8682
8683

Diag'd. on diag. ch. No. 6156

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

8682
8683

Type of Survey: Planimetric

Field No.: T-8682 Office No.: T-8683

LOCALITY

State: Oregon

General locality: Portland

Locality: Northeast Section of City and Government Island

194

CHIEF OF PARTY

Lt. Comdr. R. A. Earle

LIBRARY & ARCHIVES

DATE: March 24, 1948

8-1870-1 (1)

Form T-1

DATA RECORD

T- 8682

Quadrangle (II): LEMON ISLAND, OREGON (3 minute) **Project No. (II):** C.S. 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): July 12, 1945
Supplemental Instructions: Aug. 29, Sept. 10, Oct. 25, Nov. 30, and Dec. 6, 1945.

Copy filed in ~~Descriptive Report No. T-~~ (VI) Division Photogrammetry Off. files

Completed survey received in office: 21 Aug. 1946

Reported to Nautical Chart Section: ✓

Reviewed: 16 Nov. 1946 **Applied to chart No.** **Date:**

Redrafting Completed: 29 Nov, 1946

Registered: 28 July 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): LEM 2 (U.S.E.) (OREG.) 1938 r 1945

Lat.: 45°35' 37.968" (1172.2m) **Long.:** 122°34' 08.379" (181.6m) **Adjusted** X **Unadjusted**

State Plane Coordinates (VI): Oregon, North Zone Washington, South Zone

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.

RECORD SHEET

Div. of Photogrammetry
Graphic Compilation Sect.

GENERAL LOCALITY Multnomah County, Ore.

LOCALITY Lemon Island, Ore.

SHEET NO. T-8682

PROJECT NO. C.S. 322

SCALE 1:8000

PHOTOS ORDERED Aug.1945 Nov.1945 REC'D Oct.1,1945 Jan.1,1946

PROJECTION ORDERED Aug.1945 REC'D Oct.8,1945

Joins T-8676 Ck.—

Joins T-8681 Ck.—

Joins T-8683 Ck.—

Joins T-8689 Ck.—

CONTROL:
COMPUTED Bunce VERIFIED Wiebe
PLOTTED Bunce VERIFIED Wiebe

PHOTO PREPARATION:
CONTROL Harris
AZIMUTHS Salazar
PASS POINTS Harris

TEMPLETS Myers VERIFIED Harris

RADIAL PLOT: Barron
PLOTTED BY Harris DATE 11-26-45
VERIFIED Deal DATE 11-29-45

COMPILATION:
DETAIL POINTS Barron DATE 12-19-45
DETAIL BY M. Davison DATE 5-10-46
VERIFIED BY Barron DATE 5-17-46

DATE OF PHOTOS See reverse side

TIME OF PHOTOS See reverse side

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. Geological Survey, Portland, Oregon-Washington 15 minute quadrangle, Scale 1:62500. Common planimetric detail is in fair agreement. The high water line shown on the quadrangle is further above mean low water than that shown on the Map Manuscript. Some change has taken place in the pond east of the

(See reverse side)

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

FORWARDED TO Washington, D. C. DATE August 16, 1946

R. A. Earle
Chief of Party

airport since the quadrangle was made. New roads and changes in alignment of other roads is evident.

Comparison was made with nautical chart no. 6156 by use of the vertical projector. In general the bank line shown on the Map Manuscript is in agreement with the high-water line shown on the chart. Between longitude 122°33'00" and longitude 122°33'30" along the south shore of the south channel of the Columbia River the chart and Map Manuscript are not in agreement. The high-water line of Lemon Island and Sand Island as shown on the chart is not in agreement with that shown on the Map Manuscript. Roads, common to both the chart and Map Manuscript, differ slightly in position.

PHOTOGRAPH DATA

Photo No.	Date	Time	Stage of Tide
761 to 764 Inc.	7-1-45	12:20	11.7 ft. above M.L.W.
1133 to 1137 Inc.	7-2-45	10:20	11.0 ft. above M.L.W. *
1232 to 1235 Inc.	7-2-45	12:00	11.0 ft. above M.L.W.
3603 to 3605 Inc.	11-21-45	14:45	4.9 ft. above M.L.W.
3632 to 3634 Inc.	11-21-45	15:00	4.9 ft. above M.L.W.

