

8678
8679

Diag'd. on diag. ch. No. 6154

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric, Air Photographic

T-8678

Field No. Office No. T-8679

Horiz. Acc'y Test for T-8679

LOCALITY

State OREGON

General locality Multnomah County

Locality Portland
(St. Johns & Swan Island Districts)

194 6

CHIEF OF PARTY

Robert A. Earle

LIBRARY & ARCHIVES

DATE Dec 3, 1947

RECORD SHEET

Div. of Photogrammetry
Graphic Compilation Sect.

GENERAL LOCALITY Multnomah County, Oregon
LOCALITY Portland (Swan Island)
8-17, 9-24, &
PHOTOS ORDERED Aug. 1945 REC'D 11-1-45
PROJECTION ORDERED Feb. 1946 REC'D 4-1-46

SHEET NO. T-8679
PROJECT NO. CS-322
SCALE 1:8000

CONTROL:

COMPUTED Harris VERIFIED Bunce

PLOTTED Bunce VERIFIED Harris

PHOTO PREPARATION:

CONTROL Conn

AZIMUTHS Davidson

PASS POINTS Bunce
Conn

TEMPLATES Bunce VERIFIED Harris

RADIAL PLOT:

PLOTTED BY Harris DATE 7-26-46

VERIFIED Deal DATE 7-29-46

COMPILATION:

DETAIL POINTS Jensen DATE 7-26-46

DETAIL BY Jensen DATE 9-6-46

VERIFIED BY Deal DATE 9-26-46

COMPARISON WITH PREVIOUS SURVEYS; TOPO., HYDRO., AND CHARTS:

Due to difference in scale only a visual comparison was made with the U.S.G.S. Portland, Oreg. - Wash., 15 min. quadrangle, Scale: 1:62500. The quadrangle and map manuscript are in good agreement except for the following:

The airport at Swan Island has been abandoned and the Swan Island Ship-yards and Navy Barracks occupy the entire island. Many new industrial

REMARKS

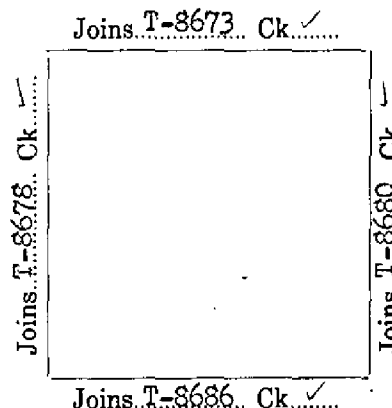
All corrections and additions which were found during the field edit were applied to the map manuscript. A final compilation office review was then made.

FORWARDED TO Washington Office DATE December 5, 1946

R. A. Earle
R. A. Earle
Chief of Party

M-2305-12

D.
✓



DATE OF PHOTOS See reverse side

TIME OF PHOTOS "

STAGE OF TIDE See reverse side

COMPARISON (continued)

buildings, oil tanks, and a housing project are now adjacent to the southwest shore of the Willamette River. The housing project of Vanport City does not appear on the quadrangle.

Comparison was made with Topographic Survey No. 6618b of 1938 and 1939, by use of a print on clear acetate enlarged from a Scale of 1:10000 to 1:8000 by the Washington Office. Except for new culture, the planimetry common to the map manuscript and topographic survey is in good agreement.

Comparison was made with Nautical Chart No. 6155, Scale: 1:20000, by the use of the vertical projector. The shoreline of the chart and map manuscript are in good agreement except for the following:

At Lat. $45^{\circ} 33' 20''$ and Long. $122^{\circ} 43' 10''$ and also at Lat. $45^{\circ} 34' 10''$ and Long. $122^{\circ} 44' 15''$ the shoreline has eroded since the chart was made. The northwest end of Swan Island has changed due to the building of shipways in the Swan Island Shipyard. There is a disagreement in the location of a small slough at Lat. $45^{\circ} 34' 15''$ and Long. $122^{\circ} 43' 10''$. There are numerous minor disagreements due to the map manuscript having a more detailed shoreline. Several new dolphins, a wreck, ruins of docks, and piling areas are shown on the map manuscript and not on the chart.

PHOTOGRAPH DATA

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Stage of Tide</u>
479 - 483 Inc.	6-30-45	12:00	11.9 ft. above M.L.W.
660 - 663 "	7-1-45	10:15	11.7 ft. " "
3478 - 3479 "	11-21-45	13:15	5.0 ft. " "
1089 - 1096 "	7-1-45	14:55	1.7 ft. " "
1262 - 1273 "	7-2-45	12:45	11.0 ft. " "
U.S. Engineer			
103 V-66-71 "	9-26-44	15:30	1.65 ft. " "

DATA RECORD

T- 8678

Quadrangle (II): Portland (St. Johns District) Project No. (II): CS-322
(3 minute)

Field Office: Portland, Oregon Chief of Party: R. A. Earle

Compilation Office: Portland, Ore Chief of Party: R. A. Earle

Instructions dated (II III): July 12, 1945 Copy filed in ~~Descriptive~~
Supplemental Instructions: Aug. 29, Sept. 10, ~~Report No. T~~ (VI)
Oct. 25, Nov. 30, and Dec. 6, 1945 *Div. Photogram. Office Files*

Completed survey received in office: 12 Nov. 1946

Reported to Nautical Chart Section: ✓

Reviewed: *L. M. Malin 4/14/47* Applied to chart No. Date:

Redrafting Completed: 19 May 1947

Registered: *Dec.* ~~11 Nov.~~ 1947

Published: 1947

Compilation Scale: 1:8000

Published Scale: 1:9600

Scale Factor (III): None

Geographic Datum (III): N. A. 1927 Datum Plane (III): * See below

Reference Station (III): WHITWOOD, OREGON, 1938 r1945

Lat.: 45° 34' 33.871" (1045.7m) Long.: 122° 46' 11.859" (257.1m) Adjusted X
Unadjusted

State Plane Coordinates (VI):

X =

Y =

Military Grid Zone (VI)

* (M.H.W. = 6.29 ft. above Mean Sea Level) (M.L.W. = 1.29 ft above Mean Sea Level). All elevations are on the Standard 1929 general adjustment of leveling in the U.S.A.

✓
9/11

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
			1:17000 contact	
605 - 608 Incl.	6-30-45	14:05	1: 8000 ratio	11.9 ft. above M.L.W. *
620 - 624 "	6-30-45	14:45	"	11.9 ft. " "
1097 - 1107 "	7-1-45	14:55	1: 5000	11.7 ft. " "
1273 - 1279 "	7-2-45	12:45	"	11.0 ft. " "
U.S. Engineer				
103 V-72 - 75 Incl.	9-26-44	15:30	1:10000contact	1.65 ft. " "
			1: 8000 ratio	

Daily readings of the U.S. Engineers tide gauge located at Government moorings on the West Shore of the Willamette River just south of St. Johns Bridge. The 0 00 of the gauge is M.L.W., Columbia River which is 1.29 ft. above Tide from (III): Mean Sea Level.

