



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

T7026 b

Graphic Control

## TOPOGRAPHIC TITLE SHEET

Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed so far as practicable, when forwarded to the Washington office.

Registry No. T-7026b

Field No. WE-D-46

Scale 1:10000

State Oregon - Washington General locality Columbia River

Specific locality Troutdale, Oregon

Dates: Survey began June 26, 1946 Completed July 1, 1946

Photography, Supplemented by ground surveys to

Project No. GS-325 Instructions dated May 14, 1946

Vessel } or Ship WESTDAHL Chief of party E. H. Bernstein  
Party }

Field work by E. H. Bernstein Office work by E. H. Bernstein

Final inking by E. H. Bernstein and A. M. Lagako

Ground elevations } in feet above { M. H. W.  
Treetop elevations } or {

Contours } by { Planetable } Interval \_\_\_\_\_ ft.  
Approximate contours } Multiplex }  
Form lines }

## REMARKS

This graphic control survey has been compared with the contemporary Hydrographic Survey. no further review by the Hydrographic Survey Section is necessary at this time

5/25/51

Du Zerkend

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed so far as practicable, when forwarded to the Washington office.

Registry No. T-7027a

Field No. WE-E-46

Scale 1:10000

State Oregon - Washington General locality Columbia River

Specific locality Ellsworth, Washington

Dates: Survey began June 26, 1946 Completed July 1, 1946

Photography....., Supplemented by ground surveys to .....

Project No. CS-325 Instructions dated May 14, 1946

Vessel } or Ship WESTDAHL Chief of party E. H. Bernstein  
~~RACEY~~ } M. E. Wennermark

Field work by E. H. Bernstein Office work by E. H. Bernstein

Final inking by E. H. Bernstein and A. M. Legako

Ground elevations } in feet above { M. H. W.  
Treetop elevations } or { .....

Contours } by { Planetable  
Approximate contours } { Multiplex } Interval ..... ft.  
Form lines }

REMARKS Compared with H-7129 (1946-48) by 5/25/51

Compared with H-7129 (1946-48) by 3/2/53

REG. NO. - 7027a GRAPHIC CONTROL



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

REG. NO. 7027b GRAPHIC CONTROL

Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed so far as practicable, when forwarded to the Washington office.

Registry No. T-7027b

Field No. NE-F-46

Scale 1:10000

State Oregon - Washington General locality Columbia River

Specific locality East of Vancouver, Washington

Dates: Survey began Aug. 1, 1946 Completed Aug. 31, 1946

Photography \_\_\_\_\_, Supplemented by ground surveys to \_\_\_\_\_

Project No. CS-325 Instructions dated May 14, 1946

Vessel ~~PLANET~~ } Ship HODGSON Chief of party E. H. Bernstein

Field work by E. H. Bernstein Office work by E. H. Bernstein

Final inking by E. H. Bernstein and A. M. Lagako

Ground elevations } in feet above { M. H. W.  
Treetop elevations } or { \_\_\_\_\_

Contours } by { Planetable } Interval \_\_\_\_\_ ft.  
Approximate contours } Multiplex }  
Form lines } \_\_\_\_\_ }

REMARKS Compared with H-7129(1946-48) Aug 3-3-53



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

T7028a  
Graphic Control

TOPOGRAPHIC TITLE SHEET

Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed so far as practicable, when forwarded to the Washington office.

Registry No. T-7028a

Field No. WE-G-46

Scale 1:10000

State Oregon - Washington General locality Columbia River

Specific locality Washougal, Washington

Dates: Survey began Sept. 6, 1946 Completed Sept. 17, 1946

Photography, Supplemented by ground surveys to

Project No. CS-325 Instructions dated May 14, 1946

Vessel } or Ship LESTDAHL Chief of party E. H. Bernstein  
Party }

Field work by E. H. Bernstein Office work by E. H. Bernstein

Final inking by E. H. Bernstein and A. L. Legako

Ground elevations } in feet above } M. H. W.  
Treetop elevations } or }

Contours } by } Planetable  
Approximate contours } Multiplex } Interval ft.  
Form lines }

REMARKS Compared with H-7131 (1946) JAD 6-25-51

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

T7028b

Graphic Control

TOPOGRAPHIC TITLE SHEET

Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed so far as practicable, when forwarded to the Washington office.

Registry No. T-7028b

Field No. WE-H-46

Scale 1:10000

State Oregon - Washington General locality Columbia River

Specific locality Reed Island, Washington

Dates: Survey began Aug. 20, 1946 Completed September 17, 1946

Photography, Supplemented by ground surveys to

Project No. CS-325 Instructions dated May 14, 1946

Vessel } ~~XP-15X~~ Ship WESTDAHL Chief of party E. H. Bernstein

Field work by E. H. Bernstein Office work by E. H. Bernstein

Final inking by E. H. Bernstein and A. M. Legako

Ground elevations } in feet above { M. H. W.  
Treetop elevations } or {

Contours } by { Planetable  
Approximate contours } Multiplex } Interval ft.  
Form lines }

REMARKS

Compared with T-7132 (1947). 2AD 5-23-51  
" " H-7131 (1946) 2AD 6-25-51

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

T7029a  
7029a

Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed so far as practicable, when forwarded to the Washington office.

Registry No. T-7029a

Field No. WE-1-46

Scale 1:10000

State Oregon - Washington General locality Columbia River

Specific locality Cape Horn, Washington

Dates: Survey began Dec. 1, 1946 Completed Dec. 31, 1946

Photography, Supplemented by ground surveys to

Project No. CE-325 Instructions dated May 14, 1946

Vessel } or Ship HODGSON Chief of party E. H. Bernstein  
~~Party~~

Field work by M. E. Wennermark Office work by Field party

Final inking by E. H. Bernstein and A. N. Logako

Ground elevations } in feet above { M. H. W.  
Treetop elevations } or {

Contours } by { Planetable } Interval ft.  
Approximate contours } Multiplex }  
Form lines }

REMARKS Compared with 4-5152 (1947). No further

review necessary. J. A. Dinsmore 5-23-51



DEPARTMENT OF COMMERCE  
 U. S. COAST AND GEODETIC SURVEY

T7029b

## TOPOGRAPHIC TITLE SHEET

Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed so far as practicable, when forwarded to the Washington office.

Registry No. T-7029b

Field No. WE-J-46

Scale 1:10000

State Oregon - Washington General locality Columbia River

Specific locality Onocenta, Washington

 Dates: Survey began Dec. 6, 1946  
 Aug. 14, 1947 Completed Dec. 7, 1946  
 Aug. 15, 1947

Photography, Supplemented by ground surveys to

Project No. CS-325 Instructions dated May 14, 1946

 Vessel } or Ship HODGSON Chief of party E. H. Bernstein  
 Party } M. E. Wennermark

Field work by R. M. Stone Office work by R. M. Stone and field party

Final inking by R. M. Stone and field party

 Ground elevations } in feet above { M. H. W.  
 Treetop elevations } or {

 Contours } by { Planetable } Interval \_\_\_\_\_ ft.  
 Approximate contours } Multiplex }  
 Form lines }

REMARKS

Compared with 4-7132(1947). No further  
 review necessary. J.A. Dimmock 5-23-51

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

T7030a  
Graphic Control Sheet

Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed so far as practicable, when forwarded to the Washington office.

Registry No. T-7030

Field No. WE-K-46

Scale 1:10000

State Oregon - Washington General locality Columbia River

Specific locality Warrendale, Oregon

Dates: Survey began Aug. 15, 1947 Completed Aug. 21, 1947

Photography, Supplemented by ground surveys to

Project No. CS-325 Instructions dated May 14, 1946

Vessel } ~~at~~ Ship HODGSON Chief of party E. H. Bernstein  
Party }

Field work by R. M. Stone Office work by R. M. Stone and field party

Final inking by R. M. Stone and field party

Ground elevations } in feet above { M. H. W.  
Treetop elevations } or {

Contours } by { Planetable } Interval \_\_\_\_\_ ft.  
Approximate contours } Multiplex }  
Form lines }

REMARKS

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

T7030 b

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. Ho-E-47

REGISTER NO.

State Oregon-Washington

General locality Columbia River

Locality Bonneville

Scale 1/5000 Date of survey \_\_\_\_\_, 1947

Vessel HODGSON

Chief of party E.H. Bernstein

Surveyed by R.M. Stone

Inked by R.M. Stone

Heights in feet above \_\_\_\_\_ to ground to tops of trees

Contour, Approximate contour, Form line interval \_\_\_\_\_ feet

Instructions dated CS 325 22/MEK S-1-WE 14 May, 1946

Remarks: \_\_\_\_\_



Descriptive Report  
to accompany Topographic Sheets

(WE-D-46) - T-7026b  
(WE-E-46) - T-7027a  
(WE-F-46) - T-7027b  
(WE-G-46) - T-7028a  
(WE-H-46) - T-7028b ✓  
(WE-I-46) - T-7029a ✓  
(WE-J-46) - T-7029b ✓  
(WE-K-46) - T-7030  
(HO-E-47) - ~~T-7030~~ (should be T-7030b)

JAS 5-23-51

Columbia River,  
Vancouver, Washington to Bonneville, Oregon

Project CS-325

24 June 1946 to 14 October 1947

AUTHORITY:

Instructions, Project CS-325, Ref. 22/MEK S-1-WE dated 14 May 1946.

LIMITS:

All of the sheets covered by this report are on the scale of 1:10000  
except HO-E-47 (~~T-7030~~ <sup>T-7030b</sup>), which is to the scale of 1:5000.

| Sheet No. | Lat.                | Long.                |
|-----------|---------------------|----------------------|
| WE-F-46   | 45°34:7 to 45° 37:9 | 122°33:3 to 122°41:3 |
| WE-E-46   | 45°33:3 to 45° 36:4 | 122°28:0 to 122°33:6 |
| WE-D-46   | 45°32:7 to 45° 35:8 | 122°23:1 to 122°29:0 |
| WE-G-46   | 45°31:9 to 45° 35:1 | 122°18:8 to 122°24:6 |
| WE-H-46   | 45°32:3 to 45° 35:5 | 122°13:1 to 122°19:0 |
| WE-I-46   | 45°32:9 to 45° 36:0 | 122°07:0 to 122°13:5 |
| WE-J-46   | 45°34:6 to 45° 37:6 | 122°01:9 to 122°07:8 |
| WE-K-46   | 45°35:9 to 45° 39:1 | 121°56:4 to 122°02:3 |
| HO-E-47   | 45°37:7 to 45° 39:3 | 121°55:0 to 121°57:9 |

PURPOSE:

These topographic sheets are for the establishment of graphic control, location of landmarks, and aids to navigation.

CONTROL:

Sheets WE-D-46, E, and F were partially controlled by photogrammetric positions furnished by the Portland Photogrammetric Office, these being

insufficient for hydrographic control additional points were located. No photogrammetric points were available for the region upstream from Camas, Washington. Sufficient triangulation points were recovered in all reaches of the river except for the slough south of Government Island, the slough north of Reed Island, and the stretch of river from Oneonta Falls to Pierce Island, where additional triangulation control was established. The control was adequate for establishing all topographic control by direct cuts from triangulation points, without the use of any traversing.

Because sheets WE-D, E and F were done on a scale of 1:10,000, whereas the hydrography was done on a scale of 1:8000 all topographic points on these three sheets were scaled and properly adjusted. The hydrography and topography being done on the same scales, this was not necessary.

#### SURVEY METHODS:

Standard planetable methods were used. All objects were located by graphic triangulation and no traverses were run. No shoreline was located on any of the sheets since the shoreline has been or will be located by photogrammetric methods. The floats and piling established in Long.  $122^{\circ} 36'0$  and  $122^{\circ} 38'1$  were located by planetable methods since the improvements were established after the completion of the photogrammetric plotting.

Magnetic azimuths by declinatoire No. 186 were determined at least at two points on every sheet and sometimes at three or more points. These declinatoires were standardized at magnetic station COLWOOD, Portland, Oregon, on 20 June 1946.