* Mean Low Water as determined by the U.S. Engineers, Portland Office, at Government Moorings, Willamette River, St. John's Bridge, is 1.29 ft. above Mean Sea Level.

RECORD SHEET

Div. of Photogrammetry
Graphic Compilation Sect.

GENERAL LOCALITY Columbia River, Ore., Wash. SHEET NO. T-8683

LOCALITY Fisher, Washington PROJECT NO. C.S. 322

PHOTOS ORDERED Aug. 1945 Oct.1, 1945 REC'D Nov. 1945 Jan.21,1946 SCALE 1:8000

PROJECTION ORDERED Aug.1945 REC'D Sept.19,1945

Joins T-8677 Ck. -

Joins T-8682 Ck. -

Joins T-8684 Ck. -

Joins T-8690 Ck. -

CONTROL:
COMPUTED Harris VERIFIED Myers

PLOTTED Bunce VERIFIED Letson

PHOTO PREPARATION:
CONTROL Harris

AZIMUTHS Wiebe

PASS POINTS Harris

TEMPLETS Myers VERIFIED Harris

RADIAL PLOT: Barron
PLOTTED BY Harris DATE 11-26-45

VERIFIED Deal DATE 11-29-45

COMPILATION:
DETAIL POINTS M.B.Elrod DATE 12-15-45

DETAIL BY M.B. Elrod DATE 3-18-46

VERIFIED BY Barron DATE 3-22-46

DATE OF PHOTOS See reverse side.

TIME OF PHOTOS See reverse side.

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 Portland, Ore., U.S.C.S. 15 minute quadrangle, Scale 1:62500. Common planimetric detail is in fair agreement. The high water line is in disagreement at several places due to continual changes in the shoreline caused by spring floods.

(See Reverse Side)

REMARKS All corrections and additions which were found during field edit were applied to the map manuscript. A final compilation office review was then made. The map manuscript was accidentally creased after compilation. However, individual sections were never separated.

FORWARDED TO Washington, D. C. DATE August 16, 1946

R. A. Earle
Chief of Party

COMPARISONS (continued)

Comparison was made with nautical chart No. 6156 by use of the vertical projector. The high-water line shown on the chart seems to be higher above mean low water than that shown on the Map Manuscript. The following were noted:

The north shoreline of the Columbia River as shown on the chart, between Longitude 122°31' and Longitude 122°32' is not in agreement with the shoreline shown on the Map Manuscript.

At Latitude 45°34'30" and Longitude 122°32'30" the shoreline is not in agreement with that shown on the chart. This is probably caused by erosion.

Since the chart was made, it is apparent that the east end of a sand island has been eroding and the south side of the same island has been building up.

PHOTOGRAPH DATA

Photo. No.	Date	Time	Stage of Tide
1189 to 1191 Inc.	7-2-45	10:40	11.0 ft. above M.L.W.*
1232 to 1235 Inc.	7-2-45	12:00	11.0 ft. above M.L.W.
3605 to 3607 Inc.	11-21-45	14:45	4.9 ft. above M.L.W.
3628 to 3630 Inc.	11-21-45	15:00	4.9 ft. above M.L.W.

* Mean Low Water as determined by the U.S. Engineers Portland Office at Government Moorings, Willamette River, St. Johns Bridge, is 1.29 ft. above Mean Sea Level.

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
761 to 764 Inc.	7-1-45	12:20	(1:17,000 contact) (1: 8,000 ratio)	11.7 ft. above M.L.W.
1133 to 1137 Inc.	7-2-45	10:20	" "	11.0 ft. above M.L.W.
1232 to 1235 Inc.	7-2-45	12:00	" "	11.0 ft. above M.L.W.
3603 to 3605 Inc.	11-21-45	14:45	" "	4.9 ft. above M.L.W.
3632 to 3634 Inc.	11-21-45	15:00	" "	4.9 ft. above M.L.W.

