66802 (+3.9 +2.99)
66801 (+1.5 +1.41) 1st Model
66801 (+1.4 +1.43) 2nd Model

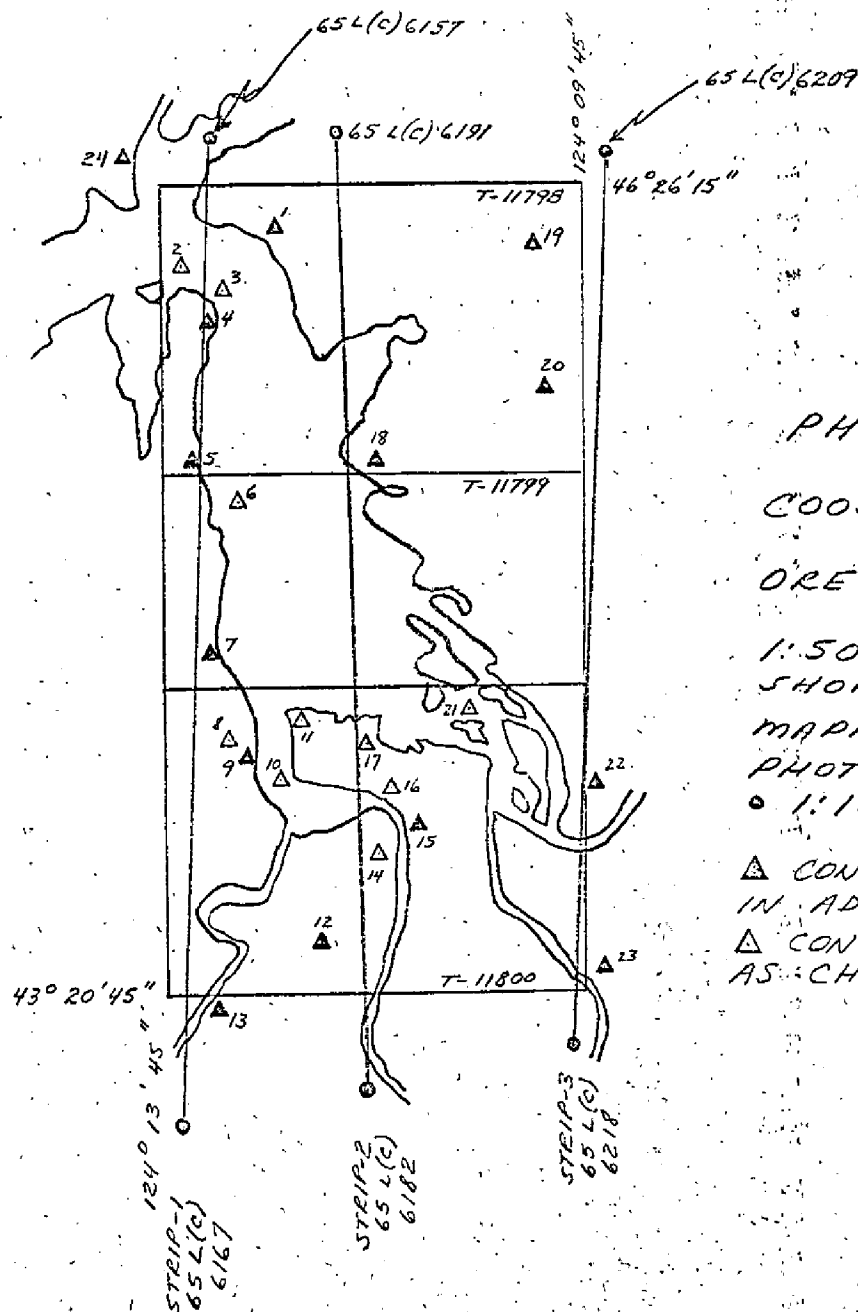
63801	(+2.2	+1.10)	
63802	(+1.3	+0.17)	1st Model
63802	(+1.0	+0.17)	2nd Model
61801	(+1.3	-0.37)	
58801	(+2.7	-1.51)	1st Model
58801	(+2.5	-1.56)	2nd Model
59801	(+2.7	-1.35)	1st Model
59801	(+3.4	-1.43)	2nd Model
57801	(+1.1	-1.51)	
57802	(+1.1	-3.42)	
57803	(-0.8	-1.33)	

