

11800

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-11800**

LOCALITY

State **Oregon**

General locality **Coos Bay**

Locality **Bunker Hill**

1965-67

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

LIBRARY & ARCHIVES

DATE **Sept. 20, 1967**

COMM-DC 61300

11800

DESCRIPTIVE REPORT - DATA RECORD

T-11800

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):

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. Lajoie		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 crenaflex copies and three ozalids of each sheet were supplied.

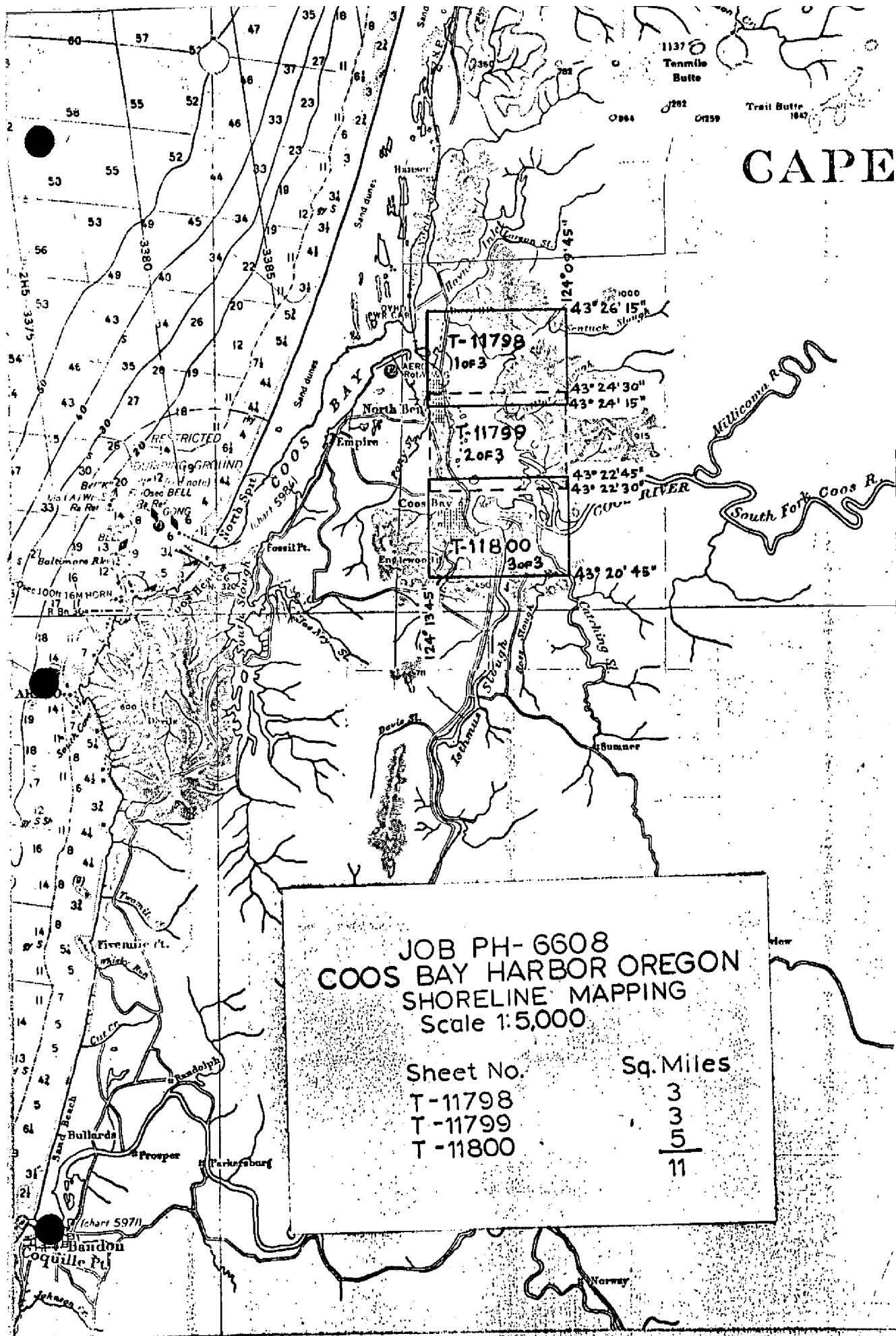
A copy of these surveys will be registered in the Bureau Archives under their respective T-numbers.