Tide from (III): Daily readings of the U.S. Engineer tide guage located at Government Moorings on the west shore of the Willamette River just south of St. Johns Bridge. The 0400 of the guage 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: June, July, 1946

Date of Mean High-Water Line Location (III): Nov. 21, 1945

Note: According to supplemental instructions dated Sept. 10, 1945, a high-water line of 5.0 ft. above Mean Low Water is to be shown on the Map Manuscripts. Photographs made on November 21, 1945 were taken when the water level was at 4.9 ft. above M.L.W.

Projection and Grids ruled by (III) Washington Office date: October 1945

" " " checked by: Washington Office date: October 1945

Control plotted by: Eda H. Bunce date: November 1945

Control checked by: Carita C. Wiebe date: November 1945

Radial Plot by: James L. Harris & Ree H. Barron date: November 29,1945

Detailed by: Mary Davison date: May 10, 1946

Reviewed in compilation office by: Ree H. Barron date: May 17, 1946

Corrections and changes after field edit by: Ree H. Barron date: Aug.13, 1946

Review after changes due to field edit by: J.E. Deal date: Aug.14,1946

Elevations on Field Edit Sheet checked by: C. Hanavich, Photo. Engr. date: July, 1946

STATISTICS (III)

Land Area (Sq. Statute Miles): 7.4

Shoreline (More than 200 meters to opposite shore): 8 statute miles

Shoreline (Less than 200 meters to opposite shore): 1 statute mile

Number of Recoverable Topographic Stations established: 3 (2 section corners and 1 donation land claim corner)

Number of Temporary Hydrographic Stations located by radial plot:

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,(C. of C.) Date: Dec.1945

Shoreline Inspection By: J.C. Lajoye, Prin. Photo. Aid Date: Feb.1945

Recovery of Horizontal Control By: F.H. Elrod, Prin. Photo. Aid. Date: Aug., Oct. 1945

Recovery of Vertical Control By: J.H. Winniford, Photo. Aid, (C.ofC.) Date:Sept.1945

Investigation of Geographic Names and Civil Boundaries By: L.E. Ervast, Photo. Aid,(C. of C.) Date: Jan.1946

Form T-1

DATA RECORD

T-8683

Quadrangle (II): PARKROSE, OREGON
3 minute

Project No. (II): C.S. 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): July 12, 1945
Supplemental Instructions: Aug.29, Sept.10, Oct.25, Nov. 30, and Dec. 6, 1945

Copy filed in ~~Descriptive Report No. T-~~ (VI)
Division Photogrammetry Office files

Completed survey received in office: 21 Aug. 1946

Reported to Nautical Chart Section: —

Reviewed: 21 Oct. 1946 **Applied to chart No.** **Date:**

Redrafting Completed: 9 Jan. 1947

Registered: 28 July, 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): HID (U.S.E.) 1935 r 1945

Lat.: 45°34' 55.556"(1715.2m) **Long.:** 122°30' 45.502"(986.4m) 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.

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
1189 to 1191 Inc.	7-2-45	10:40	(1-17,000 contact) (1- 8,000 ratio)	11.0 ft. above M.L.W.
1232 to 1235 Inc.	7-2-45	12:00	" "	11.0 ft. above M.L.W.
3605 to 3607 Inc.	11-21-45	14:45	" "	4.9 ft. above M.L.W.
3628 to 3630 Inc.	11-21-45	15:00	" "	4.9 ft. above M.L.W.

Tide from (III): Daily readings of the U.S. Engineer tide guage located at Government Moorings on the west shore of the Willamette River just south of St. Johns Bridge. The 0400 of the guage is M.L.W., Columbia River which is 1.29' 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:** June, 1946

Date of Mean High-Water Line Location (III): Nov. 21, 1945

Note: According to supplemental instructions dated Sept. 10, 1945, a high-water line of 5.0 ft. above Mean Low Water is to be shown on the map manuscripts. Photographs made on Nov. 21, 1945, were taken when the water level was at 4.9 ft. above M.L.W.