TIE POINTS STRIP #2 TO STRIP #1

83802	(-1.3	-0.07)
85801	(+2.2	+0.07)
85802	(+3.5	+0.51)
87801	(+0.2	-3.34)
87802	(+0.2	-1.97)
89801	(+1.0	-1.35)
89802	(+1.3	-1.40)

STRIP #3

PAR (TEMP.), 1965	SS A*	(-0.6	-0.18)
	SS B-	(-0.7	+1.42)
FAY (TEMP.), 1965	SS A	(+5.4	-2.59)
(Point was very Questionable)	SS B*	(-0.9	+0.31)
MARY (TEMP.), 1965	SS A	(+1.5	-0.14)
	SS B*	(-1.0	-0.26)
LOGGIE 1889 RM#1,	SS A*	(+1.2	-0.60)
	SS B-	(+0.5	+0.12)



PH-6608

COOS BAY

OREGON

1:5000 SCALE
SHORELINE
MAPPING
PHOTO SCALE
• 1:15000

Δ CONTROL USED
IN ADJUSTMENT
△ CONTROL USED
AS CHECK

TRIANGULATION STATIONS

- 1 - NORTH BEND RADIO STA. KBER MAST, 1965
- 2 - JARVIS UPPER RANGE 2 FRONT LIGHT 31, 1965
- 3 - NORTH BEND RANGE FRONT PASSING LIGHT, 1965
- 4 - HLT 2, 1965
- 5 - HLT 6, 1965
- 6 - FERNDAL LOWER RANGE FRONT LIGHT, 1965
- 7 - HLT 11, 1965
- 8 - COOS BAY RADIO STA. KOOS, 1945
- 9 - HLT 14, 1965
- 10 - ISTHMUS SLOUGH LIGHT 43, 1965
- 11 - FERNDAL UPPER RANGE FRONT LIGHT, 1965
- 12 - BUNKER HILL LOOKOUT TOWER (USGS), 1942
- 13 - ZIP (TEMP.), 1965
- 14 - COOS BAY LUMBER COMPANY TANK, 1945
COOS BAY LUMBER COMPANY STACK, 1945
- 15 - HLT 24, 1965
- 16 - COOS BAY RADIO KYNG MAST, 1965
- 17 - WHITE POINT 4, 1922
- 18 - SAP (TEMP.), 1965
- 19 - PAR (TEMP.), 1965
- 20 - FAY (TEMP.), 1965
- 21 - MARSHFIELD CHANNEL RANGE FRONT LIGHT, 1965
- 22 - MARY, 1948
- 23 - LOGGIE, 1889
- 24 - ROGERS (USGS), 1942

COMPILATION REPORT
Job PH-6608
Coos Bay Harbor, Oregon.
October 1966

31. Delineation

Three shoreline maps (T-11798 thru T-11800) at a scale of 1:5,000 were compiled to furnish a base for the Corps of Engineers for the location of harbor lines and to provide planimetry in the shoreline area, including the location of landmarks and aids, for Marine Chart Division

The entire project was compiled on the B-8 stereoplotter using August 1965 color glass plates at 1:15,000 scale.

The interior limits of compilation were marked with a grease pencil on a set of color prints. These were compiled to include the first road parallel to the shoreline or its equivalent depending upon circumstances. Hard surface roads and streets were compiled in double lines to scale and dirt roads were shown by a double dashed line of uniform width. Large buildings along the waterfront, railroads, piers and all offshore structures were accurately located and delineated to scale.

Due to the extensive amount of floating lumber and log booms and the muddy character of the water, it was impossible to delineate the numerous channels existing in this area.

During compilation, these manuscripts were smooth drafted, eliminating the scribing process.

32. Control

Bridging furnished by aerotriangulation was sufficient to adequately compile the manuscripts.

33. Supplemental Data

Two Oregon State Highway Department maps, dated April 1965, were used for street names and highway numbers.

34. Contours and Drainage

Not applicable

35. Shoreline and Alongshore Details

See Item 31.