Submitted by:

Jeter P. Battley, Jr.

Jeter P. Battley, Jr.

CAPE B



JOB PH-6608
COOS BAY HARBOR OREGON
SHORELINE MAPPING
Scale 1:5,000

Sheet No.

Sq. Miles

T-11798
T-11799
T-11800

3
3
5
11

FIELD INSPECTION REPORT
JOB PH-6608

567⁵ from
wolfe

Δ Additional
to be comp. by
person

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 BM 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 Goodinometer 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, FAY, 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 Goodinometer lines and 4 D&R from MARSHFIELD HILL 1889 and NORTH BEND (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, Mast 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)
C 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 5934 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 Goodimotor 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-6603, 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.

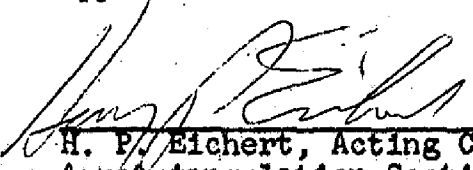
25. Photography

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

(* Control Used In Final Adjustment)

Strip #1

Rogers (USMS), 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 KBBR West, 1965
(+1.0 +0.59)

MLT 2, 1965	SS A	+0.8	+0.12	1st Model
	SS A	+0.1	+0.02	2nd Model
	SS B*	-0.3	-0.88	
MLT 11, 1965	SS A	+0.1	+0.79	
	SS B*	+0.3	-0.66	
MLT 14, 1965	SS A*	-0.7	+0.11	
	SS B	+0.7	-0.04	

Ferndale 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 (USAS), 1952

*(-0.2	+0.48)	1st Model
(-0.5	+1.00)	2nd Model

Lethrus Sleugh Light 43, 1965

$\begin{pmatrix} -0.2 & +0.62 \\ +0.4 & +0.75 \end{pmatrix}$	1st Model
	2nd Model

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

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

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

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

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

HLT 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)

HLT 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)

HLT 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, KERR, 1965
(-0.2 -0.01) 1st Model
* (-0.1 -0.09) 2nd Model