Mean Range:

Spring Range:

Camera: (Kind or source) K 17, focal length 12 inches

Field Inspection by: See remarks, page 3

date:

Field Edit by: J. H. Winniford, Photo. Aid

date: Nov., 1946

Date of Mean High-Water Line Location (III): March, 1946

Note: The U.S. Engineers photographs taken on Sept. 26, 1944, were used to delineate the high-water line of the Willamette River shown on the map manuscripts. They were taken when the water level in the Willamette River was 1.65 ft. above M. L. W. From these a water line of 5.0 ft. above the M.L.W., the datum of this project was delineated.

Projection and Grids ruled by (III) Washington Office date: March, 1946

" " " checked by: Washington Office date: March, 1946

Control plotted by: Eda H. Bunce date: June, 1946

Control checked by: Dale Conn date: June, 1946

Radial Plot by: James L. Harris and J. E. Deal date: 26 July, 1946

Detailed by: Marie B. Elrod date: 2 Sept., 1946

Reviewed in compilation office by: Roy A. Davidson date: 7 Oct., 1946
 Corrections and changes after field edit by: Marie B. Elrod date: 29 Nov., 1946
 Review after changes due to field edit by: J. E. Deal date: 3 Dec., 1946
 Elevations on Field Edit Sheet
 checked by: Charles Hanavich, Topo. Engineer date: Nov., 1946

STATISTICS (III)

Land Area (Sq. Statute Miles): 6.0 miles

Shoreline (More than 200 meters to opposite shore): 5 miles

Shoreline (Less than 200 meters to opposite shore): None

Number of Recoverable Topographic Stations established: 3
(1 landmark, 1 section corner and 1 city boundary monument).

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles:

Roman numerals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

Field Inspection by: J. H. Winniford, Photo. Aid	Date: March, 1946
Recovery of Horizontal Control by: LaJoye & Elrod, Prin. Photo. Aids	Date: Sept., 1945
Recovery of Vertical Control by: J.C. LaJoye, Prin. Photo. Aid	Date: Sept., 1945
Shoreline Inspection by: J. C. LaJoye	Date: March, 1946
Investigation of Geographic Names and Civil Boundaries by: L. E. Ervast, Photo. Aid	Date: April, May, 1946

RECORD SHEET

Div. of Photogrammetry
Graphic Compilation Sect.

GENERAL LOCALITY Multnomah County, Oregon

SHEET NO. T-8678

LOCALITY Portland (St. Johns District)

PROJECT NO. CS-322

PHOTOS ORDERED Aug. 1945 REC'D 11-1-45
8-17, 9-24, &

SCALE 1:8000

PROJECTION ORDERED Feb. 1946 REC'D 4-1-46

Joins T-8672 Ck. ✓

CONTROL:

COMPUTED Harris VERIFIED Bunce

PLOTTED Bunce VERIFIED Conn

PHOTO PREPARATION:

CONTROL Conn

AZIMUTHS Davidson

PASS POINTS Bunce
Bunce

TEMPLETS Conn VERIFIED Harris

RADIAL PLOT:

PLOTTED BY Harris DATE 7-26-46

VERIFIED Bushnell DATE 7-31-46

COMPILATION:

DETAIL POINTS Bushnell DATE 8-31-46

DETAIL BY Elrod DATE 9-2-46

VERIFIED BY Davidson DATE 10-7-46

DATE OF PHOTOS See reverse side

TIME OF PHOTOS "

STAGE OF TIDE See reverse side

COMPARISON WITH PREVIOUS SURVEYS; TOPO., HYDRO., AND CHARTS:

Due to scale difference only a visual comparison was made with the U.S.G.S.
Hillsboro, Oreg.-Wash., 15 min. quadrangle, Scale: 1:62500. Planimetry common
to the quadrangle and map manuscript is in good agreement. Many new culture
features were noted. Comparison was made with previous topographic surveys No's.
6618a and 6618b by use of black line print on clear acetate, Scale: 1:8000.
(over)

REMARKS

All corrections and additions which were found during the field edit were
applied to the map manuscript. A final compilation office review was then made.

FORWARDED TO Washington Office DATE December 5, 1946

R. A. Earle
R. A. Earle
Chief of Party

M-2305-12

COMPARISON (continued)

Planimetry common to the topographic surveys and the map manuscript is in excellent agreement except for a small part of the west shoreline of the Willamette River just north of the St. Johns Bridge which has eroded since the surveys were made.

Comparison was made with Nautical Charts No's. 6154 and 6155 by use of the vertical projector. At Lat. $45^{\circ} 35' 00''$, and Long. $122^{\circ} 45' 15''$ the shoreline has been filled in and extends out to a new bulkhead. At Lat. $45^{\circ} 35' 25''$, and Long. $122^{\circ} 47' 00''$ the shoreline has eroded. Elsewhere, except for numerous changes in the cultural features since the charts were compiled, the map manuscript and charts are in agreement.

PHOTOGRAPH DATA

Number	Date	Time	Stage of Tide
605 - 608 Inc.	6-30-45	14:05	11.9 ft. above M.L.W.
620 - 624 "	6-30-45	14:45	11.9 ft. " "
1097 - 1107 "	7-1-45	14:55	11.7 ft. " "
1273 - 1279 "	7-2-45	12:45	11.0 ft. " "
U.S. Engineer			
103 V-72 - 75 Inc.	9-26-44	15:30	1.65 ft. " "

DATA RECORD

T- 8679

Quadrangle (II): Portland (Swan Island)
(3 minute)

Project No. (II): CS-322

Field Office: Portland, Oregon Chief of Party: R. A. Earle

Compilation Office: Portland, Ore Chief of Party: R. A. Earle

Instructions dated (II III): 12 July, 1945 Copy filed in ~~Descriptive~~
Supplemental Instructions: Aug. 29, Sept. 10, ~~Report No. T~~ (VI)
Oct. 25, Nov. 30, and Dec 6, 1945. *Div. Photogram. Office Files*

Completed survey received in office: 28 Aug. 1946

Reported to Nautical Chart Section: ✓

Reviewed: *E. N. Mahan* Applied to chart No. Date:

Redrafting Completed: 5 May 1947

Registered: *12 Feb. 1947* Published: 1947

Compilation Scale: 1:8000 Published Scale: 1:9600

Scale Factor (III): None

Geographic Datum (III): N. A. 1927 Datum Plane (III): * See below

Reference Station (III): 39-2 (USE) 1903, r1945.