35. Shoreline and Alongshore Details, cont.

The vertical datum for the shoreline on the manuscripts were MHW. The shoreline was compiled from color photographs taken August 26, 1965, between the hours of 15:38 and 16:04 Pacific Saving Time. At the time of photography the tide stage was about one foot to one and one half feet below MHW. The shoreline was delineated to the visible evidence on the photographs of the MHW line and the water level at the time of photography. On T-11799 the shoreline delineated on the marsh islands in Coos Bay is considered approximate as the islands were covered with logs and debris.

36. Offshore Details

See Items 31 and 35

37. Landmarks and Aids

Field investigation of landmarks and aids was made for use in marine charting and those recommended were shown on this project.

38. Control for Future Surveys

Inapplicable

39. Junctions

Each adjoining sheet overlapped by 15 seconds, resulting in accurate junctions between the surveys.

40. Horizontal and Vertical Accuracy

The manuscripts within the project comply with the National Standards of Accuracy.

41. thru 45.

Inapplicable

46. Comparison with Existing Maps

A comparison was made with planimetric maps T-8954, T-8955, T-8957 and T-8958, scale 1:10,000 dated 1949 and with USGS quad, Coos Bay, scale 1:62,5000 dated 1945.

47. Comparison with Nautical Charts

A comparison was made with Chart 5984, scale 1:20,000, 42nd edition, dated December 1964.

Submitted by: _

R. A. Youngblood

R. A. Youngblood
Cartographic Technician

Approved by:

K. N. Maki

K. N. Maki
Chief, Compilation Section

Field Edit Report
Project PH-6608

Harbor Line Surveys and Shoreline Mapping of Coos Bay, Oregon

Map Manuscripts T-11798, 11799, 11800
January, 1967

51. Methods The physical features of the discrepancy prints were visually checked in the field, utilizing a small skiff or vehicle. All of the office queries on the discrepancy prints were field checked and resolved. Field corrections, additions and annotations were made on the discrepancy prints in purple ink. The field inspection on the color photography is referenced to the discrepancy prints. Deletions were made in green ink.

The positions of three newly constructed dolphins, located on Sheet T-11798, were determined by sextant fix.

All aids to navigation and landmarks for charts were inspected and were found to be as mapped. One office identified, elevated water tank was field-verified as being of landmark value. It is listed on Form 567. Changes of the alongshore features were corrected on the discrepancy sheets.

In several instances the compilers were unable to interpret the mean high water line on the low, flat sand islands in Coos Bay. The mean high water line and the apparent mean high water line have been indicated on the color photography. Generally a definite line of demarcation is not apparent due to the gradual change in color tones. This area was inspected at high tide and, due to the flat gradient of the shore area, the field determination of the shoreline on the color photography is representative in these locations. Corrections and verification of shoreline features were made where shadows obscured the detail of the photo-images.

In the southeast section of Coos Bay, several tall stumps that had lodged in the shallow water areas were incorrectly compiled as dolphins. These features were deleted as the next spring flood waters of the Coos River will probably shift their location again. Several offshore areas that appeared as rock outcrops or obstructions were caused by drifting trees becoming lodged in the sand and other debris accumulating around them. They were considered to be of a temporary nature and were deleted.

Bluffs and hillsides in the Russell Point, Glasgow Point and Pierce Point areas were compiled and symbolized by the use of long hachures. Since most of the area in question is not strictly bluffs, but steep, wooded or brushy hillsides except where otherwise field noted on the discrepancy prints, the bluffs are not in evidence to the offshore observer.


An example on Sheet T-11798, in the vicinity of triangulation station MABRY, the station is on a steep wooded slope. A 20-25 foot vertical bluff extends upwards from the mean high waterline terminating at the foot of the wooded slopes. It is recommended in these areas where the bluffs are adjacent to the mean high water line they should be symbolized as short hachures, probably not more than 2 millimeters in length as indicated on the discrepancy prints. The area in back and above the bluffs should be considered as steep wooded slopes (unmapped).