TIM PORTER - 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

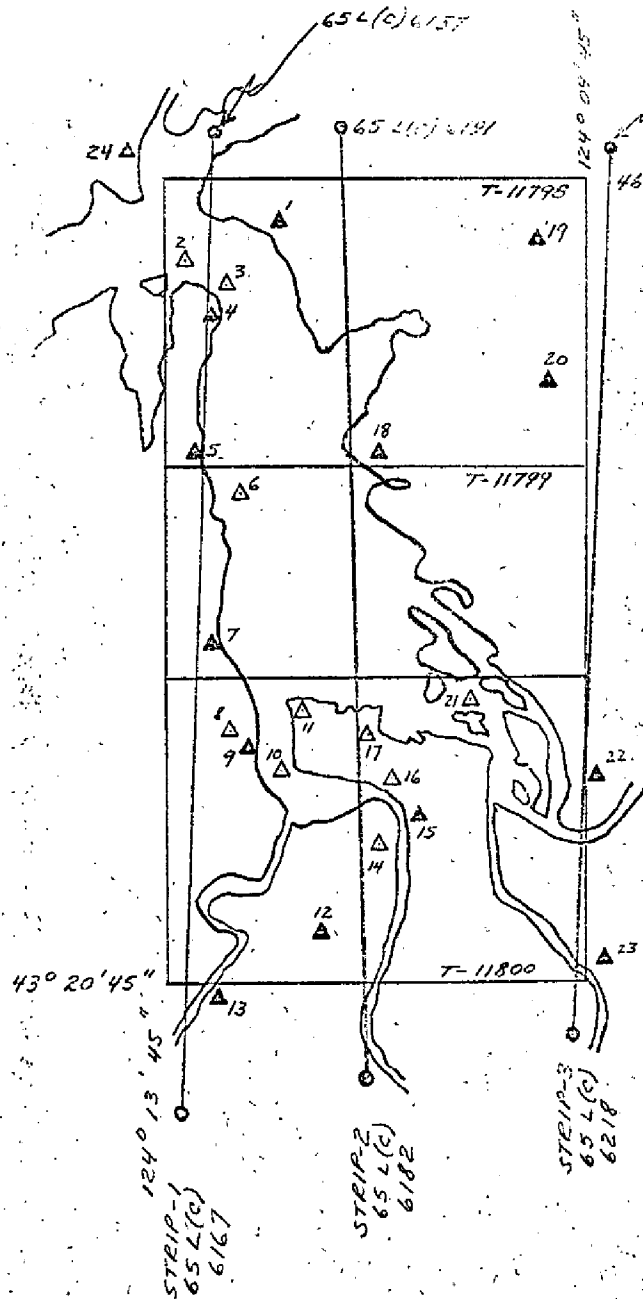
63801	(+2.2	+1.10)	
63802	(+1.3	+0.17	1st Model
63802	(+1.0	+0.17	2nd Model
61801	(+1.3	-0.37	
58801	(+2.7	-1.51	1st Model
58801	(+2.5	-1.56	2nd Model
59801	(+2.7	-1.35	1st Model
59801	(+3.4	-1.43	2nd Model
57801	(+1.1	-1.51	
57802	(+1.1	-3.42	
57803	(-0.8	-1.33)	

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

BAR (TEMP.), 1965	SS A*	(-0.6	-0.18)
	SS B-	(-0.7	+1.42)
FAY (TEMP.), 1965 (Point was very Questionable)	SS A	(+5.4	-2.59)
	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

▲ CONTROL USED
IN ADJUSTMENT
△ CONTROL USED
AS CHECK

TRIANGULATION STATIONS

- 1 - NORTH BEND RADIO STA. KBBR 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 1:62,500 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 FH-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:

Respectfully submitted,

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

Robert B. Melby
Supervisory Surveying Technician
Pacific Marine Center

REVIEW REPORT T-11800
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-11800 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

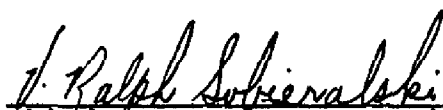
A comparison was made with Chart 5984, scale 1:20,000, 42nd edition, dated December 1964. There are numerous changes, indicated by the three new surveys, in shoreline buildings and shoreline structures such as piers, piling and bulkheads. Coincident with the completion of this project, the Marine Chart 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 *DBB*


Cartographer


Chief, Photogrammetry Division


Chief, Marine Chart Division

NONFLOWING AIDS OR NAVIGATIONAL MARKS

TO BE CHARTED
ACCURATELY
AND
REPRODUCED

arrange out two

I recommend that the following objects which have been inspected for a purpose to determine their value as landmarks be charted on (chart) the charts indicated.

The positions given have been checked after listing by A. A. YOUNGBLOOD U. RALPH SOBRALSKI
positions of all landmarks were visually checked
during field work