Lat.: 45° 34' 19.632" (606.1m) Long.: 122° 43' 48.911" (1060.6m) Adjusted X
Unadjusted

State Plane Coordinates (VI):

X =

Y =

Military Grid Zone (VI)
* (M.H.W. = 6.29 ft. above Mean Sea Level) (M.L.W. = 1.29 ft. above Mean Sea Level).
All elevations are on the Standard 1929 general adjustment of leveling in the
U. S. A. ✓
9410

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
			1:17000 contact	
479 - 483 Incl.	6-30-45	12:00	1: 8000 ratio	11.9 ft. above M.L.W. *
660 - 663 "	7- 1-45	10:15	"	11.7 ft. " "
3478 & 3479	11-21-45	13:15	"	5.0 ft. " "
1089 - 1096 "	7- 1-45	14:55	1: 5000 contact	11.7 ft. " "
262 - 1273 "	7- 2-45	12:45	"	11.0 ft. " "
U. S. Engineer			1:10000 contact	
103 V-66-71 Incl.	9-26-44	15:30	1: 8000 ratio	1.65 ft. " "

Tide from (III): Daily readings of the U.S. Engineer tide gauge located at Government moorings on the west shore of the Willamette River just south of St. Johns Bridge. The 0 00 of the gauge is 1.29 ft. above Mean Sea Level.

Mean Range:

Spring Range:

Camera: (Kind or source) K 17, focal length 12 inches

Field Inspection by: See remarks, page 3

date:

Field Edit by: F. H. Elrod, Prin. Photo. Aid

date: Nov., 1946

Date of Mean High-Water Line Location (III): March, 1946

Note: The U.S. Engineers photographs taken on Sept. 26, 1944, were used to delineate the high-water line of the Willamette River shown on the map manuscripts. They were taken when the water level in the Willamette River was 1.65 ft. above M.L.W. From these a water line of 5.0 ft. above M.L.W., the datum of this project was delineated. Reflight photographs 3478 and 3479 were also used.

Projection and Grids ruled by (III) Washington Office date: March, 1946

" " " checked by: Washington Office date: March, 1946

Control plotted by: Eda H. Bunce date: June, 1946

Control checked by: James L. Harris, J. E. Deal date: June, 1945

Radial Plot by: James L. Harris, J. E. Deal date: 29 July, 1946

Detailed by: James Jensen date: 6 Sept., 1946

Reviewed in compilation office by: J. E. Deal date: 26 Sept., 1946
 Corrections and changes after field edit by: Ree H. Barron date: 3 Dec., 1946
 Review after changes due to field edit by: J. E. Deal date: 4 Dec., 1946
 Elevations on Field Edit Sheet
 checked by: Charles Hanavich, Photo. Engineer date: Nov., 1946

STATISTICS (III)

Land Area (Sq. Statute Miles): 6.4

Shoreline (More than 200 meters to opposite shore): 9 Statute miles

Shoreline (Less than 200 meters to opposite shore): 0.5 Statute miles

Number of Recoverable Topographic Stations established: 8
(4 fixed aids to navigation, 1 section corner, 2 boundary monuments, 1 D.L.C. corner).

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles:

Roman numerals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

Field Inspection by: F. H. Elrod, Prin. Photo. Aid	Date: April, 1946
Shoreline Inspection by: J. C. LaJoye, Prin. Photo. Aid	Date: March, 1946
Recovery of Horizontal Control by: F. H. Elrod	Date: Oct., 1945
Recovery of Vertical control by: J. H. Winniford, Photo. Aid	Date: Sept., 1945
Investigation of Geographic Names and Civil Boundaries by: L. E. Ervast, Photo. Aid	Date: April, 1946

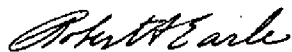
FIELD INSPECTION REPORT

QUADRANGLES T-8678 and T-8679

PROJECT CS-322

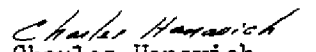
1 to 25: All the information that is applicable to these side headings is given in the "Field Inspection Report, Project CS-322, Area of the Second Radial Plot", which was enclosed with the Descriptive Report for Quadrangles T-8674 and T-8675. This Descriptive Report has been submitted.

Approved by:



Robert A. Earle
Chief of Party

Respectfully submitted:



Charles Hanavich
Topographic Engineer

FIELD INSPECTION REPORT

QUADRANGLES T-3678 and T-8679

PROJECT CS-322

T-8678
26 recovered
22 plotted

T-8679
22 recovered
22 plotted

1 to 25: All the information that is applicable to these side
leadings is given in the "Field Inspection Report,"
Project CS-322, Area of the Second Radial Plot,
which was enclosed with the Descriptive Report for
Quadrangles T-3678 and T-8679. This Descriptive
Report has been submitted.

Respectfully submitted:

Charles Hanzlich
Topographic Engineer

Approved by:

Robert A. Farley
Chief of Party

Amendment to File Data

Since project CS-322 was reviewed and registered, it was decided that a Completion Report for each project would be written and filed in the Bureau of Archives. This Completion Report should include all special reports, correspondence of probable future interest or importance, a project layout, a photo-index, and a copy of the initial and supplementary project instructions.

A special file has been set up in the library for Division of Photogrammetry projects. The Completion Report and other special reports will be filed under the project number, and these will be arranged in numerical order.

The following reports and records for project CS-322 are now filed in the Bureau Archives, rather than according to the red notes in the Descriptive Reports:

- A. Special Reports:
- | | Access No. |
|---|----------------|
| 1. Investigation of Boundary Monuments and Land Lines for Radial Plots 1, 2, 3, and 4 | CS-322 Rept. 1 |
| 2. Radial Plots 1, 2, 3, and 4 | " " 2 |
| 3. Legal descriptions of boundaries | " " 3 |
| 4. Field Inspection for plots 1, 2, 3, and 4 | " " 4 |
- B. Computations: Triangulation and Traverse 943/OTZ G-6785
- C. Field records:
- | | |
|--|-------------------------------------|
| 1. Horizontal Angles (form 250) 12 vol. | 943/OH G-7082 |
| 2. Traverse Measurements (form 590) 9 vol. | 943/OB G-7083 |
| 3. Descriptions (form 525) and recoveries (form 526) | 943/OA G-6786 |
| 4. Pricking cards (form M-982-1) for tri. and Trav. | Div. of Photogrammetry General File |
| 5. Recoverable Topographic stations (form 524) | Div. of Photogrammetry General File |
- D. Recovery of bench marks (form 685) Filed in Leveling Sec.
- E. Supplemental data: maps, plans
These were transferred to the Map Section (Mr. Stanley, Chief), Division of Charts, to be selectively filed or discarded.