All the horizontal control traverse stations with the "HLT" prefix were visited and the marks were found in place and recoverable except HLT-20(USE). This station had been destroyed by a bulldozer, but a new station HLT-20A(USE) was established at the same site. It is recommended, the horizontal control stations SIMPSON, 1862; TRAVERSE STATION 39+85.45 (USE), 1965; and HEAD, 1945, be added to the manuscripts. Several of the plotted horizontal control stations were deleted from the manuscripts. These stations were not recovered or have been destroyed and it is felt their plotted presence might lead future users of the maps to assume the stations were recoverable at the date of compilation. Pertinent information may be found for each station on their respective form 526, Recovery Note, Triangulation Station, which will accompany this report.

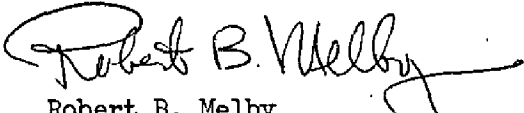
52. Adequacy of Compilation: In general the compilation appears to be accurate and complete, except in the cases of shadows obscured features and the ambiguous interpretation of certain photo-image.
53. Map Accuracy: The field testing of the manuscripts was not required.
54. Recommendations: The Corps of Engineers have requested the tabulation of the Oregon, South Zone, Lambert Plane Coordinates on their respective manuscripts as exemplified on the preliminary format copy. In the future the Corps of Engineers will probably furnish contractors and local engineers with copies of the maps and the quick reference to the coordinate positions would be advantageous. It is further recommended, the positions of all the plotted horizontal control stations including the intersection stations, except the fixed aids to navigation, should be included in the tabulation of positions. This could afford a ready access to the coordinate positions for azimuth determinations, etc., as desired by the local engineer.
55. Examination of Proof Copy: Arrangements were made with the Corps of Engineers to make preliminary examinations of the manuscript copies. Their reaction was considered to be favorable and a copy of their letter of approval including their recommendations will be submitted with this report.

56. Copies of the street maps of the cities of Coos Bay and North Bend, Oregon, were obtained by the field editor and will be forwarded with this report.

Approved:


John O. Boyer, CDR, USESSA
Operations Officer
Pacific Marine Center

Respectfully submitted,


Robert B. Melby
Supervisory Surveying Technician
Pacific Marine Center

REVIEW REPORT T-11799
Shoreline Mapping
May 1967

61. General Statement

See Summary in preface

62. Comparison with Registered Topographic Surveys

A comparison was made with surveys T-8957 and 8958, scale 1:10,000, dated 1949. These prior surveys are superseded by T-11799 for common details.

63. Comparison with Maps of Other Agencies

See Item 33 and 46 of the Compilation Report

64. Comparison with Contemporary Hydrographic Surveys


None

65. Comparison with Nautical Charts

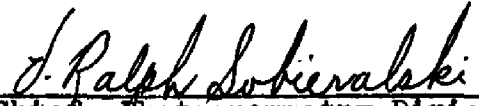
A comparison was made with Chart 5984, scale 1:20,000, 42nd edition, dated December 1964. There are numerous changes, indicated by the three new surveys, in shoreline buildings and shoreline structures such as piers, piling and bulkheads. Coincident with the completion of this project, the Marine Chart Division was preparing to re-issue Chart 5984. A four-time reduction of each manuscript was ordered by the Marine Chart Division to revise these shoreline details, including landmarks and aids.

Approved by:

Reviewed by:


Chief, Photogrammetric Branch *CHB*


Cartographer


Chief, Photogrammetry Division


Actg. Chief, Marine Chart Division

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

NONFLOATING AIDS ORIENTATION

TO BE CHARTED
NONFLOATING AIDS
ORIENTATION

SEPT 1966
WASHINGTON D.C.

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on (Chart No.) the charts indicated.