Sept 1944

22-10-45

COAST AND GEODETIC SURVEY

City of Portland

CHARTING NAME	DESCRIPTION	LIGHT	POSITION			METHOD OF LOCATION	DATE OF LOCATION	CHARTS AFFECTED
			LATITUDE	LONGITUDE	DATUM			
✓ J. A.	JARVIS UPPER RANGE 2 FRONT LT.	1284 ✓	43°25'	124°13'	18.355	TRIANG.	11/18/65	5924
✓ J. V.	JARVIS UPPER RANGE 2 REAR LT.	1285 ✓	43°25'	124°13'	56.955	"	"	"
✓ J. 1	NORTH BEAD LOWER RANGE FRONT LT.	1289 ✓	43°25'	124°12'	51.739	"	"	"
✓ J. 1	NORTH BEAD LOWER RANGE REAR LT.	1290 -	43°25'	124°12'	52.760	"	"	"
✓ J. 1	NORTH BEAD RANGE FRONT LT.	1291	43°25'	124°12'	51.719	"	"	"
✓ J. 1	NORTH BEAD RANGE REAR LT.	1292 -	43°25'	124°12'	51.719	"	"	"
✓ J. 1	NORTH BEAD RANGE LT. 36	1293	43°24'	124°13'	51.719	"	"	"
✓ J. 1	NORTH BEAD UPPER RANGE FRONT LT.	1294	43°23'	124°12'	46.324	"	"	"
✓ J. 1	NORTH BEAD UPPER RANGE REAR LT.	1295	43°23'	124°12'	43.657	"	"	"
✓ J. 1	FERNDALE LOWER RANGE FRONT LT.	1296	43°24'	124°12'	47.000	"	"	"
✓ J. 1	FERNDALE LOWER RANGE REAR LT.	1297	43°24'	124°12'	45.065	"	"	"
✓ J. 1	FERNDALE UPPER RANGE FRONT LT.	1298	43°22'	124°12'	21.890	"	"	"
✓ J. 1	FERNDALE UPPER RANGE REAR LT.	1299	43°22'	124°12'	16.463	"	"	"
✓ J. 1	MARSHFIELD RANGE FRONT LT. ✓	1300	43°22'	124°12'	21.943	"	1945	"

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 nonflowing 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.

UNCLASSIFIED 12-10-1991

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

CGC FORM 567
(11-30)

NONFLOATING AIDS TO NAVIGATION

TO BE CHARTED
TO BE CHARTED
TO BE CHARTED

STRIKE OUT TWO

SEPT 1966
22-10-66

Coos Bay, Oregon

I recommend that the following objects which ~~have~~ been inspected from seaward to determine their value as landmarks be charted on ~~(chart 1-35)~~ the charts indicated.

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

POSITIONS LISTED WERE VISUALLY INSPECTED DURING

FIELD EDIT

U. RALPH SOBIELEWSKI

Chief of Party

CHARTING NAME	DESCRIPTION	LIGHT	POSITION			METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED
			LATITUDE	LONGITUDE	DATUM			
✓✓✓✓✓	MARSHFIELD RANGE REAR LT.	1301	43°22'	124°12'	20.530	TRIANG	1/12/67	5984
✓✓✓✓✓	ISTHMIUS SLOUGH LIGHT 43	1302	43°21'	124°12'	29.819	"	11/18/67	5984
✓✓✓✓✓	MARSH FIELD CHANNEL RANGE FT. LT.	1303	43°22'	124°10'	50.657	"	1/12/67	"
✓✓✓✓✓	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	PHOTO	"	"
✓✓✓✓✓	CATCHING SLOUGH LT.	1307	43°21'	124°10'	22.503	PHOTO	"	"
✓✓✓✓✓	COOS RIVER LT.	1308	43°21'	124°10'	36.699	PHOTO	"	"
✓✓✓✓✓	NORTH BEND RANGE FRONT PASSING LT. (Coos Bay Channel Light 35)	1291	43°25'	124°12'	52.750	TRIANG	11/18/67	"
✓✓✓✓✓	CHANNEL LIGHT 28	1288	43°25'	124°13'	37.198	"	1/12/67	"

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-35, 2-39, 6-36, 7-13 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 considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

REVISIONS AND CHANGES

UNCLASSIFIED 1984-07-01

44-38861-10000

44-38861-10000

20150306 08:37:14

STRIKE OUT TWO

Case No. 01-101

22 SEP 1966

I recommend that the following official value (free net) be inspected from seaweed to determine their value as kadmaka ba-
chanted on (Cinnamomum) the district of "Bated".