LTS
January 1931

COMPILATION REPORT
MAP MANUSCRIPTS T-8678 and T-8679
PROJECT CS-322

26. Control:

At the time this project was started there were one hundred and twenty-seven existing horizontal control stations in the area of these two map manuscripts. Forty^{eight}~~six~~ were recovered and seventeen of these were identified for use in the radial plot.

In order to satisfactorily control the photographs the field inspection unit established one permanent triangulation station and one temporary triangulation station in the southwest part of T-8678.

"Skyline" *"oil"*
The names of the triangulation stations falling in the St. Johns area have been tabulated in the upper east margin of T-8678.

A complete tabulation of the horizontal control stations which were originally in the area of this map manuscript is attached to the "Field Inspection Report, Project CS-322, Area of the Second Radial Plot". This report is included with the descriptive report for Map Manuscripts No's. T-8674 and T-8675, which was forwarded on 11 October, 1946.

→ Filed in Div. Photogram. General Files under "Sp'l Rep'ts."

The two new triangulation stations established in the area of T-8678 are listed in a tabulation attached to a special report, "Third-Order Triangulation and Traverse, Project CS-322, Area of the Second Radial Plot", which has been forwarded.

→ Filed in Library & Archives under G-6785

27. Radial Plot:

The facts concerning the radial plot for the area of these two map manuscripts have been fully covered in the "Descriptive Report, Second Radial Plot, Project CS-322". This radial plot report was included with the descriptive report for map manuscripts numbered T-8674 and T-8675, which was submitted to the Washington Office on 11 October, 1946.

→ Filed in Div. of Photogram. General Files under "Sp'l Rep'ts."

28. Detailing:

Compilation was done in accordance with instructions for Project CS-322 and special instructions applicable to planimetric mapping.

The high-water line and shoreline features were delineated and detailed from photographs obtained from the office of the U.S. Engineer Corps, Portland, Oregon, and ratio printed at a scale of 1:8000 by the Coast & Geodetic Survey in the Washington Office. In all inland areas the original photography was adequate. The 1:5000 scale contact prints, taken along the shorelines of the Willamette River, were a great help in interpreting detail.

In some cases it was difficult to interpret, from the ratio print, the correct shape and size of buildings. This was attributed to the loss of sharpness when the contact prints were enlarged.

When any item relative to the field inspection data was doubtful, it could be clarified by consultation with the field man who had done the inspection work. It was, therefore, unnecessary to make discrepancy overlays for the field edit work.

The classification symbols for tree or brush areas are placed on the inside of the curled line which denotes the limits of said area. These curled lines and the letter symbols are in green acid ink.

All boundary and land claim lines are shown by appropriate symbols in red acid ink. A legend shown in the margin of each map manuscript identifies these lines.

Pertinent notes, relative to various items, have been lettered in the margins of the map manuscripts.

The building lists of the Portland Gas and Coke Co. and of the U. S. Engineers at Government Moorings have been tabulated adjacent to the plant locations.

29. Supplemental Data:

The following maps or plans, which will be forwarded with the map manuscripts, were used to supplement the photographs:

Black line print: Guild's Lake Courts, Division 35091
Scale: 1" = 322' *Filed with this Deser. Report.*
Black line print: General layout of Swan Island Shipyard
Scale: Unknown *Filed with this Deser. Report.*
Black line print: Gasco Works Tract, Tax Lot 42
Scale: 1" = 60' *Filed with map manuscript T-8678*

The following plan which was also used, will be forwarded when map manuscripts adjacent to T-8678 and T-8679 are corrected after field edit:

Black line print: S.P. & S. Ry. Co., Terminal Division
Scale: 1" = 400'

The following maps or plans which were also used were forwarded to the Washington Office on 7 November, 1946, with the special report, "Investigation of Boundary Monuments and Lines, Area of the Second Radial Plot":

Multnomah County Assessor's Sheets No'd. 16, 17, 21, and 22
of a set of 74 sheets. Scale: 1" = 600' } *Project Files*
Map of the City of Portland. Scale: 1" = 1500' (approx.)

30. Mean High-Water Line:

All of the high-water line, in the area of T-8678, was detailed from information submitted by the field parties, which was shown on single lens ratio prints, Scale: 1:8000.

These photographs were taken by the U. S. Engineers at a contact scale of 1:10000 on 26 September, 1944, when the water level of the Willamette River was 1.65 ft. above mean low-water. In the area of T-8679 the U. S. Engineer photographs were supplemented by two reflight photographs, No's. 3478 and 3479, which were taken on 21 November, 1945, when the water level of the river was 5.0 ft. above mean low-water. The field inspector's interpretation of the high-water line was verified by stereoscopic examination of the photographs before detailing was attempted.

The mean high-water line is shown by a continuous heavy-weight black acid ink line at a plane five feet above the Engineers low-water datum which is 1.29 ft. above mean sea level.

There are no marsh areas immediately bordering the high-water line.

31. Low-Water and Shoal Lines:

There were no low-water lines or shoal areas indicated by the field inspection unit.

32. Details Offshore from the High-Water Line:

One small brush covered island, in the area of T-8679, is the only offshore detail within the area of these two map manuscripts.

33. Wharves and Shoreline Structures:

All shoreline structures indicated by the field inspection unit have been shown.

34. Landmarks and Aids to Navigation:

In the area of T-8678, Forms 567 are being submitted for the following:
Recommended for charting as new nautical landmarks:

- SPIRE Northwest, St. Johns Bridge Δ
- SPIRE Southwest, St. Johns Bridge Δ
- SPIRE Northeast, St. Johns Bridge Δ
- SPIRE Southeast, St. Johns Bridge Δ

Recommended for retention as nautical landmarks:

- CUPOLA (Fire and Police Station, St. Johns) ○
- STACK (Portland Gas and Coke Co.) Δ
- TOWER (Water tower at St. Johns) Δ

Recommended for deletion as nautical landmark:

- BURNER (Portland, Clarke & Wilson Lumber Co.)

In the area of T-8679, Forms 567 are being submitted for the following:
Recommended for retention as fixed aids to navigation:

Light on Shaver Dock
Swan Island Middle Light
Swan Island Lower Light
Swan Island Upper Light

Recommended for retention as nautical landmark:

STACK (Tri. Sta. Cement Stack, Portland, 1913)

35. Hydrographic Control:

No additional hydrographic stations were established along this part of the Willamette River. A sufficient number of existing horizontal control stations were recovered to comply with the instructions.

36. Landing Fields and Aeronautical Aids:

There are no landing fields or aeronautical aids within the limits of these two map manuscripts.

37. Geographic Names:

Only undisputed geographic names are shown on the map manuscripts. *814*

Geographic Names are the subject of the special report, "Investigation of Geographic Names, Project CS-322, Area of the Second Radial Plot", which was submitted to the Washington Office on 22 October, 1946.