#### RECOVERABLE TOPOGRAPHIC STATIONS:

Typed lists of scaled positions of control stations downstream from Camas, Washington, are attached to this report. Recoverable topographic stations have been described on Form 524. Lists of planetable positions are attached to the hydrographic sheets that are covered by the topographic sheets. ~~Note new position for photogrammetric position of station MUG.~~



AIDS TO NAVIGATION:

Positions of Aids to Navigation that were not located by triangulation, were determined by graphic triangulation. Positions of Floating Aids to Navigation were additionally determined by hydrographic methods.

LANDMARKS FOR CHARTS:

Lists for "Landmarks for Charts" as well as "Floating" and "Nonfloating Aids to Navigation" are furnished with the descriptive report of hydrographic sheets Registry No. H-7129 to HO-05347 (H 7123).

NEW PLACE NAMES:

The field parties made continuous effort to verify local place names. The names shown on Chart No. 6156 are correct. However, in future charting the name "Little Sandy River" on the Oregon side, south of Camas, Washington, should be deleted and "Sandy River" substituted. The northeastern mouth of Sandy River has been shut off by a jetty dam and is no longer navigable and being filled completely by sedimentation.

The arrowhead-shaped island, lying 1/2 mile to eastward of Pierce Island in Long. 121° 59'15 is known locally, definitely as "IVES ISLAND". No local name for the elliptical island in Long. 122° 07'10 could be determined, however, research by the photogrammetric party may discover its local name.

RANGE BEARINGS:

The bearings of all ranges between Vancouver & Camas, Washington, are accurately plotted on the topographic sheets from many carefully taken hydrographic fixes during the course of the hydrography. It was not feasible to make planetable setups on any of these ranges. The main ship channel ranges were accurately checked by bearings taken from the "Ship" over the gyro compass.

Respectfully submitted,  
*E. H. Bernstein*  
E. H. Bernstein, Lt. Comdr., USCGS  
Commanding Ship HODGSON



TOPOGRAPHIC POSITIONS  
for  
SHEET 08146

| NAME | LAT    | ADJUSTED<br>D.M. | LONG    | ADJUSTED<br>D.P. |
|------|--------|------------------|---------|------------------|
| MAY  | 45-34' | 109.0            | 122-28' | 709.1            |
|      |        | 1743.4           |         | 592.0            |
| OMI  | 45-34' | 39.0             | 122-28' | 1124.1           |
|      |        | 1813.4           |         | 177.0            |
| GIN  | 45-33' | 929.2            | 122-27' | 877.4            |
|      |        | 923.2            |         | 424.1            |
| OUL  | 45-33' | 1350.4           | 122-30' | 65.0             |
|      |        | 502.9            |         | 1236.5           |
| FUP  | 45-33' | 1632.4           | 122-30' | 744.3            |
|      |        | 220.0            |         | 557.2            |
| ROY  | 45-33' | 1793.4           | 122-31' | 365.1            |
|      |        | 59.0             |         | 936.4            |
| ZAG  | 45-34' | 576.1            | 122-31' | 510.0            |
|      |        | 1285.3           |         | 791.1            |
| JAR  | 45-33' | 971.9            | 122-27' | 360.1            |
|      |        | 880.5            |         | 921.4            |
| ABE  | 45-33' | 1003.4           | 122-27' | 1257.6           |
|      |        | 849.0            |         | 43.0             |
| BAG  | 45-33' | 1033.8           | 122-28' | 107.0            |
|      |        | 810.6            |         | 1194.5           |
| CAD  | 45-33' | 1209.2           | 122-28' | 534.2            |
|      |        | 823.2            |         | 767.3            |
| DAV  | 45-33' | 1032.3           | 122-28' | 900.0            |
|      |        | 820.1            |         | 401.5            |
| DEL  | 45-33' | 1538.4           | 122-27' | 1024.5           |
|      |        | 314.0            |         | 277.0            |
| EAT  | 45-33' | 1628.5           | 122-28' | 100.5            |
|      |        | 223.9            |         | 1201.0           |
| PAR  | 45-33' | 1510.3           | 122-28' | 9.0              |
|      |        | 542.1            |         | 1292.5           |
| ELL  | 45-33' | 1690.7           | 122-28' | 333.0            |
|      |        | 161.7            |         | 968.5            |
| CAS  | 45-33' | 1342.4           | 122-28' | 375.6            |
|      |        | 510.0            |         | 925.9            |
| ICE  | 45-33' | 1672.6           | 122-28' | 822.4            |
|      |        | 179.8            |         | 479.1            |
| KED  | 45-33' | 1612.3           | 122-28' | 1100.1           |
|      |        | 240.1            |         | 201.4            |

# TOPOGRAPHIC POSITIONS

for  
SHEET No. 08146

| NAME | LAT     | ADJUSTED<br>D.M. | LONG     | ADJUSTED<br>D.P. |
|------|---------|------------------|----------|------------------|
| JAP  | 45°-33' | 1583.2           | 122°-28' | 1266.5           |
|      |         | 269.2            |          | 35.0             |
| LIZ  | 45°-34' | 219.9            | 122°-27' | 840.6            |
|      |         | 1632.5           |          | 460.5            |
| MAX  | 45°-34' | 180.0            | 122°-28' | 82.0             |
|      |         | 1672.4           |          | 1219.1           |
| MAL  | 45°-33' | 1165.2           | 122°-29' | 150.0            |
|      |         | 687.2            |          | 1151.5           |
| NED  | 45°-33' | 1266.3           | 122°-29' | 897.4            |
|      |         | 586.1            |          | 404.1            |
| SOW  | 45°-33' | 1841.2           | 122°-29' | 246.0            |
|      |         | 11.2             |          | 1055.5           |
| TAP  | 45°-34' | 98.0             | 122°-29' | 842.1            |
|      |         | 1754.4           |          | 459.0            |
| VAL  | 45°-34' | 183.0            | 122°-30' | 57.0             |
|      |         | 1669.4           |          | 1244.5           |
| WAX  | 45°-34' | 322.0            | 122°-30' | 56.6             |
|      |         | 1530.4           |          | 744.5            |

# TOPOGRAPHIC POSITIONS

| NAME             | LAT     | ADJUSTED<br>D.M. | LONG     | ADJUSTED<br>D.P. |
|------------------|---------|------------------|----------|------------------|
| ADA              | 45°-33' | 1817.1           | 122°-23' | 297.8            |
|                  |         | 35.3             |          | 1003.3           |
| RAT              | 45°-33' | 1699.4           | 122°-23' |                  |
|                  |         | 153.0            |          | 35.5             |
| REG              | 45°-33' | 1792.0           | 122°-24' | 283.1            |
|                  |         | 60.4             |          | 1018.0           |
| DEL              | 45°-33' | 1649.8           | 122°-24' | 996.1            |
|                  |         | 202.6            |          | 305.0            |
| TOM              | 45°-33' | 1523.7           | 122°-25' | 83.5             |
|                  |         | 328.7            |          | 1217.6           |
| RUB              | 45°-33' | 1443.7           | 122°-25' | 390.4            |
|                  |         | 408.7            |          | 910.7            |
| HOP              | 45°-33' | 1404.8           | 122°-25' | 730.7            |
|                  |         | 447.6            |          | 570.5            |
| WIG              | 45°-33' | 1203.9           | 122°-26' | 999.7            |
|                  |         | 648.5            |          | 301.5            |
| SHE              | 45°-33' | 1819.5           | 122°-27' | 145.8            |
|                  |         | 32.9             |          | 1553.3           |
| FIX              | 45°-34' | 395.4            | 122°-25' | 726.0            |
|                  |         | 1456.9           |          | 575.4            |
| TAN              | 45°-34' | 662.1            | 122°-27' | 252.6            |
|                  |         | 1190.2           |          | 1048.4           |
| PIT              | 45°-34' | 1431.4           | 122°-24' | 840.3            |
|                  |         | 420.9            |          | 460.5            |
| WHY              | 45°-34' | 428.6            | 122°-24' | 1121.5           |
|                  |         | 1423.7           |          | 179.5            |
| RED              | 45°-33' | 1618.7           | 122°-23' |                  |
|                  |         | 233.6            |          | 312.0            |
| IDA              | 45°-33' | 1658.0           | 122°-23' |                  |
|                  |         | 194.3            |          | 559.5            |
| BAT              | 45°-33' | 1847.2           | 122°-23' |                  |
|                  |         | 5.1              |          | 425.0            |
| OAK              | 45°-34' | 1267.2           | 122°-23' | 391.9            |
|                  |         | 585.1            |          | 909.0            |
| BON              | 45°-34' | 61.8             | 122°-23' | 744.1            |
|                  |         | 1790.5           |          | 557.0            |
| BEE              | 45°-34' | 1477.0           | 122°-27' | 598.5            |
|                  |         | 375.3            |          | 702.3            |
| KID              | 45°-34' | 1031.5           | 122°-27' | 831.3            |
|                  |         | 820.8            |          | 469.6            |
| NON              | 45°-34' | 1169.6           | 122°-27' | 1057.8           |
|                  |         | 682.7            |          | 243.1            |
| PIE              | 45°-34' | 1553.6           | 122°-27' | 883.0            |
|                  |         | 298.7            |          | 417.8            |
| DOG              | 45°-34' | 1659.7           | 122°-27' |                  |
|                  |         | 192.6            |          | 1152.1           |
| /VXZSZL/<br>STXK |         | 4                |          |                  |

# TOPOGRAPHIC POSITIONS

| NAME         | LAT     | ADJUSTED<br>D.M. | LONG     | ADJUSTED<br>D.P. |
|--------------|---------|------------------|----------|------------------|
| DIESEL STACK | 45°-35' | 166.0            | 122°-24' | 530.9            |
| STACK-W      | 45°-35' | 77.0             | 122°-24' | 779.8            |
| p STACK-E    | 45°-35' | 81.0             | 122°-24' | 622.1            |
| SKY          | 45°-33' | 755.6            | 122°-23' | 678.6            |
| LOG          | 45°-34' | 1096.7           | 122°-25' | 612.3            |
| LAX          | 45°-34' | 994.5            | 122°-25' | 608.4            |
| PEG          | 45°-34' | 857.8            | 122°-25' | 1133.6           |
| SAM          | 45°-34' | 935.5            | 122°-25' | 167.7            |
| LEG          | 45°-34' | 898.8            | 122°-25' | 844.0            |
| TOY          | 45°-34' | 922.7            | 122°-25' | 450.0            |
| END          | 45°-34' | 926.6            | 122°-25' | 901.5            |
| ARK          | 45°-34' | 847.0            | 122°-26' | 399.4            |
| RUM          | 45°-34' | 1005.3           | 122°-26' | 1073.7           |
| DON          | 45°-34' | 1034.6           | 122°-26' | 227.2            |
| TUB          | 45°-34' | 817.7            | 122°-26' | 104.0            |
| LOP          | 45°-34' | 1119.8           | 122°-26' | 1194.0           |
| JUG          | 45°-34' | 732.5            | 122°-26' | 108.9            |
| OFF          | 45°-34' | 925.1            | 122°-26' | 399.5            |
| TRY          | 45°-34' | 927.2            | 122°-26' | 901.4            |
| HID          | 45°-34' | 1168.0           | 122°-26' | 654.0            |
| ERG          | 45°-34' | 684.3            | 122°-26' | 646.9            |
| SOL          | 45°-34' | 1317.2           | 122°-27' | 746.3            |
| PRO          | 45°-34' | 535.1            | 122°-27' | 554.6            |
| YAM          | 45°-34' | 1380.5           | 122°-27' | 57.3             |
|              |         | 471.8            | 122°-27' | 1243.5           |
|              |         | 1463.0           | 122°-24' | 321.4            |
|              |         | 389.3            | 122°-24' | 979.4            |
|              |         | 1654.1           | 122°-24' | 524.0            |
|              |         | 198.2            | 122°-24' | 776.0            |
|              |         | 1676.0           | 122°-24' | 318.5            |
|              |         | 97.5             | 122°-24' | 982.2            |
|              |         | 1492.4           | 122°-24' | 662.2            |
|              |         | 359.9            | 122°-24' | 648.5            |
|              |         | 1308.2           | 122°-25' | 989.7            |
|              |         | 544.1            | 122°-25' | 311.1            |
|              |         | 1453.3           | 122°-25' | 10.0             |
|              |         | 399.0            | 122°-25' | 1200.0           |
|              |         | 1373.6           | 122°-25' | 27.6             |
|              |         | 478.7            | 122°-25' | 1275.2           |
|              |         | 1206.0           | 122°-25' | 102.2            |
|              |         | 646.3            | 122°-25' | 1118.6           |
|              |         | 1221.4           | 122°-25' | 394.8            |
|              |         | 630.9            | 122°-25' | 906.1            |
|              |         | 1178.7           | 122°-25' | 734.3            |
|              |         | 637.6            | 122°-25' | 566.5            |
|              |         |                  |          | 765.1            |
|              |         |                  |          | 535.7            |