The positions given have been checked after listing by R. A. Young B. 60012
Positions of all aids were visually inspected during field edit

V. Ralph Sabierski

STATION	CHARTING PAGE	DESCRIPTION	L.T. LIGHT No.	POSITION			METHOD OF LOCATION No.	FILE-Verify DATE OF LOCATION	CHARTS AFFECTED
				LATITUDE	LONGITUDE	DATUM			
✓	✓	JARVIS Upper Range 2 FRONT Lt. 31	1284 ✓	42° 51' 5"	124° 13'	18.355	TRIANG.	11/2 107 11/43/59	5081
✓	✓	JARVIS Upper Range 2 REAR Lt. 33	1285 ✓	44° 13' 4"	124° 13'	02.028	"	" "	"
✓	✓	NORTH SAND Lower Range FRONT Lt. 35	1286 ✓	30° 36' 5"	124° 12'	56.955	"	" "	"
✓	✓	NORTH SAND Lower Range REAR Lt. 35	1287 -	28° 8' 13"	124° 12'	51.739	"	" "	"
✓	✓	NORTH SAND Range FRONT Lt. 35	1291	24° 03' 1"	124° 12'	52.760	"	" "	"
✓	✓	NORTH SAND Range REAR Lt. 35	1292 -	28° 77' 0"	124° 12'	51.719	"	" "	"
✓	✓	NORTH SAND Range Lt. 35	1293	24° 02' 7"	124° 13'	08.201	"	" "	"
✓	✓	NORTH SAND Upper Range FRONT Lt. 39	1294	33° 37' 2"	124° 12'	46.324	"	" "	"
✓	✓	NORTH SAND Upper Range REAR Lt. 39	1295	26° 65' 1"	124° 12'	43.657	"	" "	"
✓	✓	FERNDALE Lower Range FRONT Lt. 41	1296	03° 74' 3"	124° 12'	27.000	"	" "	"
✓	✓	FERNDALE Lower Range REAR Lt. 41	1297	12° 77' 2"	124° 12'	45.065	"	" "	"
✓	✓	FERNDALE Upper Range FRONT Lt. 41	1298	22° 73' 9"	124° 12'	21.890	"	" "	"
✓	✓	FERNDALE Upper Range REAR Lt. 41	1299	18° 28' 5"	124° 12'	16.463	"	" "	"
✓	✓	MANAGASCO Range FRONT Lt. ✓	1300	35° 56' 8"	124° 12'	21.943	"	1945 1955	"

This form shall be prepared in accordance with Hydrographic Manual, Publication 20-2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. The data should be entered on the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

U.S. GOVERNMENT PRINTING OFFICE: 1965

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

MONITORING AIDS ON MARINE CHARTS

TO BE CHARTED
STRIKE OUT TWO
REMOVED FROM CHARTS

WASHINGTON, D. C.
OCT 19, 1967

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on (Chart No.) the charts indicated.

The positions given have been checked after listing by R. A. Young Blood

Positions of all aids were visually inspected during field edit

V. Ralph Sobieralski

Calif. 1967

CHARTING NAME	DESCRIPTION	LIGHT NO.	POSITION		METHOD OF LOCATION SURVEY NO.	DATE OF LOCATION	HARBOR CHART	COASTAL CHART	CHARTS AFFECTED
			LATITUDE	LONGITUDE					
✓✓ MARSHFIELD RANGE REAR LT.		1301	43°22'	124°12'	20.530	1965	11/12/67		5984
✓✓ ISTERUS SLOUCH LIGHT 43		1302	43°21'	124°12'	29.819	1965	11/18/67		5984
✓✓ MARSH FIELD CHANNEL RANGE FT. LT.		1303	43°22'	124°10'	50.657	"	"		"
✓✓ MARSHFIELD CHANNEL RANGE REAR LT.		1304	43°22'	124°10'	30.654	"	"		"
✓✓ COOS RIVER ENTRANCE LT.		1305	43°22'	124°10'	46.303	"	"		"
✓✓ COOS RIVER CHANNEL LT.		1306	43°22'	124°10'	35.404	"	"		"
✓✓ CATCHING SLOUCH LT.		1307	43°21'	124°10'	22.503	"	"		"
✓✓ COOS RIVER LT.		1308	43°21'	124°09'	36.699	"	"		"
✓✓ NORTH BEND RANGE FRONT PASSING LT. (Coos Bay Channel Light 35)		1291	43°25'	124°12'	52.750	11/18/67	11/18/67		
✓✓ CHANNEL LIGHT 28		1288	43°25'	124°13'	37.193	1965	11/12/67		

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and monitoring aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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.