→ Filed in Geographic Names Section, Division of Charts

38. Recoverable Topographic Stations:

In the area of T-8678, Forms 524 are being submitted for the following:

- CUPOLA, 1946
- PTS No. 8, 1914, Ore. B (USGS), 1946
- PORTLAND BOUNDARY MONUMENT (West Boundary), 1946

In the area of T-8679, Forms 524 are being submitted for the following:

- SWAN ISLAND UPPER LIGHT, 1946 *Light List No. 1387*
- SWAN ISLAND MIDDLE LIGHT, 1946 *1386*
- SWAN ISLAND LOWER LIGHT, 1946 *1385*
- SHAVER DOCK LIGHT, 1946 *1387.5*
- MONUMENT CITY BOUNDARY (North Portland), 1946
- CITY BOUNDARY CORNER (North Portland), 1946
- N.W. CORNER JNO. ~~WARD~~ D.L.C., 1946 *YAUD*
- WILLAMETTE MERIDIAN, T 1N R 1E & 1W,
Section Corner 1, 6, 7, & 12, 1946

In the area of T-8679, Forms 507 are being submitted for the following:
Recommended for retention as fixed aids to navigation:

Light on Shaver Dock
Swan Island Middle Light
Swan Island Lower Light
Swan Island Upper Light

7-8678
17 recovered
11 plotted

Recommended for retention as navigational landmarks:
T-8679
17 recovered
13 plotted

(Tr. Sta. Cement Stack, Portland, 1913)

Hydrographic Control:

*Special Rept: Investigation of Boundary Monuments & Land Lines ...
Area of the Second Radial Plot.
Filed in Div. of Photogram General Files under "Sp. Rep'ts."*

36. Landing Fields and Aeronautical Aids:

There are no landing fields or aeronautical aids within the limits of these two map manuscripts.

37. Geographic Names:

Only unduplicated geographic names are shown on the map manuscripts. Geographic Names are the subject of the special report, "Investigation of Geographic Names, Project 02-323, Area of the Second Radial Plot," which was submitted to the Washington Office on 22 October, 1946.

38. Recoverable Topographic Stations:

In the area of T-8678, Forms 524 are being submitted for the following:

CUPOLA, 1946
PTS No. 8, 1914, Ore. B (USGS), 1946
PORTLAND BOUNDARY MONUMENT (West Boundary), 1946

In the area of T-8679, Forms 524 are being submitted for the following:

SWAN ISLAND UPPER LIGHT, 1946
SWAN ISLAND MIDDLE LIGHT, 1946
SWAN ISLAND LOWER LIGHT, 1946
SHAWER DOCK LIGHT, 1946
MONUMENT CITY BOUNDARY (North Portland), 1946
CITY BOUNDARY CORNER (North Portland), 1946
N.W. CORNER 2ND WARD D.L.C., 1946
WILLAMETTE MEDIAN, T IN R 12 & 14
Section Corner 1, 6, 7, & 12, 1946

39. Junctions:

Complete and satisfactory junctions have been made between Map Manuscripts No's. T-8678 and T-8679, and with adjoining map manuscripts.

40. Bench Marks:

Bench marks have been detailed as identified by the field inspection units. Each bench mark is indicated by a black acid ink cross with the name and elevation to the nearest 1/10 ft. lettered nearby.

41. Donation Land Claims and Section Lines:

*Filed with
map manuscript*

Donation land claims and section lines were located on ozalid prints of the map manuscripts after the initial compilation had been completed. These lines, with pertinent explanatory notes, were placed on the prints in red and purple ink respectively, by the field party; and were then traced on the map manuscripts by the compilers. The ozalid prints containing these lines are being forwarded.

44. Comparison with Existing Topographic Surveys:

See record sheet which accompanies each map manuscript.

45. Comparison with Nautical Charts:

See record sheet which accompanies each map manuscript.

Approved and forwarded:

Robert A. Earle

Robert A. Earle
Chief of Party

Respectfully submitted:
2 December, 1946

J. Edward Deal Jr.

J. Edward Deal, Jr.
Photogrammetric Engineer

FIELD EDIT REPORT
QUADRANGLES T-8678 & T-8679
PROJECT CS-322

46. Methods:

This map manuscript was field edited in accordance with the Field Edit Instructions dated 24 August, 1945. All corrections and additions have been made accurately on the field edit prints in colored ink, or the place where a correction or addition is to be made has been indicated by a note which refers to a field photograph. All features which are to be deleted have been crossed out in colored ink.

New buildings were located either by pacing or taping and are shown on the field edit prints. A legend on each of these prints will furnish a key to all the symbols and to the different colored inks used.

47. Adequacy of the Compilation:

The planimetry as delineated on the map manuscript may be considered as complete and adequate with respect to the corresponding ground detail. Except for the deletions, corrections, additions, and notations made on the field edit prints, it is accurate, also in regard to relative position.

Any omissions or drafting of detail that seemed to be questionable were called to the attention of the Compilation Office by notes. Several buildings and railroad spurs, which were recently constructed, were located by plane table methods or field measurements on field photographs or the ozalids. The names of several churches which were omitted during the field inspection were obtained during the field edit. The additional names and numbers of streets which were indicated on the prints were obtained and verified from official street signs.

In the northern part of T-8678 a large railroad yard has been deleted. At present all that remains of the yard is a single track on the southwestern side of the yard, which is being used to remove the ties and rails from the area, and when this phase of the work is completed the remaining single track will be removed.

All the offshore and shoreline features were checked. Newly constructed dolphins, especially in the area north of the Swan Island Shipyard in T-8679, piling, buildings, and other changes and omissions were noted and corrected in the area of these two map manuscripts.

It is believed that all cable crossings or pipeline and cable areas have been indicated. The vertical and horizontal clearances of all the bridges were found to be in agreement with the U.S. Coast Pilot-Pacific Coast (sixth edition, 1942).

In accordance with the field edit instructions, the map manuscripts were examined for completeness and accuracy in regard to geographic names, boundaries, public land lines, and detail by Mr. H. G. Richardson, City Surveyor, Portland. The geographic names in this area have been reviewed by Mr. Lewis A. McArthur, Collaborator for the U.S. Coast and Geodetic Survey.

48. Accuracy Tests:

Results of the horizontal accuracy test in T-8679 are attached to the back of this report.

These maps are believed to comply with the standard map accuracy requirements.

49. Bench Mark Elevations:

The elevations of the bench marks shown on the sheets have been checked. Some of the elevations of the USC & GS bench marks are unadjusted elevations and are subject to correction when adjusted.

50. Donation Land Claims and Section Lines:

Donation land claims and section lines were located on additional ozalid prints of the map manuscripts by a special field party after the initial compilation had been completed. These lines were indicated in red and purple ink, respectively, and supplemented, if necessary, by explanatory notes. These additional ozalid prints will be submitted with the field edit sheets.