# TOPOGRAPHIC POSITIONS

| NAME | LAT     | ADJUSTED<br>D.M. | LONG     | ADJUSTED<br>D.P.           |
|------|---------|------------------|----------|----------------------------|
| BIG  | 45°-34' | 113.3<br>1739.0  | 122°-23' | 1036.1<br>263.0            |
| BOX  | 45°-34' | 631.4<br>1220.9  | 122°-24' | <u>          </u><br>40.0  |
| PAR  | 45°-34' | 1181.2<br>671.1  | 122°-23' | <u>          </u><br>731.0 |
| DUO  | 45°-34' | 1190.7<br>661.6  | 122°-23' | 911.6<br>389.0             |
| WAS  | 45°-34' | 1335.4<br>517.0  | 122°-23' | <u>          </u><br>121.0 |
| DOT  | 45°-34' | 969.2<br>883.2   | 122°-24' | 121.5<br>1179.4            |
| GAL  | 45°-34' | 1237.9<br>614.5  | 122°-24' | 243.8<br>1057.0            |
| HOE  | 45°-34' | 1609.0<br>243.4  | 122°-24' | 223.7<br>1077.0            |



# TOPOGRAPHIC POSITIONS

| NAME      | LAT     | ADJUSTED<br>D.M.  | LONG     | ADJUSTED<br>D.P.  |
|-----------|---------|-------------------|----------|-------------------|
| TALL      | 45°-35' | 239.1<br>(1613.3) | 122°-29' | 650.1<br>(650.6)  |
| WIT       | 45°-35' | 291.7<br>(1560.7) | 122°-29' | 893.9<br>(406.8)  |
| ELF       | 45°-35' | 299.1<br>(1553.3) | 122°-29' | 927.0<br>(373.7)  |
| QEO       | 45°-35' | 362.0<br>(1490.4) | 122°-29' | 1228.3<br>(72.4)  |
| EYE       | 45°-35' | 521.0<br>(1331.4) | 122°-30' | 548.3<br>(752.3)  |
| DIX       | 45°-35' | 586.7<br>(1265.7) | 122°-30' | 694.7<br>(605.9)  |
| FAT       | 45°-34' | 657.0<br>(1195.4) | 122°-27' | 1166.8<br>(134.1) |
| DIM       | 45°-34' | 620.8<br>(1231.6) | 122°-27' | 1035.0<br>(265.9) |
| RUE       | 45°-34' | 875.5<br>(976.9)  | 122°-27' | 858.9<br>(442.0)  |
| BUD       | 45°-34' | 1041.0<br>(811.4) | 122°-27' | 1031.8<br>(269.1) |
| EGG       | 45°-34' | 1728.9<br>(123.5) | 122°-28' | 136.4<br>(164.3)  |
| NEW       | 45°-34' | 686.0<br>(1166.4) | 122°-27' | 644.5<br>(655.5)  |
| CAN No. 1 | 45°-34' | 1494.6<br>(357.8) | 122°-27' | 1179.2<br>(121.6) |
| CAN No. 3 | 45°-34' | 1378.0<br>(474.4) | 122°-27' | 997.5<br>(303.3)  |
| FLY       | 45°-34' | 917.0<br>(935.4)  | 122°-28' | 159.5<br>(1141.4) |
| ZAG       | 45°-34' | 1165.2<br>(687.2) | 122°-28' | 693.1<br>(607.8)  |
| ORB       | 45°-34' | 1217.9<br>(634.5) | 122°-28' | 1175.8<br>(125.0) |
| DUO Q00   | 45°-35' | 77.5<br>(-----)   | 122°-28' | 879.2<br>(421.5)  |
| NIL       | 45°-34' | 1288.8<br>(563.6) | 122°-29' | 96.2<br>(1204.6)  |
| SUB       | 45°-34' | 1466.7<br>(385.7) | 122°-29' | 746.0<br>(554.8)  |
| RAG       | 45°-34' | 1599.7<br>(252.7) | 122°-30' | 02.5<br>(1298.2)  |
| PIN       | 45°-34' | 1733.7<br>(118.7) | 122°-30' | 692.7<br>(608.0)  |

TOPOGRAPHIC POSITIONS  
for SHEET 08246

| NAME | LAT     | ADJUSTED<br>D.M.  | LONG     | ADJUSTED<br>D.P.  |
|------|---------|-------------------|----------|-------------------|
| NUT  | 45°-35' | 649.1<br>(1203.3) | 122°-33' | 443.7<br>(857.0)  |
| FUG  | 45°-35' | 474.1<br>(1578.3) | 122°-33' | 900.4<br>(400.5)  |
| RUM  | 45°-35' | 205.0<br>(1647.4) | 122°-33' | 1107.0<br>(193.7) |
| HEX  | 45°-34' | 986.2<br>(866.2)  | 122°-32' | 1083.1<br>(218.0) |
| JAR  | 45°-34' | 1473.2<br>(379.2) | 122°-33' | 94.0<br>(1207.1)  |
| KIL  | 45°-34' | 1709.4<br>(143.9) | 122°-33' | 689.1<br>(612.0)  |
| LUG  | 45°-34' | 20.0<br>(1832.4)  | 122°-33' | 579.0<br>(722.0)  |
| LOO  | 45°-35' | 289.0<br>(1563.4) | 122°-33' | 79.0<br>(1222.0)  |
| COD  | 45°-34' | 1059.2<br>(793.2) | 122°-32' | 124.0<br>(1177.1) |
| DIP  | 45°-34' | 444.1<br>(1408.3) | 122°-32' | 271.0<br>(1030.1) |
| EGG  | 45°-34' | 591.1<br>(1261.3) | 122°-32' | 601.1<br>(700.0)  |
| FOX  | 45°-34' | 1349.3<br>(503.1) | 122°-32' | 491.0<br>(810.1)  |
| GUS  | 45°-34' | 1751.4<br>(101.0) | 122°-32' | 931.1<br>(370.0)  |
| ORA  | 45°-35' | 874.2<br>(978.2)  | 122°-33' | 738.4<br>(562.3)  |
| ZAG  | 45°-34' | 567.1<br>(128.5)  | 122°-31' | 510.1<br>(791.9)  |
| ROY  | 45°-35' | 1793.4<br>(59.0)  | 122°-31' | 365.1<br>(936.4)  |
| ALP  | 45°-34' | 133.0<br>(1719.4) | 122°-31' | 962.1<br>(339.0)  |
| BED  | 45°-34' | 806.2<br>(1046.2) | 122°-31' | 1036.6<br>(264.5) |

For SHEET No. 1346  
TOPOGRAPHIC POSITIONS

| NAME     | LAT.    | ADJUSTED<br>D.M. | LONG.    | ADJUSTED<br>D.P. |
|----------|---------|------------------|----------|------------------|
| MAR      | 45° 35' | 95.5<br>(1756.9) | 122°-31' | 378.2<br>(922.5) |
| WIN      | 45° 35' | 276.0<br>1576.4  | 122°-31' | 552.2<br>748.5   |
| GOB      | 45° 35' | 821.8<br>1030.6  | 122°-31' | 188.8<br>1119.8  |
| GEM      | 45° 35' | 1060.8<br>791.6  | 122°-31' | 805.1<br>495.4   |
| PIX      | 45° 35' | 218.9<br>1633.5  | 122°-31' | 1132.4<br>168.3  |
| OUT      | 45° 35' | 490.0<br>1362.4  | 122°-31' | 1300.1<br>0.5    |
| WEE      | 45° 35' | 175.9<br>1676.5  | 122°-32' | 128.5<br>1172.2  |
| MAX      | 45° 35' | 1448.4<br>404.0  | 122°-32' | 430.9<br>869.6   |
| EAT      | 45° 35' | 932.0<br>920.4   | 122°-32' | 854.6<br>445.9   |
| SOL      | 45° 35' | 1526.0<br>326.4  | 122°-32' | 655.5<br>644.9   |
| ADD      | 45° 35' | 1154.6<br>697.8  | 122°-32' | 1128.2<br>172.3  |
| RAT      | 45° 35' | 1643.9<br>208.5  | 122°-32' | 1036.1<br>264.3  |
| KID      | 45° 35' | 1266.4<br>586.0  | 122°-33' | 287.0<br>////    |
| RAM      | 45° 35' | 1217.3<br>635.1  | 122°-33' | 479.9<br>////    |
| LOW      | 45° 35' | 1834.3<br>18.1   | 122°-33' | 299.0<br>////    |
| OFF      | 45° 35' | 1209.0<br>643.4  | 122°-33' | 886.0<br>////    |
| SNAG LOG | 45° 35' | 1102.9<br>749.5  | 122°-33' | 861.4<br>////    |
| PEG      | 45° 36' | 63.3<br>////     | 122°-33' | 580.2<br>////    |



## SHEET WE\*F\*46

## TOPOGRAPHIC POSITIONS

| NAME      | LAT     | ADJUSTED<br>D.M.  | LONG     | ADJUSTED<br>D.P. |
|-----------|---------|-------------------|----------|------------------|
| LUX       | 45°-36' | 113.7<br>(1738.7) | 122° 38' | 725.1<br>(575.3) |
| JUT       | 45°-36' | 131.6             | 38       | 594.3            |
| ACE       | 45°-36' | 1716.0            | 38       | 706.1            |
|           |         | 349.3             | 38       | 28.8             |
| RIM       | 45°-36' | 1503.1            | 37       | 1271.5           |
|           |         | 97.0              | 37       | 1076.4           |
| BAT       | 45°-36' | 1755.4            | 37       | 224.0            |
|           |         | 269.7             | 37       | 378.5            |
| ELF       | 45°-36' | 1582.7            | 37       | 921.8            |
|           |         | 122.2             | 37       | 32.1             |
| CAR       | 45°-36' | 1730.2            | 36       | 1268.3           |
|           |         | 282.8             | 36       | 830.0            |
| FLY       | 45°-36' | 1569.6            | 36       | 470.4            |
|           |         | 08.0              | 36       | 501.6            |
| ARM       | 45°-36' | 1844.4            | 36       | 798.8            |
|           |         | 11.1              | 36       | 71.0             |
| DUD       | 45°-36' | 1841.3            | 35       | 1229.4           |
|           |         | 133.8             | 35       | 1218.0           |
| PRO       | 45°-36' | 1718.6            | 33       | 82.4             |
|           |         | 256.3             | 33       | 205.5            |
| MAY       | 45°-36' | 1596.1            | 34       | 672.8            |
|           |         | 539.2             | 34       | 627.5            |
| PET       | 45°-36' | 1313.2            | 34       | 1040.4           |
|           |         | 610.5             | 34       | 260.0            |
| SHE       | 45°-36' | 1214.7            | 36       | 05.0             |
|           |         | 965.5             | 36       | 1295.2           |
| DIP(LIP)  | 45°-36' | 886.9             | 36       | 470.4            |
|           |         | 1053.2            | 36       | 829.8            |
| GUM       | 45°-36' | 799.2             | 37       | 121.8            |
|           |         | 1132.3            | 37       | 1178.4           |
| SUD       | 45°-36' | 720.1             | 37       | 698.1            |
|           |         | 1293.4            | 37       | 602.0            |
| FIT       | 45°-36' | 558.8             | 38       | 231.7            |
|           |         | 1363.0            | 38       | 1068.4           |
| RIP       | 45°-36' | 489.4             | 38       | 614.8            |
|           |         | 1286.9            | 38       | 685.3            |
| CAN BUOY  | 45°-36' | 565.5             | 35       | 391.0            |
| No. 1     |         | 647.3             | 35       | 909.3            |
| DUO       | 45°-35' | 1205.1            | 34       | 120.8            |
|           |         | 968.6             | 34       | 1179.7           |
| SUE       | 45°-35' | 883.8             | 34       | 254.0            |
|           |         | 605.5             | 34       | 1046.6           |
| TIP       | 45°-35' | 1246.9            | 34       | 524.5            |
|           |         | 707.7             | 34       | 776.1            |
| CAR No. 3 | 45°-36' | 1144.7            | 34       | 520.1            |
|           |         | 339.9             | 34       | 780.2            |
|           |         | 1512.5            |          |                  |