Projection and Grids ruled by (III) Washington Office **date:** Sept. 1945

" " " **checked by:** Washington Office **date:** Sept. 1945

Control plotted by: Eda H. Bunce **date:** Oct. 1945

Control checked by: Helen L. Letson **date:** Oct. 1945

Radial Plot by: James L. Harris & Ree H. Barron **date:** Nov. 29, 1945

Detailed by: Marie B. Elrod **date:** March 18, 1946

Reviewed in compilation office by: Ree H. Barron **date:** March 22, 1946

Corrections and Changes After Field Edit by: Marie B. Elrod date: July 30,1946

Review after Changes Due to Field Edit by: Ree H. Barron date: Aug. 14, 1946

Elevations on Field Edit Sheet checked by: C. Hanavich, Photogrammetric Engr. **date:** June, 1946

STATISTICS (III)

Land Area (Sq. Statute Miles): 6.5

Shoreline (More than 200 meters to opposite shore): 11.9 statute miles

Shoreline (Less than 200 meters to opposite shore): 1.2 statute miles

Number of Recoverable Topographic Stations established: 5 (1 interior landmark, 1 topographic station, 3 fixed aids to navigation)

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, (C. of C.) Date:Nov.1945

Shoreline Inspection By: J.C. Lajoye, Prin. Photo. Aid Date:Feb.1946

Recovery of Horizontal Control By: J.C. Lajoye, Prin. Photo. Aid Date:Oct.1945

Investigation of Geographic Names and Civil Boundaries By: L. E. Ervast, Photo. Aid, (C. of C.) Date:Jan.1946

Recovery of Vertical Control By: J.H. Winniford, Photo.Aid,(C.ofC.) Date:Sept.1945

Special Report: Investigation of Boundary Monuments and Lines...
Area of the First Radial Plot.
Filed in Div. Photogram. Gen. Files under "Special Reports"

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:

		Access No.
A.	Special Reports:	
	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/GTZ G-6785
C.	Field records:	
	1. Horizontal Angles (form 250) 12 vol.	943/GH G-7082
	2. Traverse Measurements (form 590) 9 vol.	943/GB G-7083
	3. Descriptions (form 525) and recoveries (form 526)	943/GA 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.	

January 1951

FIELD INSPECTION REPORT

QUADRANGLES T-8682 and T-8683

PROJECT CS-322

1 to 25: Except for the supplemental data listed below under side heading 17, all information applicable to these side headings is given in the "Field Inspection Report, Project CS-322, Area of the First Radial Plot". This report was enclosed with the Descriptive Report for Quadrangles T-8709 and T-8710, which has been submitted.

17. Boundary Monuments and Lines:

In addition to the Donation Land Claims in Clark County, Washington, other claims which were granted by the Federal Government, have been compiled on the map manuscripts at the request of Mr. Charles Deaco, Clark County Engineer and Mr. Bernard Morris, Clark County Surveyor. These claims are, as in the case of the Donation Land Claims, the basis for property surveys.

These claims include pre-emption claims, timber claims, and mineral claims. No attempt was made to distinguish between these various types of claims inasmuch as the required information was not available at the Clark County Court House. These other claims were listed with the Donation Land Claims in the Special Report on Boundary Monuments and Lines; however, they are noted as Land Claims rather than Donation Land Claims on the Map Manuscripts.

Approved By:

R. A. Earle
Chief of Party

Respectfully Submitted:

Charles Hanavich
Photogrammetric Engineer

COMPILATION REPORT

MAP MANUSCRIPTS NUMBERS T-8682 and T-8683

PROJECT CS-322

26. Control:

There had been thirty-one existing horizontal control stations in the area of these two map manuscripts. Of this number, ten were positively identified, six were recovered but not identified, and fifteen were reported lost or destroyed.

One new station, SNAG 3, 1945, was established to replace SNAG 2, (U.S.E.), 1941 which had been destroyed. See Review Report T-8683. 11/18/46 " Copies of correspondence attached hereto.

The following horizontal control stations were plotted by using positions in plane coordinates on the Oregon North Zone:

ALDER 2 (U.S.E.) (OREG), 1941, r 1945

X= 1,467,151.66
Y= 708,977.12

JUDGE 2 (U.S.E.) (OREG), 1941, r 1945

X= 1,463,619.80
Y= 711,040.54

The above positions were obtained from the U.S. Engineer Office in Portland, Oregon.