U.S. GOVERNMENT PRINTING OFFICE: 1967

COOS BAY, OREGON
STAKE OUT TWO
WASHINGTON, D.C.
COOS BAY, OREGON

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be checked on (and from) the charts of the Coast and Geodetic Survey.

The positions given have been checked after listing by R. A. Youngblood

Positions of all landmarks were visually inspected during Field Edit

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION			METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED
			LATITUDE	LONGITUDE	BATHY			
RADIO MAST	COOS BAY RADIO STATION KYNS MAST-1945	240 FT (245)	43° 21'	124° 11'	35.250	TRIANG	11/12/67	5984
RADIO MAST	COOS BAY (MARCHFIELD) RADIO STA.	160 FT (240)	43° 22'	124° 12'	50.961	"	11/12/67	"
STACK	COOS STEEL TOWER (USGS 1942) 1945	160 FT (168)	43° 21'	124° 11'	28.404	PHOTO	11/12/67	"
TANK (Elev)	COOS BAY, COOS HEAD TOWER CO STK	137 (147)	43° 23'	124° 13'	04.344	Photo	11/12/67	
STACK	TANK, HT = 137 (147)	250 (260)	43° 23'	124° 13'	03.661	Photo	11/12/67	
STACK	COOS BAY Lumber Co Stack 1945		43° 21'	124° 11'	41.624	TRIANG	11/12/67	
TANK (Elev)	COOS BAY Lumber Co Tank 1945		43° 21'	124° 11'	46.923	TRIANG	11/12/67	
Radio Mast	North Bend Radio Station KBBB, 1945		43° 25'	124° 12'	30.263	TRIANG	11/12/67	
TANK (Elev)	Water Tank, under shell		43° 24'	124° 13'	15.216	Photo	11/12/67	

* This Tank appeared to be of landmark value during compilation. Please verify during field edit.

This form shall be prepared in accordance with Hydrographic Manual, Publication 20-2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and non-charted aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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.

USCOMNAVDC 16324-P-61

UNIVERSITY OF CALIFORNIA

THESE OUT TWO

Case No. 04-900

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
271
272
273
274
275
276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320
321
322
323
324
325
326
327
328
329
330
331
332
333
334
335
336
337
338
339
340
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
437
438
439
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
483
484
485
486
487
488
489
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602
603
604
605
606
607
608
609
610
611
612
613
614
615
616
617
618
619
620
621
622
623
624
625
626
627
628
629
630
631
632
633
634
635
636
637
638
639
640
641
642
643
644
645
646
647
648
649
650
651
652
653
654
655
656
657
658
659
660
661
662
663
664
665
666
667
668
669
670
671
672
673
674
675
676
677
678
679
680
681
682
683
684
685
686
687
688
689
690
691
692
693
694
695
696
697
698
699
700
701
702
703
704
705
706
707
708
709
710
711
712
713
714
715
716
717
718
719
720
721
722
723
724
725
726
727
728
729
730
731
732
733
734
735
736
737
738
739
740
741
742
743
744
745
746
747
748
749
750
751
752
753
754
755
756
757
758
759
760
761
762
763
764
765
766
767
768
769
770
771
772
773
774
775
776
777
778
779
780
781
782
783
784
785
786
787
788
789
790
791
792
793
794
795
796
797
798
799
800
801
802
803
804
805
806
807
808
809
810
811
812
813
814
815
816
817
818
819
820
821
822
823
824
825
826
827
828
829
830
831
832
833
834
835
836
837
838
839
840
84

~~Paragraphs that the following objects which (in 1942) have inspected from forward to determine their value as had been to be~~
~~Count Q (Global from) the charts indicated.~~

The positions given have been checked after listing by

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and *floating aids* to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. 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.

TABLE SECOND AND FIFTH

USCOMINT-DC 16234-P68

May 23, 1967

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-6608 (Coos Bay, Oregon)

T-11799

Coos Bay

Coos River

Cooston

Cooston Channel

Crawford Point

North Bend

Pierce Point

Willanch Creek

Willanch Inlet

Willanch Slough

Approved by:

A. Joseph Wraight

A. Joseph Wraight
Chief Geographer

Prepared by:

Frank W. Pickett

Frank W. Pickett
Cartographic Technician

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. T-11799

INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

[illegible]