## SHEET WE-F-46-(con).

## TOPOGRAPHIC POSITIONS.

| NAME        | LAT    | ADJUSTED<br>D.M. | LONG     | ADJUSTED<br>D.P. |
|-------------|--------|------------------|----------|------------------|
| MID         | 45-35' | 1212.4           | 122° 34' | 323.6            |
|             |        | (640.0)          |          | (976.9)          |
| LOG         | 45-35' | 1513.0           | 34'      | 240.8            |
|             |        | 339.4            |          | 1059.7           |
| LAY         | 45-35' | 896.4            | 34'      | 1129.1           |
|             |        | 956.0            |          | 171.5            |
| PIT         | 45-35' | 1072.8           | 34'      | 1197.4           |
|             |        | 779.6            |          | 103.1            |
| TRY         | 45-35' | 1306.0           | 35'      | 293.6            |
|             |        | 546.4            |          | 1006.9           |
| COW         | 45-35' | 1339.5           | 35'      | 614.3            |
|             |        | 512.9            |          | 686.2            |
| BOX         | 45-35' | 1611.1           | 35'      | 873.6            |
|             |        | 241.3            |          | 426.8            |
| VERT BEAM   | 45-35' | 1794.7           | 36'      | 450.0            |
| SEARCHLIGHT |        | 57.7             |          | 850.4            |
| PEG         | 45-36' | 73.6             | 33'      |                  |
|             |        | 1778.8           |          | 718.0            |
| CAN No. 5   | 45-35' | 1758.8           | 33'      |                  |
|             |        | 93.6             |          | 989.0            |

## SHEET WE\* B 46

## TOPOGRAPHIC POSITIONS

| NAME | LAT                    | ADJUSTED<br>D.M. | LONG                    | ADJUSTED<br>D.P. |
|------|------------------------|------------------|-------------------------|------------------|
| SUM  | <sup>45°</sup> 36°-15' | 550.2            | <sup>122°</sup> 40°-15' | 671.6            |
|      | 36°-45'                | 1302.2           | 40°-45'                 | 628.7            |
| NIP  | 36°-15'                | 729.6            | 40°-15'                 | 954.5            |
|      | 36°-45'                | 1122.7           | 41°-15'                 | 345.8            |
| OIL  | 36°-15'                | 808.5            | 40°-45'                 | 1214.6           |
|      | 36°-45'                | 1043.9           | 41°-15'                 | 85.6             |
| BOY  | 36°-15'                | 927.5            | 40°-45'                 | 1107.8           |
|      | 36°-45'                | 924.9            | 41°-15'                 | 1192.4           |
| KEY  | 36°-15'                | 1063.6           | 40°-45'                 | 1249.8           |
|      | 36°-45'                | 788.7            | 41°-15'                 | 50.4             |
| JANT | 36°-15'                | 1153.5           | 40°-45'                 | 1282.6           |
|      | 36°-45'                | 698.9            | 41°-15'                 | 17.6             |
| LUX  | 36°-15'                | 971.8            | 40°-15'                 | 1037.8           |
|      | 36°-45'                | 880.6            | 40°-45'                 | 262.4            |
| MUG  | 36°-15'                | 1019.2           | 41°-15'                 |                  |
|      | 36°-45'                | 833.2            | 40°-15'                 | 821.2            |
| RAT  | 36°-15'                |                  | 41°-15'                 | 479.0            |
|      | 36°-45'                | 799.7            | 40°-15'                 |                  |
| ICE  | 36°-15'                | 1072.7           | 40°-45'                 | 441.3            |
|      | 36°-45'                | 1207.5           | 41°-00'                 | 858.9            |
|      | 36°-45'                | 644.8            | 41°-15'                 | 145.6            |
|      |                        |                  |                         | 1154.6           |

# TOPOGRAPHIC POSITIONS

Sheet No. WE-E-46 (T-7028a)

| Name of station         | Latitude | Adjusted<br>D.M.<br>(679.2) | Longitude | Adjusted<br>D.P.<br>(720.2) |
|-------------------------|----------|-----------------------------|-----------|-----------------------------|
| DOG                     | 45 34    | 1173.2                      | 122 22    | 581.0                       |
| HAT (Lt.)               | 45 33    | (710.0)<br>1142.3           | 122 20    | (319.5)<br>982.0            |
| ICE (Lt.)               | 45 33    | (1171.5)<br>680.8           | 122 20    | (568.0)<br>733.5            |
| JAR (Lt.)               | 45 33    | (1636.5)<br>215.8           | 122 20    | (893.8)<br>407.7            |
| LEG (Lt.)               | 45 32    | (159.0)<br>1693.4           | 122 20    | (1293.4)<br>08.5            |
| LOG                     | 45 32    | (477.1)<br>1375.2           | 122 19    | (434.5)<br>867.4            |
| LEO                     | 45 32    | (770.0)<br>1082.3           | 122 19    | (893.9)<br>408.0            |
| OWL                     | 45 32    | (1114.3)<br>738.0           | 122 19    | (987.2)<br>314.7            |
| HP (Lt.)                | 45 32    | (971.1)<br>881.2            | 122 18    | (177.6)<br>1124.2           |
| OUGH REEF BUOY-Can No.1 | 45 34    | (1232.2)<br>620.2           | 122 21    | (609.3)<br>691.8            |

Sheet WE-H-46 (T-7078-b)

|           |       |         |        |                  |
|-----------|-------|---------|--------|------------------|
| NOD       | 45 32 | (963.2) | 122 18 | (909.6)<br>392.3 |
| OHM       | 45 32 | (965.2) | 122 17 | (432.6)<br>869.3 |
| PRO       | 45 32 | (864.5) | 122 16 | (1281.6)<br>20.3 |
| RUB (Lt.) | 45 32 | (663.7) | 122 15 | (516.6)<br>785.3 |
| TAN       | 45 32 | (492.3) | 122 14 | (315.5)<br>986.4 |

SHEET No. WE-I-46 (7029a)

|                        |       |                   |        |                   |
|------------------------|-------|-------------------|--------|-------------------|
| DOT                    | 45 33 | (475.0)<br>1377.4 | 122 12 | (386.3)<br>915.2  |
| CAPE (Cape Horn Lt.)   | 45 33 | (446.3)<br>1406.1 | 122 12 | (484.4)<br>817.1  |
| KID (Lt.)              | 45 34 | (456.0)<br>1396.4 | 122 10 | (696.5)<br>604.1  |
| LAD                    | 45 34 | (198.2)<br>1654.2 | 122 09 | (77.8)<br>1223.3  |
| MAN (Lt.)              | 45 34 | (46.1)<br>1806.2  | 122 09 | (757.5)<br>543.6  |
| OWL                    | 45 35 | (1274.6)<br>577.7 | 122 08 | (390.3)<br>910.4  |
| ASH (Fashion Reef Lt.) | 45 35 | (1680.2)<br>172.1 | 122 08 | (1116.3)<br>184.4 |
| FASHION REEF BUOY No.2 | 45 34 | (79.7)<br>1772.6  | 122 08 | (1185.5)<br>114.6 |



# TOPOGRAPHIC POSITIONS

## Sheet No. WE-I-46(T-7029-a)

|     |       |        |         |        |         |
|-----|-------|--------|---------|--------|---------|
|     |       |        | (510.1) |        | (257.0) |
| BUD | 45 34 | 1342.2 | 122 08  | 1044.3 |         |

## Sheet No. WE-J-46(T-7029-b)

|           |       |          |         |          |         |
|-----------|-------|----------|---------|----------|---------|
|           |       |          | (300.0) |          | (446.4) |
| LIT (Lt.) | 45 34 | 1552.3   | 122 06  | 854.7    |         |
|           |       | (150.2)  |         | (902.2)  |         |
| TIP (Lt.) | 45 34 | 1702.1   | 122 06  | 399.0    |         |
|           |       | (945.2)  |         | (960.2)  |         |
| FIG       | 45 36 | 907.2    | 122 02  | 340.3    |         |
|           |       | (917.4)  |         | (1126.0) |         |
| EGG       | 45 36 | 935.0    | 122 03  | 174.4    |         |
|           |       | (1648.9) |         | (1217.8) |         |
| DIP       | 45 36 | 203.5    | 122 03  | 82.6     |         |
|           |       | (1604.1) |         | (1090.4) |         |
| CAT       | 45 36 | 248.2    | 122 04  | 210.0    |         |

Scaled by -----A.M.Legako  
 Checked by --- E.H.Bernstein  
 Copy Checked by -----

# TOPOGRAPHIC POSITIONS

## Topographic

Sheet No. (WE-K-46) T-7030

| Name of station | Latitude | Adjusted<br>D.M.  | Longitude | Adjusted<br>D.P.  |
|-----------------|----------|-------------------|-----------|-------------------|
| JUT             | 45° 36'  | (210.2)<br>1642.2 | 122° 00'  | (503.0)<br>797.4  |
| HIS             | 45° 37'  | (801.4)<br>1051.0 | 122° 01'  | (1246.4)<br>53.6  |
| IVY             | 45° 37'  | (700.0)<br>1152.4 | 122° 00'  | (223.5)<br>1076.5 |
| HOE             | 45° 37'  | (1357.8)<br>494.5 | 122° 01'  | (1088.5)<br>211.5 |
| HOP             | 45° 37'  | (1428.6)<br>423.8 | 122° 00'  | (54.5)<br>1245.5  |
| NIP             | 45° 37'  | (1345.0)<br>507.4 | 121° 59'  | (490.0)<br>810.0  |
| LUX             | 45° 37'  | (1570.9)<br>281.5 | 122° 00'  | (1159.5)<br>140.5 |
| MAN             | 45° 36'  | (11.2)<br>1841.1  | 121° 59'  | (214.0)<br>1086.4 |
| HAT             | 45° 37'  | (1627.3)<br>225.1 | 122° 00'  | (151.5)<br>1148.6 |
| SOW             | 45° 37'  | (976.2)<br>876.2  | 121° 58'  | (485.2)<br>814.8  |
| SAH             | 45° 37'  | (701.2)<br>1151.2 | 121° 58'  | (67.2)<br>1232.8  |

## Topographic

Sheet No. (HO-E-47) T-7052

|                    |         |                     |          |                   |
|--------------------|---------|---------------------|----------|-------------------|
| HAG                | 45° 38' | (795.95)<br>1056.44 | 121° 57' | (1231.6)<br>66.4  |
| ICE                | 45° 38' | (721.1)<br>1131.3   | 121° 56' | (01.0)<br>1298.0  |
| JOB                | 45° 38' | (3148.3)<br>704.1   | 121° 56' | (140.9)<br>1158.7 |
| LIP                | 45° 38' | (1176.0)<br>676.4   | 121° 56' | (204.5)<br>1095.1 |
| LEG                | 45° 38' | (386.0)<br>1466.5   | 121° 56' | (01.0)<br>1298.0  |
| MTD                | 45° 38' | (398.0)<br>1454.5   | 121° 56' | (149.0)<br>1150.0 |
| NEW                | 45° 38' | (1200.0)<br>652.5   | 121° 56' | (284.5)<br>1014.5 |
| MAX                | 45° 38' | (912.0)<br>940.5    | 121° 56' | (402.0)<br>897.0  |
| NEO                | 45° 38' | (373.0)<br>1479.5   | 121° 56' | (820.5)<br>478.5  |
| III-40, 1943 (USE) | 45° 38' | (388.0)<br>1464.4   | 121° 55' | (1190.0)<br>109.0 |
| ROCK (USE) 1939    | 45° 38' | (631.5)<br>1220.9   | 121° 55' | (91.5)<br>1207.5  |