51. Geographic Names:

Refer to the addendum in the "Special Report on Geographic Names, Project OS-322, Area of the Second Radial Plot", for information on the following geographic names:

✓ ✓ ✓ 814 ✓
WHITEWOOD, ST. JOHNS, EAST ST. JOHNS, UNIVERSITY PARK

Field Edit reviewed by:

Charles Hanavich
Charles Hanavich
Topographic Engineer

Approved by:

R. A. Earle
R. A. Earle
Chief of Party

Field Edit by:

J. H. Winniford
J.H. Winniford (in T-8678)
Photo. Aid

F. H. Elrod
F.H. Elrod (in T-8679)
Prin. Photo. Aid

HORIZONTAL ACCURACY TEST
Map Manuscript T-8679

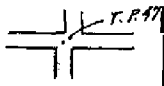


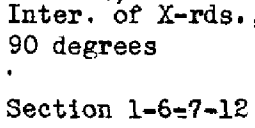
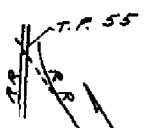
Plane Coordinate positions, which were established from the various traverses run by the City of Portland, on the Lambert Projection, Oregon State, North Zone, were obtained from the City Surveyor of Portland, Mr. H. G. Richardson, who stated that these coordinate positions were of fourth-order accuracy or better and that no position is in error more than three feet.

Since the majority of these coordinate positions were for section, quarter section or city boundary corners, which were located at the centerline intersections of streets or roads, it was decided to utilize most of them as test points to check the accuracy of the map manuscripts.

The location of each of these points was indicated by the City Surveyor on several County Assessors Maps, which will be forwarded to Washington. Each position used as a test point has been assigned a numerical test point number and is indicated in red on the County Assessor's Map or sheet attached thereto.

In the tabulation of the test points, the coordinate position is referred to T.P.No. and the scaled position from the map manuscript (scale 1:8000) is referred to as M.M.No.

TABULATION OF TEST POINTS

Description of Point	Test Point Number	X-Coord. (Ft.)	Y-Coord.	Displacement in mm
 T.P. 47	T.P.No. 47	1,436,328	704,246	
	M.M.No. 47	1,436,338	704,238	.38
Inter. of Rd. & RR,	T.P.No. 48	1,434,056	710,032	
	M.M.No. 48	1,434,060	710,027	.19
Inter. of T-rd., 60 degrees	T.P.No. 49	1,428,997	707,826	
	M.M.No. 49	1,429,000	707,820	.20
Inter. of T-rd., 50 degrees	T.P.No. 50	1,430,805	710,664	
	M.M.No. 50	1,430,801	710,670	.22
 T.P. 51	T.P.No. 51	1,430,313	710,795	
	M.M.No. 51	1,430,320	710,792	.23
 T.P. 52	T.P.No. 52	1,431,233	711,119	
	M.M.No. 52	1,431,230	711,113	.20
 T.P. 53	T.P.No. 53	1,431,013	711,204	
	M.M.No. 53	1,431,012	711,196	.24
Inter. of X-rds., 90 degrees	T.P.No. 54	1,424,982	711,630	
	M.M.No. 54	1,424,975	711,619	.40
Section 1-6-7-12	T.P.No. 54A	1,426,026	709,667	
	M.M.No. 54A	1,426,028	709,666	.07
 T.P. 55	T.P.No. 55	1,434,211	714,753	
	M.M.No. 55	1,434,220	714,750	.28

Test points 52, 53, and 55 are less well defined; the remaining points are well defined. All the test points were found to test within the standard map accuracy requirements.

Since test point 55 was the only point to fall within the limits of map manuscript T-8673, it was included with this report for map manuscript T-8679.

Approved by:

R. A. Earle
R. A. Earle
Chief of Party

Respectfully submitted:

Charles Hanavich
Charles Hanavich
Topo. Engineer

Division of Photogrammetry

Review Report of

Planimetric Survey Manuscript No. T-8678

Paragraph numbers used in this report refer to paragraph numbers in the descriptive report.

26. Control.

The temporary triangulation station Skyline, 1946, is not to be shown on the published map as it was established only as an aid to control the radial plot. A 525 form was not submitted for this station.

28. Detailing.

Several corrections were made to woods delineation where the symbol had been omitted between two different types of woods classification.

41. Section Lines.

The section line between section 22 and 23, at the south limits of the project, was moved in an easterly direction in order to better conform with the G.L.O. plats.

44. Comparison with Existing Topographic Surveys.

Hillsboro, Oreg.-Wash., U.S.G.S., 1:62,500,
1915, 1920

Hillsboro, Oreg.-Wash., U.S.E., 1:62,500,
1939-40

Refer to Record Sheet for T-8678.

44a. Comparison with Topographic Surveys by the Bureau.

T-1562	1:20,000	1884
T-6618 a & b	1:10,000	1938
H-6334	1:10,000	1938

Refer to Record Sheet for statement on comparison with the 1938 surveys. Numerous changes have occurred since the survey of T-1562 in 1884.

45. Comparison with Nautical Charts.

Refer to Record Sheet for T-8678.

T-8678 has not been applied to nautical charts
as of the date of this report.

Reviewed by:

Reviewed under direction of:

K. N. Maki
K. N. Maki 4/18/47
Photogrammetrist

S. V. Griffith
S. V. Griffith 4/28/47
Chief, Review Section

APPROVED BY: MB

B. J. Jones 11/47
Technical Assistant to the
Chief, Div. of Photogrammetry

H. E. Cunningham
Chief, Nautical Chart Branch
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

C. F. Green
Chief, Div. of Coastal Surveys

Division of Photogrammetry
Review Report of
Planimetric Survey Manuscript No. T-8679

Paragraph numbers used in this report refer to paragraph numbers in the descriptive report.

26. Control.

Triangulation station Standard Oil Company, White Tank, 1913 falls on the manuscript but is not listed in the control summary. A correction was made to the recovery card description for this station. Several recovery dates on the manuscript were changed to agree with the dates on the 526 cards.

41. Donation Land Claims and Section Lines.

Some differences were noted in the distances and courses of D.L.C. lines as shown on the manuscript and the G.L.O. plats. These differences were relatively small and the D.L.C. lines were not changed.

The Willamette Meridian was changed so as to project in a continuous straight line between monumented corners 1-6-7-12, TIN, RIE and 1-6-31-36, TIN, RIE crossing the Willamette River.

The east and west lines of section 5 in TIN, RIE were changed to join T-8673. The section line between sections 8 and 9 - TIN, RIE was moved in a westerly direction.

Milton Doane D.L.C. name corrected to Milton Done to agree with G.L.O. plats.
Correction not accepted by Portland Office. "Doane" retained.