A complete tabulation of the horizontal control stations, which were originally in the area of these two map manuscripts, is attached to the "Field Inspection Report, Project CS-322, Area of the First Radial Plot". This report is included with the descriptive report for map manuscripts T-8709 and T-8710 which was forwarded to the Washington Office on July 5, 1946. in Div. Photogram. Gen. Files (Sp'l. Rep'ts)

A complete tabulation of supplemental horizontal control stations which were established in 1945 and 1946 is attached to a special report, "Third-Order Triangulation and Traverse, Project CS-322, Area of the First Radial Plot", which was forwarded to the Washington Office on July 12, 1946. in Library 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, First Radial Plot, Project CS-322". This radial plot report was included with the in Div. Photogram. Gen. Files (Sp'l. Rep'ts)

descriptive report for map manuscripts T-8709 and T-8710 which was forwarded to the Washington Office on July 5, 1946. Rec'd

28. Detailing:

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

The photography was adequate. The reflight photographs made on Nov. 21, 1945, were helpful in determining the high-water line and other shoreline details. They were not satisfactory for accurately determining the detail falling in the outer limits of the photograph or for orientation and use in the radial plotting of the minor pass points. 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 areas. 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.

29. Supplemental Data:

The following maps or plans were used to supplement the photographs. They are required for use on adjoining map manuscripts and will be forwarded at a later date.

Ozalid print, "Portland Air Base", Cantonment and Airfield, Scale 1" = 400' Rec'd

Ozalid print, "Port of Portland, Army Air Base", Study of extension of runways, Scale 1" = 300' Rec'd

Cahier of Ozalid prints, Building list of the Portland Army Air Base. Rec'd

Blue line print, "Map of City of Portland", Scale 1" = 150' approx. Rec'd

Sheets 33, 34, 37 and 38 of a set of 74 sheets published by the Multnomah County, Oregon, Assessor's Office, Scale 1" = 600' were also used. These maps were forwarded with the Geographic Names Report on July 15, 1946. Rec'd

30. Mean High-Water Line:

The mean high-water line was detailed from information submitted by the field parties and from stereoscopic examination of the photographs. Most of the shoreline data is shown on field photographs taken on Nov. 21, 1945. The mean high-water line is shown by a continuous heavy-weight black acid ink line at a plane five feet above the U. S. Engineers low-water datum which is 1.29 ft. above mean sea level. There are no marsh areas immediately bordering the mean high-water line. The bank line at the normal flood stage of the river has been noted.

31. Low-Water and Shoal Lines:

The field inspection unit located low-water lines in certain areas. The definite low-water line is shown by a short dash and dot, light black acid ink line and the indefinite line by a dotted black acid ink line. Approximate shoal lines have been indicated with a light dashed black acid ink line.

32. Details Offshore from the Mean High-Water Line:

The offshore areas include rocks and small sand islands. They have been shown in accordance with the data submitted by the field inspection parties.

33. Wharves and Shoreline Structures:

Piers, wharves, dolphins, etc., have been shown.

34. Landmarks and Aids to Navigation:

There are no existing or recommended Landmarks for Charts in the area of the two map manuscripts.

The below listed three aids to navigation, for which Form 567 is attached, fall in the area of T-8683:

LEISER POINT UPPER RANGE REAR LIGHT
LEISER POINT UPPER RANGE FRONT LIGHT
FISHER DOCK LIGHT

35. Hydrographic Control:

No additional hydrographic stations were established along the Columbia

River. A sufficient number of existing horizontal control stations were recovered in this area to comply with the instructions.

36. Landing Fields and Aeronautical Aids:

A part of the area of the Portland Airport (Under lease to the U. S. Government) falls in the northwest corner of Map Manuscript No. T-8682. There are no aeronautical aids within the limits of the two map manuscripts.

37. Geographic Names:

Only undisputed geographic names are shown on the map manuscripts.