For Hydrographic Sheet (WE-K-46)  
H-7133

For Hydrographic Sheet (HO-E-47)

# TOPOGRAPHIC POSITIONS

## Topographic

Sheet No. (HO-E-47) T-7052

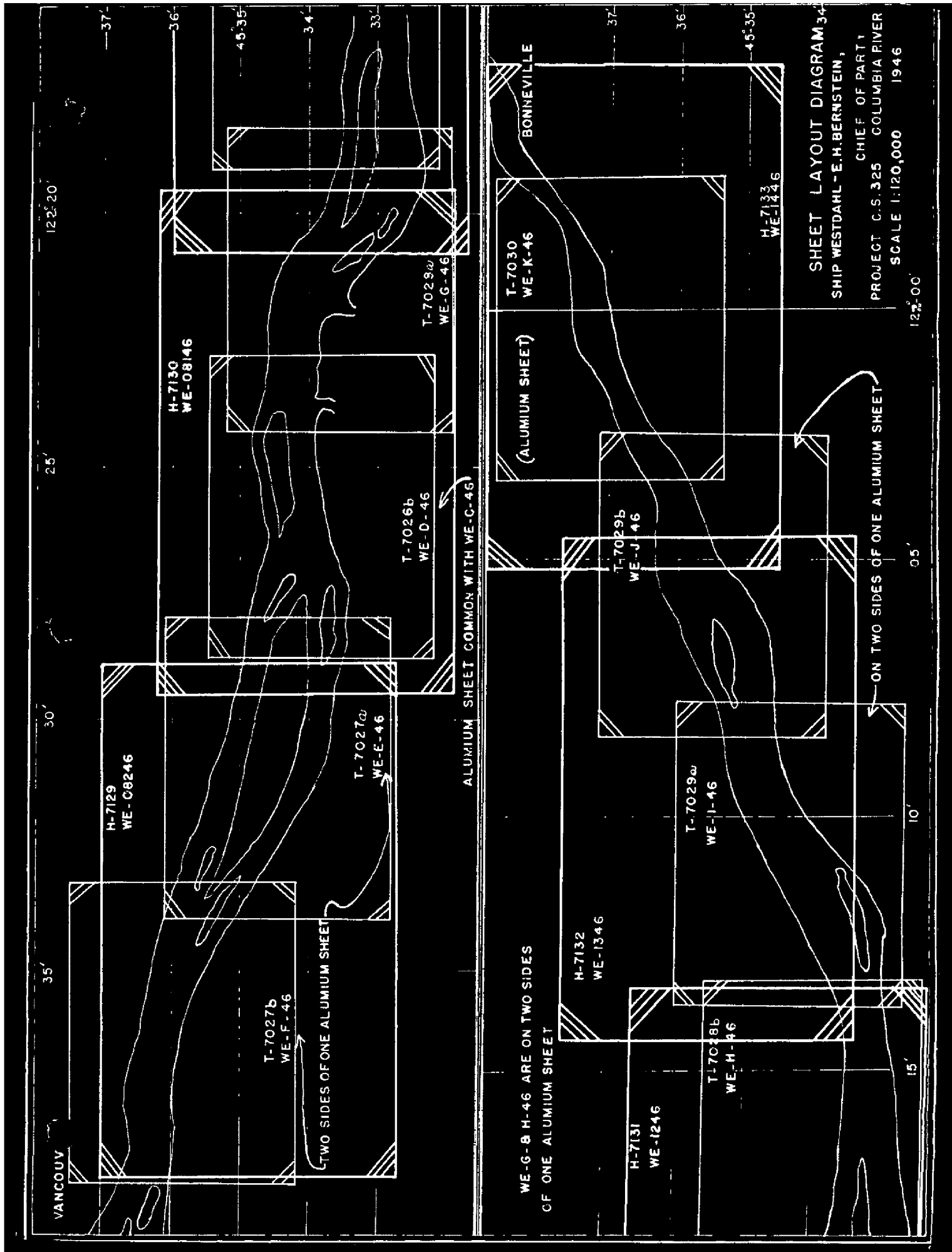
|                             |         |                    |          |                   |
|-----------------------------|---------|--------------------|----------|-------------------|
| OBI (Bradford Island Light) | 45° 38' | (971.2)<br>881.2   | 121° 56' | (1215.0)<br>84.0  |
| NOV (Bradford Slough Light) | 45° 38' | (1197.4)<br>655.0  | 121° 56' | (1268.0)<br>31.0  |
| WAX                         | 45° 39' | (---)<br>149.0     | 121° 55' | (922.8)<br>376.2  |
| YET                         | 45° 39' | (---)<br>366.0     | 121° 55' | (1239)<br>60      |
| VIA                         | 45° 37' | (338.5)<br>---     | 121° 57' | (---)<br>1013.0   |
| CRY                         | 45° 38' | (1430.0)<br>422.2  | 121° 57' | (858)<br>439.5    |
| DAY                         | 45° 38' | (1404.8)<br>447.5  | 121° 57' | (884.5)<br>413.5  |
| ODD                         | 45° 38' | (1400.5)<br>452.0  | 121° 56' | (183.5)<br>1115.5 |
| <del>WAT</del> SHE          | 45° 38' | (38.7)<br>1813.7   | 121° 55' | (654.0)<br>645.0  |
| LUG                         | 45° 38' | (1320.19)<br>532.2 | 121° 56' | (581.2)<br>718.4  |

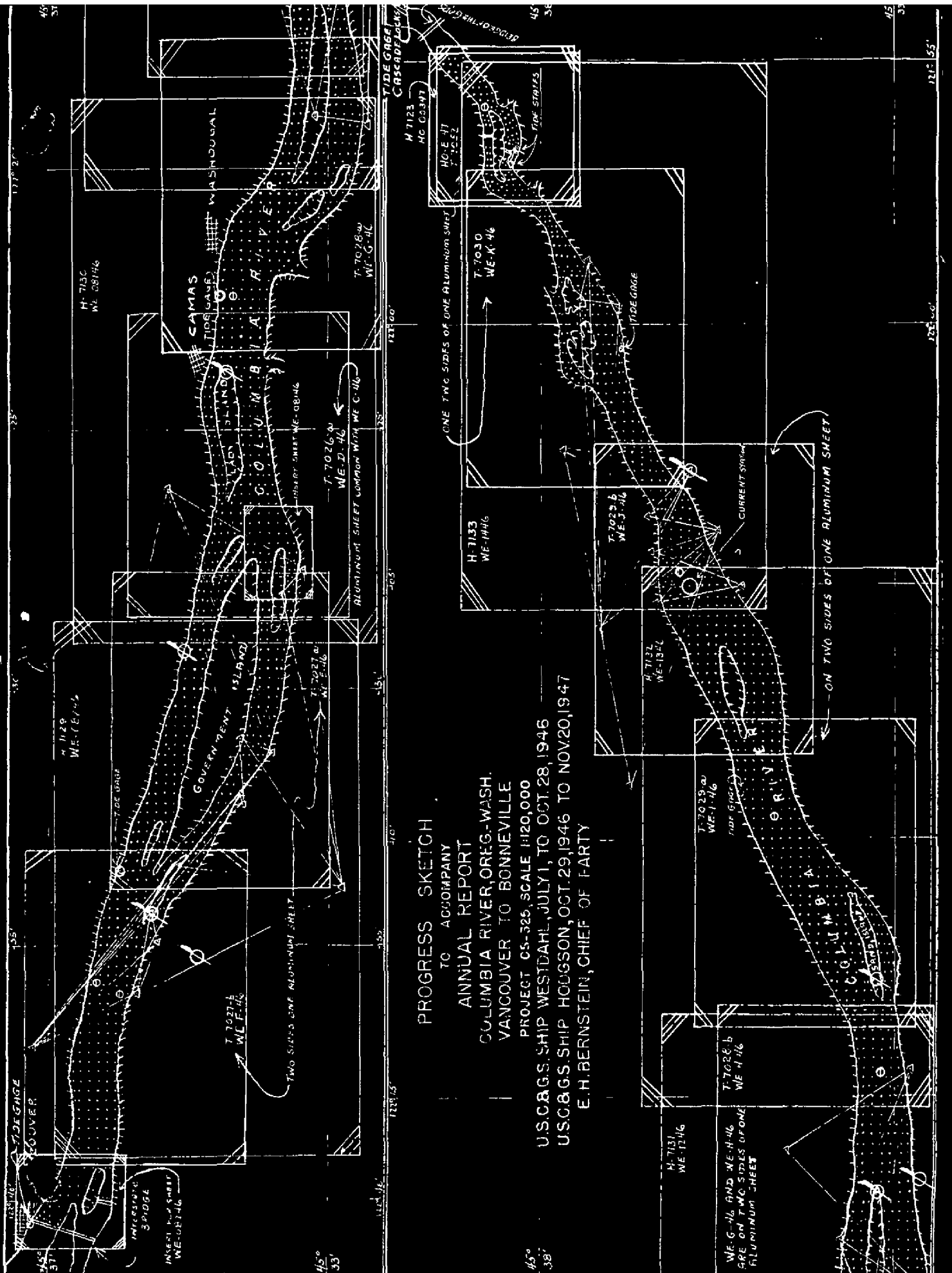
## Topographic

Sheet No. (HO-E-47) T-7052

|     |         |                   |          |                   |
|-----|---------|-------------------|----------|-------------------|
| VAN | 45° 38' | (16.2)<br>1836.2  | 121° 55' | (791.8)<br>507.2  |
| WIT | 45° 38' | (245.2)<br>1607.2 | 121° 55' | (1078.5)<br>220.5 |
| ZIG | 45° 39' | (---)<br>281.0    | 121° 55' | (1202.5)<br>96.5  |

For Hydrographic Sheet (HO-05347)





# PROGRESS SKETCH

TO ACCOMPANY

ANNUAL REPORT

COLUMBIA RIVER, OREG.-WASH.

VANCOUVER TO BONNEVILLE

PROJECT CS-325, SCALE 1:120,000

U.S.C.G.S. SHIP WESTDAHL, JULY 1, TO OCT. 28, 1945

U.S.C.G.S. SHIP HOGGSON, OCT. 29, 1945 TO NOV. 20, 1947

E.H. BERNSTEIN, CHIEF OF PARTY

WE-G-46 AND WE-H-46  
ARE ON TWO SIDES OF ONE  
ALUMINUM SHEET

ON TWO SIDES OF ONE ALUMINUM SHEET

ONE TWO SIDES OF ONE ALUMINUM SHEET

ALUMINUM SHEET COMMON WITH WE-G-46

INSERT SHEET WE-G-46

INTERIOR  
SPIDGA  
INSERT SHEET  
WE-G-46



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

U. S. COAST AND GEODETIC SURVEY

# NONFLOATING AIDS ORIENTED MARKS FOR CHARTS

**TO BE CHARTED  
TO BE DELETED**

**STRIKE OUT ONE**

~~Portland, Oregon~~

15 November, 1941

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

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

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* *ice* shall be considered for the purpose of this form. The data shall be considered for the purpose of the form and not for this form. The data shall be considered for the purpose of the form and not for this form.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEYNONFLOATING AIDS ~~CHARTERED~~ FOR CHARTS