44. Comparison with Existing Topographic Quadrangles.

Portland, Oreg.-Wash., USGS, 1:62,500, 1896;
1905, 1940

Portland, Oreg.-Wash., USE , 1:62,500, 1939-40

The above surveys are in fair agreement with the map manuscript. Refer to Record Sheet for T-8679.

44a. Comparison with Topographic and Hydrographic Surveys by the Bureau.

T-1562	1:20,000	1884
T-6618b	1:10,000	1938
H-6334	1:10,000	1938

The more recent surveys of 1938 are in good agreement with the map manuscript on all fixed features such as bridges, piers, etc. Numerous shoreline changes have occurred since the survey of 1884.

45. Comparison with Nautical Charts.

See Record Sheet for T-8679.

T-8679 has not been applied to nautical charts as of the date of this report.

Reviewed by:

Reviewed under direction of:

Gustavo Blanch Dean
G. B. Dean 4-11-47
Photogrammetric Aid

S. V. Griffith
S. V. Griffith
Chief, Review Section

and

K. N. Maki
K. N. Maki
Photogrammetrist

APPROVED BY:

B. J. Goetz 11/47
Technical Assistant to the
Chief, Div. of Photogrammetry

H. C. Smith
Chief, Nautical Chart
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

C. K. Green
Chief, Div. of Coastal Surveys

GEOGRAPHIC NAMES

Survey No.

T-8678-8679

1	Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K
	<u>Names on both sheets:</u>									1
	<u>Oregon</u> ✓									2
	<u>Multnomah County</u>									3
	<u>Willamette River</u> ✓									4
	<u>Portland</u> ✓									5
	<u>Spokane Portland and Seattle</u> ✓									6
	<u>Union Pacific</u> ✓									7
	<u>U.S. 30 St. Helens Road</u> ✓									8
	<u>U.S. 30 By-Pass</u> ✓ (over St. Johns Bridge)									9
	<u>Leif Erikson Drive</u> ✓									10
	<u>Wxxx Saltzman Road</u> ✓									11
										12
										13
										14
										15
	<u>T-8678:</u>									16
	<u>Skyline Boulevard</u> ✓									17
	<u>Springville Road</u> ✓									18
	<u>Multnomah Clackamas Game Refuge</u> ✓									19
	<u>Germantown Road</u> ✓									20
	<u>Linnton</u> ✓									21
	<u>Clark and Wilson Lumber Company</u> ✓									22
	<u>Richfield Oil Co.</u> ✓									23
	<u>General Petroleum Co.</u> ✓									24
	<u>Whitwood Court</u> ✓									25
	<u>St. Johns Bridge</u> ✓									26
	<u>St. Johns</u> ✓									27

GEOGRAPHIC NAMES

Survey No.

T-8678-79

2	Name on Survey	A	B	C	D	E	F	G	H	K	
	<u>T-8678 (continued):</u>										1
	<u>Seventh Day Adventist Church</u>										2
	<u>Pier Park</u>										3
	<u>Sitton School</u>										4
	<u>James John School</u>										5
	<u>St. Johns English Lutheran Church</u>										6
	<u>Portland Woollen Mills</u>										7
	<u>Portland Lumber Mill</u>										8
	<u>Fire Boat Station</u>										9
	<u>Portland Gas & Coke Co.</u>										10
	<u>U.S. Army Engineers Moorings</u>										11
	<u>Portland Manufacturing Company</u>										12
	<u>St. Johns Water Tower</u>										13
											14
											15
											16
											17
											18
	<u>T-8679:</u>										19
	<u>Willamette Meridian</u>	✓									20
	<u>Shaver Dock Light</u>	✓									21
	<u>Swan Island Upper Light</u>		RANGE LT								22
	<u>Swan Island Middle Light</u>		"								23
	<u>Swan Island Lower Light</u>		"								24
	<u>Swan Island</u>	✓									25
	<u>Swan Island Basin</u>	✓									26
	<u>Swan Island Ship Yard</u>	✓									27

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GEOGRAPHIC NAMES

Survey No.

T-8678-79

3 Name on Survey

	A	B	C	D	E	F	G	H	K	
	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		
<u>T-8679 (continued):</u>										1
<u>Swan Island Bridge</u>										2
✓ <u>Mocks Bottom</u>	✓									3
✓ <u>Jap Junction R.R. Sta</u>	?									4
	(not listed in current Railway Guide nor R. McN)									
✓ <u>Weud Bluff</u>	✓									5
✓ <u>University of Portland</u>	✓									6
✓ <u>Columbia Park</u>										7
✓ <u>Mocks Crest Evangelical Church</u>										8
✓ <u>University Park</u>										9
	(residential area)									
✓ <u>University Park Congregational Church</u>										10
✓ <u>University Park Methodist Church</u>										11
✓ <u>University Park Branch Library</u>										12
✓ <u>Fire Station Engine No. 36</u>										13
✓ <u>Holy Cross Church</u>										14
✓ <u>Holy Cross School</u>										15
✓ <u>Trinity Lutheran Church</u>										16
✓ <u>University Park Baptist Church</u>										17
✓ <u>Portsmouth School</u>										17
✓ <u>Columbia Villa</u>										18
✓ <u>Columbia Slough</u>										19
✓ <u>Mud Slough</u>										20
✓ <u>Venport City</u>										21
✓ <u>Pacific Carbide Company</u>										22
✓ <u>Prestolite Company</u>										23
✓ <u>Gilmore Oil Company</u>										23
✓ <u>Collins Concrete and Steel Pipe Company</u>										24
✓ <u>Pacific Shell and Mineral Company</u>										25
✓ <u>Denley Rendering Company</u>										25
✓ <u>Gen Meat Company</u>										26
✓ <u>Portland Rendering Company</u>										27

GEOGRAPHIC NAMES

Survey No.

T-8678-79

4	Name on Survey	A	B	C	D	E	F	G	H	K
	T-8679 (continued):									1
✓	North Portland Road									2
✓	Western Auto Supply Warehouse									3
✓	East St. Johns									4
✓	East St. Johns Station									5
✓	George Grammar School									6
✓	Roosevelt High School									7
✓	Church of Assumption and School									8
✓	Free Methodist Church									9
✓	Nazarene Church									10
✓	St. Johns Christian Church									11
✓	St. Johns Branch Library									12
✓	Pioneer Methodist Church									13
✓	St. Johns Seventh Day Adventist Church									14
✓	Y.W.C.A.									15
✓	Doane Point									16
✓	N P and S P S R.R. Bridge									17
✓	St. Johns Railway Bridge Fog Signal									18
✓	Port of Portland Drydocks and Shops									19
✓	Willbridge									20
✓	Willbridge Station									21
✓	Guild Lake (part of residential area)									22
✓	Guild Lake Courts									23
✓	Guild Lake School									24
✓	Texas Oil Company Portland Sandblast Company									25
✓	Portland Sandblast Company									26
✓	Pacific Chain and Manufacturing Company									27
✓	California Asphalt Company									28
✓	Gunderson Bros. Engineering Company									29

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GEOGRAPHIC NAMES

Survey No.