Geographic names are the subject of a special report, "Investigation of Geographic Names, Project CS-322, Area of the First Radial Plot", which was forwarded to the Washington Office on July 12, 1946. Rad

814 In Geog. Names Sect., Coast & Surveys

38. Recoverable Topographic Stations:

Copies of Forms 524 are being submitted for the three aids to navigation listed in paragraph 34 of this descriptive report.

In addition, copies of Forms 524 are being submitted for the following:

EAST CUPOLA RED BARN, 1945 (interior landmark T-8683)
INN, 1945 (topographic station T-8683). This station was established as a substitute station for triangulation station HID (U.S.E.), 1935, r 1945, and its position was computed.
T 1-N R 2-E, Section Corner 16-17-20-21, 1945 (T-8682)
T 1-N R 2-E, Section Corner 17-18-19-20, 1945 (T-8682)
S.W. Corner. H.HOLTGREIVE Donation Land Claim, 1946 (T-8682)

39. Junctions:

Complete and satisfactory junctions have been made between Map Manuscripts Nos. T-8682 and T-8683, and with adjoining map manuscripts.

40. Bench Marks: (5 on each map)

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

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
Chief of Party

Respectfully Submitted:

August 13, 1946

J. Edward Deal, Jr.
Photogrammetric Engineer

FIELD EDIT REPORT
T-8682 and T-8683
Project CS-322

46. Methods:

These map manuscripts were 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 symbols and to the different colored inks used.

47. Adequacy of the Compilation:

The planimetry as delineated on the map manuscripts 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 also accurate in regard to relative position.

If there seemed to be a discrepancy in the drafting of roads and streets, field measurements were taken and indicated on the field edit prints. Any additional drafting of detail that seemed to be questionable was called to the attention of the Compilation Office by notes. In addition, attention is called to many of the street corners, which have been rounded off; it is believed that the majority of these corners should be angular shaped. All shoreline features could not be accurately checked because of the extreme high-water caused by the spring freshet.

In accordance with the field edit instructions, the accuracy and completeness of the map manuscripts in regard to geographic names, boundaries, public land lines, and detail were checked by Mr. C. G. Powers, County Surveyor of Multnomah County, Multnomah County Court House, Portland, and by Mr. H. G. Richardson, City Surveyor, City Hall, Portland. The geographic names for 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 on T-8682 and T-8683 are attached to the back of this report. For data on the traverse in T-8683, refer to "Special Report, Third-Order Triangulation and Traverse, Project CS-322, Area of the First Radial Plot".

The maps are believed to comply with the horizontal accuracy specifications.

49. Bench Mark Elevations:

The elevations of the bench marks shown on the prints have been checked.

50. Geographic Names:

The name, Johnsons Lake, indicated in T-8682 could not be verified and should be deleted.

The following individuals, who were consulted, claim that this lake does not have an official name, that it is not indicated on any local maps as Johnsons Lake, and that the name is not in common local usage:

H. G. Richardson, City Surveyor
City Hall, Portland, Oregon

H. B. Scminky, Asst. City Surveyor
City Hall, Portland, Oregon

Claude Powers, County Surveyor
County Court House, Portland, Oregon

Field Edit Reviewed By:

Charles Hanavich
Charles Hanavich
Photogrammetric Engineer

Field Edit By:

F. H. Elrod
F. H. Elrod
Prin. Photo. Aid

Approved By:

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

HORIZONTAL ACCURACY TEST
Map Manuscript T-8682
Project CS-322

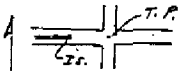
Plane coordinate positions which were established from the various traverses run by the City of Portland, on the Lambert Projection, Oregon State, North Zone, were obtained from the City Surveyor of Portland, Mr. H.G. Richardson, who assured us that these coordinate positions were of fourth-order accuracy 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 these points were 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 obtained from the City of Portland is referred to as T.P. No. and the scaled position from the map manuscripts (Scale 1:8,000) is referred to as M.M. No.