TO BE CHARTED

STRIKE OUT ONE

~~NONFLOATING AIDS~~

Camas, Washington

9 Sept. 1947

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

The positions given have been checked after listing by R. M. Stone

| E. H. Bernstein                                  |                |                        |                                                 |                                         |         |              |         |                                   |                  | Chief of Party. |               |                |                 |       |      |  |
|--------------------------------------------------|----------------|------------------------|-------------------------------------------------|-----------------------------------------|---------|--------------|---------|-----------------------------------|------------------|-----------------|---------------|----------------|-----------------|-------|------|--|
| STATE                                            | CHARTING NAME  | DESCRIPTION            | SIGNAL NAME                                     | POSITION                                |         |              |         | METHOD OF LOCATION AND SURVEY NO. | DATE OF LOCATION | HARBOR CHART    | INSHORE CHART | OFFSHORE CHART | CHARTS AFFECTED |       |      |  |
|                                                  |                |                        |                                                 | LATITUDE                                |         | LONGITUDE    |         |                                   |                  |                 |               |                |                 | DATUM |      |  |
|                                                  |                |                        |                                                 | °                                       | '       | D. M. METERS | °       | '                                 | D. P. METERS     |                 |               |                |                 |       |      |  |
| see L. 758 (1947)<br>see position<br>in New York | pages 15 to 10 | Chart better 7/11/1947 | L. 758 (1947)<br>L. 758 (1947)<br>L. 758 (1947) | 1941                                    | 45      | 34           | (150.2) | 122                               | 06               | (902.2)         | N. A.         | 1946           | X               | 6156  |      |  |
|                                                  |                |                        |                                                 | (MULTNOMAH FALLS DIKE 80)               | TIP     | 1702.1       | 122     | 06                                | 399.0            | 1927            | T-7029b       | Topo.          |                 |       |      |  |
|                                                  |                |                        |                                                 | (Fl. W., 1 sec.)                        | 1941    | 45           | 34      | (300.0)                           | 122              | 06              | (446.4)       | "              |                 |       |      |  |
|                                                  |                |                        |                                                 | (MULTNOMAH FALLS RANGE)                 | LIT     | 1552.3       | 122     | 06                                | 854.7            | "               | "             |                |                 |       |      |  |
|                                                  |                |                        |                                                 | (Fl. W., 4 sec.)                        | 1946    | 45           | 36      | 1331.1                            | 122              | 01              | 769.7         | Triang.        | 1946            | X     | 6156 |  |
|                                                  |                |                        |                                                 | MC GOWANS 88                            | WANT    | (1197.4)     | 121     | 56                                | (1268.0)         | HO-E-47         |               |                |                 |       |      |  |
|                                                  |                |                        |                                                 | (Fl. W., 4 sec.)                        | 1938    | 45           | 38      | 655.0                             | 121              | 56              | 31.0          | Topo.          | 1947            | X     | 6157 |  |
|                                                  |                |                        |                                                 | BRADFORD SLOUGH                         | NOV     | (971.2)      | 121     | 56                                | (1215.0)         | 7-7052          |               |                |                 |       |      |  |
|                                                  |                |                        |                                                 | (Fl. G., 4 sec.)                        | 1938    | 45           | 38      | 881.2                             | 121              | 56              | 84.0          | "              | 1947            | X     | 6157 |  |
|                                                  |                |                        |                                                 | BRADFORD ISLAND                         | OBI     |              |         |                                   |                  |                 |               |                |                 |       |      |  |
|                                                  |                |                        |                                                 | (Fl. R., 4 sec.)                        | 1944    | 45           | 38      | 1050.5                            | 121              | 55              | 1066.9        | Triang.        | 1938            | X     | 6156 |  |
|                                                  |                |                        |                                                 | BRADFORD SLOUGH ENTRANCE                | ROY     | (679.2)      | 122     | 22                                | (720.2)          | T-7028a         |               |                |                 |       |      |  |
|                                                  |                |                        |                                                 |                                         | 1938    | 45           | 34      | 1173.2                            | 122              | 22              | 581.0         | Topo.          | 1946            | X     | 6156 |  |
|                                                  |                |                        |                                                 | DOLPHIN                                 | DOC     | (477.1)      | 122     | 19                                | (434.5)          | "               |               |                |                 |       |      |  |
|                                                  |                |                        |                                                 | DOLPHIN, OFFSHORE END OF PILE JETTY LOG | LOG     | 1375.2       | 122     | 19                                | (893.9)          | "               |               |                |                 |       |      |  |
| DOLPHIN, OFFSHORE END OF PILE JETTY              | LEO            | (770.0)                | 122                                             | 19                                      | 408.0   | "            |         |                                   |                  |                 |               |                |                 |       |      |  |
| DOLPHIN, AT SE END OF NB & SE PILE JETTY         | OWL            | (1114.3)               | 122                                             | 19                                      | (987.2) | "            |         |                                   |                  |                 |               |                |                 |       |      |  |
| DOLPHIN, OFFSHORE END OF PILE JETTY              | NOD            | 738.0                  | 122                                             | 18                                      | (909.6) | "            |         |                                   |                  |                 |               |                |                 |       |      |  |
| DOLPHIN, OFFSHORE END OF PILE JETTY              |                | (963.2)                | 122                                             | 18                                      | 392.3   | "            |         |                                   |                  |                 |               |                |                 |       |      |  |
| UNION ROCK, PINNACLE                             |                |                        | 122                                             | 16                                      | 21.3    | "            |         |                                   |                  |                 |               |                |                 |       |      |  |
| ROOSTER ROCK, PINNACLE                           |                |                        | 122                                             | 14                                      | 1281.5  | "            |         |                                   |                  |                 |               |                |                 |       |      |  |
| W.W. PILE SE CORNER OF OLD DOCK                  | PILE           | 263.9                  | 122                                             | 20                                      | 602.1   | "            |         |                                   |                  |                 |               |                |                 |       |      |  |

E. H. Bernstein

Chief of Party.

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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## NONFLOATING AIDS OR OBSTACLES FOR CHARTS

TO BE CHARTED  
~~TO BE CHARTED~~

STRIKE OUT ONE

Camas, Washington

9 Sept. 1947

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

The positions given have been checked after listing by R. M. Stone

| E. H. Bernstein |               |                                             |             |          |           |           |           |                                   |                  | Chief of Party. |              |               |                |
|-----------------|---------------|---------------------------------------------|-------------|----------|-----------|-----------|-----------|-----------------------------------|------------------|-----------------|--------------|---------------|----------------|
| STATE           | CHARTING NAME | DESCRIPTION                                 | SIGNAL NAME | POSITION |           |           |           | METHOD OF LOCATION AND SURVEY NO. | DATE OF LOCATION | CHARTS AFFECTED |              |               |                |
|                 |               |                                             |             | LATITUDE |           | LONGITUDE |           |                                   |                  | DATUM           | HARBOR CHART | INSHORE CHART | OFFSHORE CHART |
|                 |               |                                             |             | °        | '         | °         | '         |                                   |                  |                 |              |               |                |
|                 |               | Dolphin, End of Jetty                       | BAT         | 45-36    | (1582.7)  | 122-37    | (921.8)   | N.A.                              | 1927             | 1946            | X            | 6156          |                |
|                 |               | Dolphin, End of Jetty                       | CAR         | 45-36    | (1569.6)  | 122-36    | (470.4)   | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, End of Jetty (Old. Lt. stand dol.) | LIP         | 45-36    | (799.2)   | 122-36    | (830.0)   | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, at N. E. end of Govern-ment Is.    | OFF         | 45-36    | (1053.2)  | 122-36    | (829.8)   | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, End of Jetty                       | DUD         | 45-35    | (643.4)   | 122-33    | (417.2)   | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, End of Jetty                       | DUD         | 45-36    | (1716.81) | 122-35    | (883.5)   | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, End of Jetty, N.W. End             | LOG         | 48-78    | (135.53)  | 122-34    | (1217.86) | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, End of Jetty                       | OUT         | 45-35    | (346.39)  | 11-27     | (1056.10) | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, End of Jetty                       | OUT         | 45-36    | (1505.96) | 122-36    | (10.5)    | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, End of Jetty                       | RIP         | 45-36    | (1362.4)  | 122-31    | (1300.1)  | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, most westerly of row of dolphins   | SHE         | 45-36    | (585.5)   | 122-38    | (657.3)   | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, End of pile jetty                  | WIN         | 45-35    | (886.9)   | 122-36    | (1295.2)  | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, LEISER POINT Dolphin               | OLD         | 45-36    | (965.5)   | 122-31    | (748.5)   | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, Dike A Dolphin at N. End.          | ABE         | 45-36    | (1576.4)  | 122-35    | (552.2)   | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, Tomahawk Is. Upper Dike            | DIKE        | 45-36    | (276.0)   | 122-39    | (455.0)   | "                                 | "                | "               | X            | 6156          |                |
|                 |               | Dolphin, Dike B Dolphin at S. end           | END         | 45-36    | (744.5)   | 122-38    | (689.2)   | "                                 | "                | "               | X            | 6156          |                |
|                 |               |                                             |             | 45-36    | (1019.5)  | 122-38    | (1035.7)  | "                                 | "                | "               | X            | 6156          |                |
|                 |               |                                             |             | 45-36    | (629.8)   | 122-38    | (1061.4)  | "                                 | "                | "               | X            | 6156          |                |
|                 |               |                                             |             | 45-36    | (388.1)   | 122-38    | (1061.4)  | "                                 | "                | "               | X            | 6156          |                |

E. H. Bernstein Chief of Party.

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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEYNONFLOATING AIDS ~~OR LANDMARKS~~ FOR CHARTSTO BE CHARTED  
~~TO BE RECHARTED~~

STRIKE OUT ONE

Camas, Washington

9 Sept. 1947

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

The positions given have been checked after listing by R. M. Stone

| E. H. Barnstein |                         |             |              |             |                |                 |           |                                   |                  | Chief of Party. |              |               |                |
|-----------------|-------------------------|-------------|--------------|-------------|----------------|-----------------|-----------|-----------------------------------|------------------|-----------------|--------------|---------------|----------------|
| STATE           | CHARTING NAME           | DESCRIPTION | Est. Rebuilt | SIGNAL NAME | POSITION       |                 |           | METHOD OF LOCATION AND SURVEY No. | DATE OF LOCATION | CHARTS AFFECTED |              |               |                |
|                 |                         |             |              |             | LATITUDE       |                 | LONGITUDE |                                   |                  | DATUM           | HARBOR CHART | INSHORE CHART | OFFSHORE CHART |
|                 |                         |             |              |             | ° ' "          | D. M. METERS    |           |                                   |                  |                 |              |               |                |
|                 | (F.G.)                  |             |              |             |                |                 |           |                                   |                  |                 |              |               |                |
|                 | PARKER LANDING 49       |             | 1902         | PARK        | 45 34 (515.9)  | 122 22 (201.8)  | N.A.      | Triang.                           | 1939             | X               |              | 6156          |                |
|                 | (Fl. R., 2.5 sec.)      |             | 1929         |             | 45 34 (1417.8) | 122 22 (1099.3) | 1927      | Photo-                            |                  |                 |              |               |                |
|                 | WASHOUGAL 50            |             | 1898         | WHO         | 45 34 (434.6)  | 122 21 (594.3)  | "         | Photo-                            | 1946             | X               |              | 6156          |                |
|                 | (Fl. R., 4 sec.)        |             | 1943         |             | 45 34 (710.0)  | 122 21 (319.5)  | "         | T-7028a                           |                  |                 |              |               |                |
|                 | GARY ISLAND DIKE 52     |             | 1946         | HAT         | 45 33 (1142.3) | 122 20 (982.0)  | "         | Topo.                             | 1946             | X               |              | 6156          |                |
|                 | (Fl. R., 4 sec.)        |             | 1946         |             | 45 33 (1171.5) | 122 20 (568.0)  | "         | "                                 |                  |                 |              |               |                |
|                 | GARY ISLAND DIKE 54     |             | 1941         | ICE         | 45 33 (680.8)  | 122 20 (733.5)  | "         | "                                 | 1946             | X               |              | 6156          |                |
|                 | (Fl. R., 4 sec.)        |             | 1941         | JAR         | 45 33 (1636.5) | 122 20 (893.8)  | "         | "                                 | 1946             | X               |              | 6156          |                |
|                 | GARY ISLAND DIKE 56     |             | 1941         | LEG         | 45 32 (159.0)  | 122 20 (407.7)  | "         | "                                 |                  |                 |              |               |                |
|                 | GARY ISLAND DIKE 8      |             | 1941         | LIP         | 45 32 (1693.4) | 122 20 (1293.4) | "         | "                                 | 1946             | X               |              | 6156          |                |
|                 | (Fl. R., 4 sec.)        |             | 1946         |             | 45 32 (971.1)  | 122 20 (88.5)   | "         | "                                 |                  |                 |              |               |                |
|                 | (Fl. R., 4 sec.)        |             | 1946         |             | 45 32 (881.2)  | 122 18 (177.6)  | "         | "                                 | 1946             | X               |              | 6156          |                |
|                 | CORBETT DIKE 60         |             | 1923         | BET         | 45 32 (978.5)  | 122 17 (498.7)  | "         | Triang.                           | 1938             | X               |              | 6156          |                |
|                 | (Fl. W., 5 sec.)        |             | 1934         |             | 45 32 (663.7)  | 122 15 (516.6)  | "         | T-7028b                           |                  |                 |              |               |                |
|                 | ROOSTER ROCK            |             | 1941         | RUB         | 45 32 (1446.3) | 122 12 (817.1)  | "         | TOPO.                             | 1946             | X               |              | 6156          |                |
|                 | (Fl. W., 4 sec.)        |             | 1917         | CAPE        | 45 33 (1406.1) | 122 12 (817.1)  | "         | T-7029a.                          |                  |                 |              |               |                |
|                 | CAPE HORN 67            |             | 1920         |             | 45 34 (915.4)  | 122 11 (413.3)  | "         | Topo.                             | 1946             | X               |              | 6156          |                |
|                 | (Fl. W., 4 sec.)        |             | 1915         | CAN         | 45 34 (456.0)  | 122 10 (604.1)  | "         | Triang.                           | 1938             | X               |              | 6156          |                |
|                 | CANDIANA 69             |             | 1935         | KID         | 45 34 (1396.4) | 122 10 (757.5)  | "         | T-7029a                           |                  |                 |              |               |                |
|                 | (Fl. G., 4 sec.)        |             | 1941         |             | 45 34 (146.1)  | 122 09 (543.6)  | "         | Topo.                             | 1946             | X               |              | 6156          |                |
|                 | CAPE HORN LOWER DIKE 71 |             | 1946         | MAN         | 45 34 (1806.2) | 122 08 (1116.3) | "         | "                                 | 1946             | X               |              | 6156          |                |
|                 | (Fl. G., 4 sec.)        |             | 1946         |             | 45 35 (172.1)  | 122 08 (184.4)  | "         | "                                 |                  |                 |              |               |                |
|                 | PRINDLE DIKE 73         |             | 1915         | ASH         | 45 35 (172.1)  | 122 08 (184.4)  | "         | "                                 | 1946             | X               |              | 6156          |                |
|                 | (Fl. W., 4 sec.)        |             | 1915         |             |                |                 |           | "                                 |                  |                 |              |               |                |
|                 | FASHION REEF            |             | 1941         |             |                |                 |           | "                                 | 1946             | X               |              | 6156          |                |