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

positions listed were visually inspected during field edit

Chief of Party

CHARTING NAME	STATE	ORIGIN	DESCRIPTION	SIGNAL NAME	POSITION					METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	AVOID TROUBLE	AVOID TROUBLE	CHARTING AUTHORITY
					LATITUDE		LONGITUDE		BATHY					
					°	'	°	'						
✓ RADIO MAST	✓	COOS BAY	RADIO STATION KYNG MAST-1965	240 FT (245)	43° 21'	95.817	124° 11'	35.250		TRIANG	11/12/67			5984
RADIO MAST	✓	COOS BAY	(MARSHFIELD) RADIO STA. 160 FT KOOS STEEL TOWER (USGS 1942) 1943 (240)	160 FT (240)	43° 22'	95.949	124° 12'	50.961		"	11/12/67			"
✓ STACK	✓	COOS BAY	COOS HEAD TOWER CO STA. 160 FT (168)	160 FT (168)	43° 21'	15.562	124° 11'	28.404		PHOTO	11/12/67			"
✓ TANK (Elev)	✓	TANK, HT = 137 (147)		137 (147)	43° 23'	54.180	124° 13'	04.344		Photo	11/12/67			
✓ STACK	✓	STACK HT = 250 (230)		250 (260)	43° 23'	48.114	124° 13'	03.661		Photo	11/12/67			
✓ STACK	✓	Coos Bay Lumber Co Stack 1945			43° 21'	36.445	124° 11'	41.624		Triang	11/12/67			
✓ TANK (Elev)	✓	Coos Bay Lumber Co Tank 1945			43° 21'	32.354	124° 11'	46.923		Triang	11/12/67			
✓ Radio Mast	✓	North Bend Radio Sta. KBBR, 1965			43° 25'	58.469	124° 12'	30.263		Triang	11/12/67			
✓ TANK (Elev)	✓	Water Tank, water elevated			43° 24'	44.396	124° 13'	15.216		Photo	11/12/67			
* This Tank appeared to be of landmark value during compilation. Please verify during														

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 considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

USCOMH-DC 10234-P-01

Station out two

1. Information that the following objects which (see 1927) been inspected from seaward to determine their value as landmarks is located in L. 16234-P81 (Colored from) the charts indicated.

The positions given have been checked after listing by

STATE	CHARTING NAME	DESCRIPTION	SIGNAL	POSITION						DATE OF LOCATION	SECTION OF LOCATION SURVEY NO.	HARBOR CHART	CHARTS ATTACHED
				LATITUDE		LONGITUDE							
				°	'	°	'	PARALLELS	MINUTES				
OREGON	STACK (EAST OF THREE)	STATION DESTROYED (REBUILT)		43	23	124	13	00.926	NA	1927	TRIANG	1945	5984
	FLAG TOWER	OBSERVED BY JEPES		43	22	124	12	47.264	"	"	"	"	"
	CUPOLA	(NOT OUTSTANDING)		43	22	124	12	1064.1	"	"	"	"	"
	STACK	TORN DOWN		43	21	124	12	45.70	"	"	"	"	"
	STACK	TORN DOWN		43	21	124	12	1029.0	"	"	"	"	"
				43	21	124	12	29.825	"	"	"	"	"
				43	21	124	12	671.6	"	"	"	"	"
				43	21	124	11	41.508	"	"	"	"	"
				43	21	124	11	934.8	"	"	"	"	"

May 23, 1967

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-6608 (Coos Bay, Oregon)

T-11800

Bay Park

Bunker Hill

Catching Slough

Coalbank Slough

Coos Bay (bay)

Coos Bay (town)

Coos River

Cooston Channel

Eastside

Englewood

Graveyard Point

Isthmus Slough

Marshfield Channel

White Point

Approved by:

A. Joseph Wraight
A. Joseph Wraight
Chief Geographer

Prepared by:

Frank W. Pickett
Frank W. Pickett
Cartographic Technician