TABULATION OF TEST POINTS

Description of Point		X-Coord. (Ft)	Y-Coord.	Displacement in mm
Inter of rd & W edge of rd ext, 90 degrees	T.P. No. 1	1,470,656	698,064	
	M.M. No. 1	1,470,665	698,080	.55
Inter of T-rd (S.C.16,17,20,21) 90 degrees	T.P. No. 2	1,468,015	698,141	
	M.M. No. 2	1,468,005	698,132	.40
	T.P. No. 3	1,465,361	698,205	
	M.M. No. 3	1,465,352	698,202	.28
S.C.17,18,19,20 & centerline of road	T.P. No. 4	1,462,706	698,294	
	M.M. No. 4	1,462,712	698,303	.32
Inter of cross-rds, 85 degrees	T.P. No. 5	1,467,913	695,489	
	M.M. No. 5	1,467,901	695,483	.40

Test point No. 1 is a less well defined point. The remaining test points are well defined.

All the points were found to test within the accuracy requirements.

Approved By:

R. A. Earle
Chief of Party

Respectfully Submitted:

Charles Hanavich
Photogrammetric Engineer

HORIZONTAL ACCURACY TEST
Map Manuscript T-8683
Project CS-322

This test consists of a traverse between triangulation stations HAZEL,1938 and SNAG 3 (USE),1945. The traverse is 8.5 statute miles in length and contains 25 test points; 3 of which are within the limits of this map manuscript. In the tabulation , the geographic position from the traverse computation is referred to as T.P.No., and the scaled position from the map manuscript (Scale 1:8,000) is referred to as M.M.No..

TABULATION OF TEST POINTS

Description of Point	Test Point Number	Latitude	Longitude	Displacement in mm
Centerline rd & N RR track, 90°	T.P.No.B1A-1	45 35 610.0	122 30 238.9	
	M.M.No.B1A-1	45 35 613.8	122 30 238.0	.39 .29 K.H.M
Inter of T-rd 90 degrees	T.P.No.B1-1	45 35 1031.2	122 30 199.4	
	M.M.No.B1-1	45 35 1032.2	122 30 197.4	.22 .47 K.H.M.
Inter of T-rd 90 degrees	T.P.No.B1	45 35 1496.7	122 30 204.2	
	M.M.No.B1	45 35 1495.9	122 30 202.5	.19 .29 K.H.M.

All the points were well defined and were found to test within the accuracy requirements.

Approved By:

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

Respectfully Submitted:

C.Hanavich
C.Hanavich
Photo. Engr.

GEOGRAPHIC NAMES

Survey No. --

T-8682-8683

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	
Both sheets:										1
Oregon									USGB	2
Washington									"	3
Columbia River									"	4
Multnomah County										5
Clark County										6
Columbia Slough										7
Government Island										8
Sand Island										9
U.S. 30										10
Union Pacific										11
Portland									USGB	12
T-8683:										13
Parkrose		(not Park Rose)								14
Fisher									USGB	15
Fisher School										16
Fisher Road										17
Powell Grove Cemetery										18
Spokane, Portland and Seattle										19
U.S. 830/Washington 8										20
Fisher Cemetery										21
										22
T-8682:										23
Lemon Island									USGB	24
Lower Point										25
Portland Airport		(also on T-8681)								26
Byp. U.S. 30										27

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GEOGRAPHIC NAMES

Survey No. T-8682-8683

2 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	
T-8682 (continued):										1
Oregon No. 213										2
Rocky Butte		(only a small part of the hill is here)								3
Portland Army Airbase										4
Hill Military Academy										5
Colwood Golf Course										6
Parkrose		(also on T-8683)								7
There are two moorages which would seem to be named:										8
Marine Drive)	Names can be used if desired.									9
Columbia Moorage)										10
Alderwood Golf Course										11
										12
										13
										14
										15
										16
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										19
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										26
										27

M 234

Form 567
(Rev. April 1942)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

FIXED AIDS TO NAVIGATION
Project U.S. 322
T-8683

LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE
TO BE DELETED }

Portland, Oregon April 1946

The following Fixed Aids to Navigation ~~Recommend that the following objects which~~ have ~~(have not)~~ 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.