E. H. Bernstein  
Chief of Party.

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**TO BE CHARTED**

**STRIKE OUT ONE**

Camas, Washington

9 Sept. 1947

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

The positions given have been checked after listing by R. M. Stone

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given. (4)

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEYNONFLOATING AIDS OF ~~EXISTING~~ **INTEREST** FOR CHARTS

TO BE CHARTED

STRIKE OUT ONE

Camas, Washington

9 Sept.

1947

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

The positions given have been checked after listing by R. M. Stone

E. H. Bernstein

Chief of Party.

| STATE | CHARTING NAME                                                 | DESCRIPTION  | SIGNAL NAME | POSITION     |          |           |          |              |       |      | METHOD OF LOCATION AND SURVEY NO. | DATE OF LOCATION | HARBOR CHART | INSHORE CHART | OFFSHORE CHART | CHARTS AFFECTED |
|-------|---------------------------------------------------------------|--------------|-------------|--------------|----------|-----------|----------|--------------|-------|------|-----------------------------------|------------------|--------------|---------------|----------------|-----------------|
|       |                                                               |              |             | LATITUDE     |          | LONGITUDE |          |              | DATUM |      |                                   |                  |              |               |                |                 |
|       |                                                               |              |             | D. M. METERS |          | °         | '        | D. P. METERS |       |      |                                   |                  |              |               |                |                 |
|       |                                                               |              |             | °            | '        |           |          |              |       |      |                                   |                  |              |               |                |                 |
|       | CAMAS LT.<br>(Fl. G., 2.5 sec.) Rebuilt 1944                  | Est. 1920    | CAM         | 45-34        | (811.4)  | 122-26    | (493.4)  | 607.7        | U.A.  | 1927 | Photo-gramm.                      | 1946             | X            |               | 6156           |                 |
|       | TROUTDALE 40 LT.<br>(Fl. R.) Rebuilt 1944                     | Est. 1927    | DAY         | 45-33        | (486.3)  | 122-25    | (27.3)   |              | "     | "    | "                                 | "                | X            |               | 6156           |                 |
|       | HASSALO ROCK LT.<br>(F.W.) Rebuilt 1936                       | Est. 1930    | DOG         | 45-34        | (194.5)  | 122-27    | (151.8)  |              | "     | "    | "                                 | "                | X            |               | 6156           |                 |
|       | MCGUIRE ISLAND LOWER DIKE LT.<br>(Fl. R. 2.5 sec.) Est. 1941  | Rebuilt 1936 | GUY         | 45-34        | (1649.5) | 122-27    | (783.8)  | 517.2        | "     | "    | "                                 | "                | X            |               | 6156           |                 |
|       | FISHER DOCK 29 LT.<br>(F.W.) Rebuilt 1936                     | Est. 1913    | HER         | 45-35        | (1436.8) | 122-30    | (1009.8) | 290.8        | "     | "    | "                                 | "                | X            |               | 6156           |                 |
|       | IONE REEF LT.<br>(Fl. W. 4 sec.) Rebuilt 1934                 | Est. 1927    | ION         | 45-33        | (173.3)  | 122-24    | (612.2)  | 688.9        | "     | "    | "                                 | "                | X            |               | 6156           |                 |
|       | QUARRY LT.<br>(Fl. W.) Rebuilt 1945                           | Est. 1923    | LIT         | 45-34        | (39.0)   | 122-28    | (816.8)  | 183.9        | "     | "    | "                                 | "                | X            |               | 6156           |                 |
|       | LADY ISLAND FRONT RANGE<br>(Fl. R. 1 sec.) Est. 1941          | Rebuilt 1941 | LADY        | 45-33        | (37012)  | 122-26    | (719.8)  | 581.5        | "     | "    | "                                 | "                | X            |               | 6156           |                 |
|       | GOVERNMENT ISLAND RANGE REAR- Est. 1941                       | Rebuilt 1941 | PAM         | 45-33        | (402.6)  | 122-26    | (438.3)  | 862.9        | "     | "    | "                                 | "                | X            |               | 6156           |                 |
|       | CAMAS SLOUGH RANGE FRONT Est. 1927                            | Rebuilt 1935 | SAM         | 45-34        | (1004.6) | 122-26    | (1198.5) | 102.4        | "     | "    | "                                 | "                | X            |               | 6156           |                 |
|       | CAMAS SLOUGH RANGE REAR Est. 1927                             | Rebuilt 1935 | SLY         | 45-34        | (1037.4) | 122-26    | (1278.1) | 22.8         | "     | "    | "                                 | "                | X            |               | 6156           |                 |
|       | GOVERNMENT ISLAND RANGE FRONT 36<br>(Fl. R. 1 sec.) Est. 1941 | Rebuilt 1941 | SIS         | 45-33        | (231.6)  | 122-26    | (220.9)  | 1080.3       | "     | "    | "                                 | "                | X            |               | 6156           |                 |
|       | MCGUIRE ISLAND MIDDLE DIKE 34<br>(Fl. R. 4 sec.) Est. 1946    | Rebuilt 1946 | SHE         | 45-33        | (32.9)   | 122-27    | (1153.1) | 148.0        | "     | "    | 7-70266<br>Topo.                  | "                | X            |               | 6156           |                 |
| ✓     | VERTICAL BEAM LT. AIRPORT<br>(PORTLAND - COLUMBIA)            | Est. 1946    | ---         | 45-35        | (55.2)   | 122-36    | (850.4)  | 450.0        | "     | "    | 7-70276<br>Topo.                  | "                | X            |               | 6156           |                 |

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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY~~NON-FLOATING AID~~ LANDMARKS FOR CHARTS

TO BE CHARTED

STRIKE OUT ONE

Camas, Washington

9 Sept. 1947

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(charts)~~ the charts indicated.

The positions given have been checked after listing by R. M. Stone

E. H. Bernstein

Chief of Party.

| STATE | CHARTING NAME | DESCRIPTION                                                                                   | SIGNAL NAME | POSITION |    |                    |     |       |                    | METHOD OF LOCATION AND SURVEY No. | DATE OF LOCATION | HARBOR CHART | INSHORE CHART | OFFSHORE CHART | CHARTS AFFECTED |
|-------|---------------|-----------------------------------------------------------------------------------------------|-------------|----------|----|--------------------|-----|-------|--------------------|-----------------------------------|------------------|--------------|---------------|----------------|-----------------|
|       |               |                                                                                               |             | LATITUDE |    | LONGITUDE          |     | DATUM |                    |                                   |                  |              |               |                |                 |
|       |               |                                                                                               |             | °        | '  | D. M. METERS       | °   |       | '                  |                                   |                  |              |               |                |                 |
|       | TOWER         | TRANSMISSION TOWER, SOUTH SIDE, COLUMBIA RIVER                                                | MAST        | 45       | 33 | (225.9)<br>1626.5  | 122 | 24    | (539.3)<br>763.4   | N.A.<br>1927                      | 1946             | x            |               |                | 6156            |
|       | STACK         | STACK, ALUM. PLANT, TROUTDALE                                                                 | SKY         | 45       | 33 | (1096.7)<br>755.6  | 122 | 23    | (167.7)<br>1133.6  | "                                 | "                | x            |               |                | 6156            |
|       | AERO (Bn)     | AERO BEACON, TROUTDALE AIRPORT                                                                | AERO        | 45       | 33 | (1757.3)<br>95.1   | 122 | 23    | (166.8)<br>1134.7  | "                                 | 1945             | x            |               |                | 6156            |
|       | STACK         | TALLEST STACK, CROWN WILLAMETTE PAPER CO.                                                     | BRICK       | 45       | 35 | (1832.67)<br>19.63 | 122 | 24    | (619.60)<br>681.18 | "                                 | 1945             | x            |               |                | 6156            |
|       | TOWER         | TRANSMISSION TOWER, NORTHSIDE OF COLUMBIA RIVER, SOUTHSIDE OF LADY'S ISLAND, APEX, WASHINGTON | NEO         | 45       | 34 | 522.9              | 122 | 24    | 757.2              | "                                 | 1938             | x            |               |                | 6156            |
|       | TOWER         | TRANSMISSION TOWER, MIDSTREAM, APEX - OREG.                                                   | ELLA        | 45       | 34 | 157.2              | 122 | 24    | 758.7              | "                                 | 1938             | x            |               |                | 6156            |
|       | TANK          | VANCOUVER, SILVER ELEV. TANK, CONICAL TOP                                                     | SILVER      | 45       | 37 | 1653.34            | 122 | 38    | 939.91             | "                                 | 1938-1945        | x            |               |                | 6156            |
|       | STACK         | VANCOUVER, SCHOOL, BLIND, STACK                                                               | BLIND       | 45       | 37 | 938.5              | 122 | 38    | 362.9              | "                                 | 1938             | x            |               |                | 6156            |
|       | RADIO TOWER   | K.G.W. RADIO TOWER, EASTERN                                                                   | TOWER       | 45       | 36 | 146.3              | 122 | 41    | 191.0              | "                                 | 1938             | x            |               |                | 6154            |
|       | TANK, ELEV.   | NORTH PORTLAND, BLACK TANK, CENTER                                                            | TANK        | 45       | 35 | 1851.5             | 122 | 39    | 926.9              | "                                 | 1938             | x            |               |                | 6155            |
|       | RADIO TOWER   | K.G.W., SKELETON STEEL RADIO TOWER, WESTERN                                                   | ----        | 45       | 36 | 203.5<br>200       | 122 | 41    | 431.0<br>428       | "                                 | 1946             | x            |               |                | 6154            |
|       | RADIO TOWER   | KEX, SKELETON STEEL, MAST                                                                     | ----        | 45       | 36 | 400.3              | 122 | 41    | 405.1              | "                                 | 1938             | x            |               |                | 6155            |
|       | ELEVATED      | STEEL AT FRUIT VALLEY                                                                         | ----        | 45       | 38 | (415.6)<br>1436.7  | 122 | 41    | (594.2)<br>705.4   | "                                 | 1946             | x            |               |                | 6154            |