T-8678-79

5	Name on Survey	A	B	C	D	E	F	G	H	K	
✓	✓ <u>Standard Oil Co. of California</u>										1
✓	✓ <u>Shell Oil Company</u>										2
✓	✓ <u>Portland Bethlehem Steel Company</u>										3
✓	✓ <u>Pennsylvania Salt Company</u>										4
✓	✓ <u>Silver Eagle Transportation Company</u>										5
✓	✓ <u>Asbury Transportation Company</u>										6
✓	✓ <u>Spokane Portland and Seattle Yards</u>										7
											8
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Names underlined in red reported
by L. Heck at 5-19-79

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Project CS-322 T-8678

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~NOT RECORDED~~ STRIKE OUT ONE

Portland, Oregon

November 25, 1946

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

P. E. Ward

R. A. Earle

Chief of Party.

STATE		OREGON		POSITION									
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE		DATUM	METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
			°	'	°	'							
SPIRE	St. Johns Bridge Northwest Spire	SPIRE	45	35	(1725.4) 127.0	122 45	(104.1) 1195.6	N.A. 1927	Triangu- lation	1938	X		6154 6155
SPIRE	St. Johns Bridge Southwest Spire	SPIRE	45	35	(1738.6) 113.8	122 45	(113.0) 1187.8	"	"	"	X		"
SPIRE	St. Johns Bridge Northeast Spire	SPIRE	45	35	(1518.5) 333.9	122 45	(408.6) 892.0	"	"	"	X		"
SPIRE	St. Johns Bridge Southeast Spire	SPIRE	45	35	(1531.6) 320.8	122 45	(417.6) 883.1	"	"	"	X		"
TO BE RETAINED AS NAUTICAL LANDMARKS:													
CUPOLA	On Fire and Police Station at N.E. end of St. Johns Bridge	CUPOLA	45	35	(1206.0) 646.4	122 45	(924.2) 376.4	N.A. 1927	Radial Plot	3-14-46	X		"
STACK	Stack at Portland Gas & Coke Company	STACK	45	34	(471.6) 1380.7	122 45	(460.0) 840.8	"	Triangu- lation	1938	X		"
TOWER	Water Tower at St. Johns, Portland, Oregon	TOWER	45	35	(1485.4) 367.0	122 45	(1300.1) 000.6	"	"	"	X		"

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if rechecked, 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.

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

**TO BE EXHAUSTED
TO BE DELETED**

STRIKE OUT ONE

Portland, Oregon

November 23, 1946

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

The positions given have been checked after listing by

R. A. Barile

Chief of Party

[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.

April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Project CG-322

T-8679

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

~~TO BE CHARTED~~ STRIKE OUT ONE
~~TO BE DELETED~~

Portland, Oregon

November 25, 1946

The following charted landmarks have been inspected from seaward to determine their value as landmarks, being checked on (detected from) the charts indicated.

The positions given have been checked after listing by *W. A. Darle*

R. A. Darle

Chief of Party

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART			CHARTS AFFECTED
				LATITUDE		LONGITUDE		DATUM	LOCATION OF			INSHORE CHART	OFFSHORE CHART		
				°	'	°	'							D. M. METERS	
OREGON	LIGHT	Light on end of Shaver Dock, Willamette River Co. R., 6 sec.	LIGHT	45	33	(1649.3)	122	42	(763.1)	H.A.	Radial Plot	10-24-46	I	6154	
	LIGHT	Swan Island Middle Light	LIGHT	45	33	(730.1)	122	42	(178.9)	H.A.	"	3-4-46	X	"	
	LIGHT	Swan Island Lower Light	LIGHT	45	33	(133.7)	122	43	(653.6)	"	"	"	X	"	
	LIGHT	Swan Island Upper Light	LIGHT	45	33	(343.9)	122	42	(124.5)	"	"	4-16-46	X	"	
	LIGHT	Fl. G., 4 sec.	LIGHT	45	33	(431.4)	122	42	(52.7)	"	"				
The above positions are in good agreement with the charted positions.															
The following is recommended for retention as a nautical landmark:															
STACK	Triangulation Station	CEMENT	STACK	45	34	(941.6)	122	43	(113.7)	H.A.	Triangulation	1913	X	6154	
	STACK, PORTLAND, 1913					(910.8)			(1187.2)	1927				6155	

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redefined, 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.

T. 8678
SURVEY NO. T. 8679

[illegible]

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.

U. S. COAST AND GEODETIC SURVEY
c/o Swan Island Postal Station
Portland 18, Oregon

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

RAE/gw

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POST-OFFICE ADDRESS:
TELEGRAPH ADDRESS:
EXPRESS ADDRESS:
1947 MAY 12 PM 2:55

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY
c/o Swan Island Postal Station
Portland 18, Oregon

6 May 1947

To: Chief, Division of Photogrammetry
U. S. Coast & Geodetic Survey
Washington 25, D. C.

From: Lt. Comdr. R. A. Earle

Subject: Map Manuscript T-8679

Reference: Your Letter, 78-RCR, dated 28 April 1947 on the
Above Subject

In accordance with the above reference the ozalid print of Map Manuscript T-8679, with our notations, is returned herewith.

It is a well known fact that many original Donation Land Claim names as shown on the General Land Office Plats have not been spelled correctly. It is also known that many of these names were secured from persons contacted along the road, many of whom could not spell their own name or were of various nationalities and could not give the correct spelling in English. There is one particular instance where the name of a Mr. Chapman, who later became surveyor general of the U. S., was shown on G.L.O. Plats as Mr. Chatman. This is probably true of the John Ward (Waud) D.L.C. and the Milton Done (Doane) D.L.C. Attention is called to the geographic name Waud Bluff which is well known in this vicinity. It is recommended that these names be shown on the published map as Jno. Waud and Milton Doane so that the map agrees with the spelling of the names as accepted in this area and as shown on local county maps.

The several claims that the reviewer has suggested adding to the map manuscript are legal sub-divisions, the patents for which were taken up at \$1.25 per acre after the original donation land claim act had expired. These claims are not referred to in deeds in this area and only tend to confuse the layout of the original donation land claims. They should not be shown on the published map.

The section lines as shown by this party on the map manuscript are correct as accepted in this area. The slight changes suggested by the reviewer will not affect any pertinent detail and for all practical purposes will be satisfactory, however, as stated in previous correspondence, there are several methods of adjustment and the lines as shown originally on the map manuscripts are just as correct.

R. A. Earle
R. A. Earle
Chief of Party

RAE/gw