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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED

STRIKE OUT ONE

Camas, Washington

9 Sept.

1947

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

The positions given have been checked after listing by R. M. Stone

E. H. Bernstein Chief of Party.

| STATE               | CHARTING NAME                                                                | DESCRIPTION | SIGNAL NAME | POSITION |        |              |        |           |                | METHOD OF LOCATION AND SURVEY No. | DATE OF LOCATION | HARBOR CHART | INSHORE CHART | OFFSHORE CHART | CHARTS OF AFFECTED |
|---------------------|------------------------------------------------------------------------------|-------------|-------------|----------|--------|--------------|--------|-----------|----------------|-----------------------------------|------------------|--------------|---------------|----------------|--------------------|
|                     |                                                                              |             |             | LATITUDE |        | LONGITUDE    |        |           |                |                                   |                  |              |               |                |                    |
|                     |                                                                              |             |             | °        | '      | D. M. METERS | °      | '         | D. P. METERS   |                                   |                  |              |               |                |                    |
|                     | LEISER PT. UPPER RANGE, FRONT 25 (Fl. W. 1 sec.) Est. 1941                   | LIZ         | 45-35       | (691.7)  | 122-31 | (21.8)       | 1278.7 | N.A. 1927 | Photo-gramm.   | 1946                              | X                |              |               | 6156           |                    |
|                     | LEISER PT. UPPER RANGE, REAR (Occ. W. 6 sec.) Est. 1941                      | EAR         | 45-35       | (794.0)  | 122-31 | (358.4)      | 942.1  | "         | "              | "                                 | X                |              |               | 6156           |                    |
|                     | LEISER PT. LOWER RANGE, FRONT No. 15 (Fl. W. 1 sec.) Est. 1941, Rebuilt 1944 | MUG         | 45-36       | (744.3)  | 122-36 | (546.7)      | 753.5  | "         | "              | "                                 | X                |              |               | 6156           |                    |
|                     | LEISER PT. LOWER RANGE, REAR (Occ. W. 6 sec.) Est. 1941                      | JAY         | 45-36       | (558.7)  | 122-37 | (1234.4)     | 65.8   | "         | "              | "                                 | X                |              |               | 6156           |                    |
|                     | RYAN PT. UPPER RANGE, FRONT, 17 (Fl. W. 1 sec.) Est. 1941, Rebuilt 1944      | FRONT       | 45-36       | (972.8)  | 122-35 | (298.8)      | 1001.7 | "         | "              | "                                 | X                |              |               | 6156           |                    |
|                     | RYAN PT. UPPER RANGE, REAR (Occ. W. 6 sec.) Est. 1941                        | REAR        | 45-36       | (983.8)  | 122-35 | (555.1)      | 745.4  | "         | "              | "                                 | X                |              |               | 6156           |                    |
|                     | LEISER PT., DIKE 13 (Fl. G. 4 sec.) Est. 1946                                | GUM         | 45-36       | (720.1)  | 122-37 | (1178.4)     | 121.8  | "         | 7-70276 Topo.  | "                                 | X                |              |               | 6156           |                    |
| (Not in light list) | DOLPHIN, END OF JETTY (Privately lighted)                                    | ACE         | 45-36       | (1595.8) | 122-38 | (1265.9)     | 34.5   | "         | "              | "                                 | X                |              |               | 6156           |                    |
|                     | PILE CLUSTER (OLD HOOD BAR LT. NO. 38)                                       | BAR         | 45-35-09.64 | 297.6    | 122-32 | 41.63        | 902.5  | "         | Triang.        | 1938                              | X                |              |               | 6156           |                    |
|                     | PILE CLUSTER (OLD GOVERNMENT IS. LT.)                                        | VET         | 45-35-32.46 | 1002.1   | 122-33 | 741.1        | 1      | "         | "              | 1938                              | X                |              |               | 6156           |                    |
|                     | DOLPHIN, END OF DIKE JETTY                                                   | GOB         | 45-35       | (1030.6) | 122-31 | (1119.8)     | 188.8  | "         | 7-70276a Topo. | 1946                              | X                |              |               | 6156           |                    |
|                     | DOLPHIN (4-PILE DOLPHIN)                                                     | WIG         | 45-33       | (648.5)  | 122-26 | (301.5)      | 999.7  | "         | 7-70266b "     | 1946                              | X                |              |               | 6156           |                    |
|                     | DOLPHIN                                                                      | PAL         | 45-33       | (598.0)  | 122-26 | (241.5)      | 1060.0 | "         | "              | "                                 | X                |              |               | 6156           |                    |
|                     | LAD" IS. UPPER 43 (Fl. W. 4 sec.) Est. 1927 Rebuilt 1934                     | BOX         | 45-34       | (1219.2) | 122-24 | (1260.5)     | 40.4   | "         | Photo-gramm.   | "                                 | X                |              |               | 6156           |                    |

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## NONFLOATING AIDS ~~CONTAINERS~~ FOR CHARTS

**TO BE CHARTED**

**STRIKE OUT ONE**

**Cameo, Washington**

~~9 Sept. 1947~~

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

The positions given have been checked after listing by R. M. Stone

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given. (8)



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## NON-FLOATING LANDMARKS FOR CHARTS

TO BE CHARTED  
~~TO BE DELETED~~

STRIKE OUT ONE

Camas, Washington

9 Sept., 1947

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(chart)~~ the charts indicated.

The positions given have been checked after listing by R. M. Stone

E. H. Bernstein Chief of Party.

| STATE | CHARTING NAME | DESCRIPTION                                                     | SIGNAL NAME | POSITION |    |                    |     |    |                   | METHOD OF LOCATION AND SURVEY No. | DATE OF LOCATION | HARBOR CHART | INSHORE CHART | OFFSHORE CHART | CHARTS AFFECTED |
|-------|---------------|-----------------------------------------------------------------|-------------|----------|----|--------------------|-----|----|-------------------|-----------------------------------|------------------|--------------|---------------|----------------|-----------------|
|       |               |                                                                 |             | LATITUDE |    | LONGITUDE          |     |    |                   |                                   |                  |              |               |                |                 |
|       |               |                                                                 |             | °        | '  | D. M. METERS       | °   | '  | D. P. METERS      |                                   |                  |              |               |                |                 |
| TOWER |               | OVERHEAD TRANSMISSION LINE CROSSING                             |             | 45       | 38 | 898.2              | 122 | 42 | 853.2             | N.A. 1927 topo.                   | 7-70264          | 1946         | X             |                | 6154            |
| TOWER |               | OVERHEAD TRANSMISSION LINE CROSSING                             |             | 45       | 37 | 1791.2             | 122 | 43 | 171.9             | "                                 | "                | "            | X             |                | 6154            |
| STACK |               | LIGHT CONCRETE, ALCOA                                           |             | 45       | 38 | 1725.0<br>(660.92) | 122 | 43 | 1156.1            | "                                 | Triang.          | "            | X             |                | 6154            |
| TANK  |               | WASHOUGAL WOOLEN MILLS ELEV. SILVER TANK, WESTERN OF TWO (WASH) | WOOL        | 45       | 34 | 1191.42            | 121 | 21 | 160.1             | "                                 | "                | 1938         | X             |                | 6156            |
| TANK  |               | WASHOUGAL N.E. OF, ELEV. SILVER TANK (WASH.)                    |             | 45       | 35 | 40.3               | 122 | 20 | 542.6             | "                                 | "                | 1938         | X             |                | 6156            |
| DOVE  |               | CROWN POINT, VISTA HOUSE DOME (OREG.)                           |             | 45       | 32 | 710.9              | 122 | 14 | 768.8             | "                                 | "                | 1938         | X             |                | 6156            |
| AERO  |               | PORTLAND-SPOKANE AIRWAY BEACON NO. 2                            | AIR         | 45       | 33 | 838.6              | 122 | 11 | 1138.5            | "                                 | "                | 1938         | X             |                | 6156            |
|       |               | CREST, MULTNOMAH FALLS (OREG.)                                  | CREST       | 45       | 34 | 1041.7             | 122 | 06 | 1089.8            | "                                 | "                | 1938         | X             |                | 6156            |
|       |               | CREST, HORSETAIL FALLS (OREG.)                                  | HORSE       | 45       | 35 | 715.9              | 122 | 04 | 64.8              | "                                 | "                | 1938         | X             |                | 6156            |
| AERO  |               | PORTLAND SPOKANE AIRWAY BEACON NO. 3-A                          |             | 45       | 37 | 1265.7             | 122 | 01 | 252.1             | "                                 | "                | 1938         | X             |                | 6156            |
| TANK  |               | BONNEVILLE ELEVATED SILVER TANK (OREG.)                         | DOT         | 45       | 38 | 483.3<br>(1400.5)  | 121 | 57 | 206.5<br>(183.5)  | "                                 | "                | 1938         | X             |                | 6156            |
| TOWER |               | BONNEVILLE TRANSMISSION TOWER OREGON CITY NO. 3 (OREG.)         | ODD         | 45       | 38 | 452.0<br>(1148.3)  | 121 | 56 | 1115.5<br>(140.9) | "                                 | "                | 1938         | X             |                | 6157            |
| TOWER |               | BONNEVILLE TRANSMISSION TOWER OREG. CITY (OREG.)                | JOB         | 45       | 38 | 704.1<br>(1176.0)  | 121 | 56 | 1158.7<br>(204.5) | "                                 | "                | 1947         | X             |                | 6156            |
| TOWER |               | BONNEVILLE TRANSMISSION TOWER HOOD RIVER (OREG.)                | LIP         | 45       | 38 | 676.4              | 121 | 56 | 1095.1            | "                                 | "                | 1947         | X             |                | 6156            |

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Copy.

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

**ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 05-01-2014 BY 60322  
TO BE DELETED**

**STRIKE OUT ONE**

Portland, Oregon \_\_\_\_\_ 28 Feb. 1947

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

The positions given have been checked after listing by M. E. Wannermark

[illegible]

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**STRIKE OUT ONE**

Portland, Oregon

15 November, 1947

The positions given have been checked after listing by R. M. Stone.  
R.

**E. H. Bornstein** *Chief of Party.*

**NOTING OFFICE**



# GEOGRAPHIC NAMES

Survey No. **T7028a**

**b**

Name on Survey

On Chart No.  
On previous survey No.  
On U. S. quadrangle Maps  
From local information  
On local Maps  
P. O. Guide or Map  
Rand McNally Atlas  
U. S. Light List

| A | B | C | D | E | F | G | H | K |    |
|---|---|---|---|---|---|---|---|---|----|
|   |   |   |   |   |   |   |   |   | 1  |
|   |   |   |   |   |   |   |   |   | 2  |
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|   |   |   |   |   |   |   |   |   | 26 |
|   |   |   |   |   |   |   |   |   | 27 |

# GEOGRAPHIC NAMES

Survey No. **T7029a**

Name on Survey

On Chart No.  
On previous survey No.  
On U. S. quadrangle Maps  
From local information  
On local Maps  
P. O. Guide or Map  
Rand McNally Atlas  
U. S. Light List

| A | B | C | D | E | F | G | H | K |    |
|---|---|---|---|---|---|---|---|---|----|
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|   |   |   |   |   |   |   |   |   | 26 |
|   |   |   |   |   |   |   |   |   | 27 |

# GEOGRAPHIC NAMES

Survey No. **T7030a**

Name on Survey

On Chart  
No.

On previous survey  
No.

On U. S. quadrangle  
Maps

From local  
information

On local Maps

P. O. Guide or Map

Rand McNally Atlas

U. S. Light List

A

B

C

D

E

F

G

H

K

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## NAUTICAL CHARTS BRANCH

T-7026 a+b T-7028 a+b T-7030 a+b  
SURVEY NO. T-7027 a+b T-7029 a+b

### Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.