Robert A. Earle *Chief of Party.*

GENERAL LOCALITY Columbia River, Oregon and Washington

NAME AND DESCRIPTION	POSITION LATITUDE °	'	D. M. METERS	LONGITUDE °	'	D. P. METERS	DATUM	METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
FISHER DOCK LIGHT, F.W.	45	35	(1436.8) 415.6	122	30	(1009.8) 290.8	N.A. 1927	Radial Plot	April 1946		X		#6156
LEISER POINT UPPER RANGE FRONT LIGHT, Fl. W., 1 Sec.	45	35	(691.7) 1160.7	122	31	(21.8) 1278.7	"	"	"		X		#6156
LEISER POINT UPPER RANGE REAR LIGHT, Occ. W., 6 Sec.	45	35	(794.0) 1058.4	122	31	(358.4) 942.1	"	"	"		X		#6156

Note:

The geographic positions of the above "Fixed Aids to Navigation" agree well with the charted positions shown on nautical chart #6156.

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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 hea[illegible]hould be given.

U. S. GOVERNMENT PRINTING OFFICE 16—27869-1

Division of Photogrammetry

Review Report of

Planimetric Survey, Manuscript No. T-8682

Paragraphs not used in this review have been adequately covered in other parts of this report.

27. Radial Plot.-

Subject of special report, "First Radial Plot, Project 322", filed in Division of Photogrammetry.

28. Detailing.-

The small area of land in the extreme northeast portion of the manuscript and on the north shore of the Columbia River had not been completed. A stream, woods, and a building were added.

39. Junctions.-

The junction to the south with T-8689 had several changes in woodland delineation in the area between the Hill Military Academy and N.E. Maywood Place. The junction to the west with T-8681 was not in agreement with the Anthony Whitttaker D.L.C. boundary and the section line running east and west through the Portland Airport. These have been corrected during the review.

40. Section Lines.-

The section line between sections 6 and 7, T1N-R2E, was adjusted to tie with the section line on the adjacent manuscript, T-8681.

41. Donation Land Claims.-

The north and south boundaries of the Anthony Whittaker D.L.C. were relocated. The north boundary had been run due west in a straight line from the northeast corner of the D.L.C. and was corrected to follow the original distances and courses around a lake. The south boundary was adjusted to tie with the D.L.C. line on the adjacent manuscript.

44. Comparison with Existing Topographic Surveys.-

The manuscript was compared with the following quadrangles:

Portland, Oreg.-Wash., U.S.G.S., 1:62,500, 1905-1940
Portland, Oreg.-Wash., U.S.E., 1:62,500, 1939-40

Comparison was limited to a visual inspection. Detail was in fair agreement.

The manuscript was compared with the following previous surveys by the U.S.C.& G.S.:

T-2085	1:10,000	1891
T-2521	1:10,000	1900

The position and shape of shoreline and islands have changed and the above surveys are now superseded by T-8682.

Reviewed by:

K. N. Maki
Photogrammetrist 11/16/46

Reviewed under the direction of:

L. V. Griffin
Chief, Review Section 1/2/47

APPROVED BY:

Technical Assistant to the Chief, Div. of Photogrammetry

Chief, Nautical Chart Branch
Division of Charts

Chief, Div. of Photogrammetry

Chief, Div. of Coastal Surveys

Division of Photogrammetry

Review Report

Planimetric Survey Map No. T-8683

Paragraphs not used in this review have been adequately covered in other parts of this descriptive report.

26. Control.-

The data submitted for triangulation station Snag 2 (U.S.E.) 1941 are incorrect and have been returned for correction. See copy of correspondence attached.

28. Detailing.-

Only a few minor changes were made during the review of this map manuscript. The detail on the enlarged photographs of the area of this manuscript is not sharp. Secondary points could not be selected accurately and, therefore, they did not intersect as accurately as is desired. However, more clearly defined points were intersected at random over the area and the accuracy of the detailing proved to be satisfactory.

32. Details Offshore from the High Water Line.-

A sand bar which bears at low water and is situated in the South Channel was added to the map manuscript. This sand bar was delineated on the field photographs but had not been transferred to the map manuscript and no remarks were made of its existence during the field edit. Compared area found bar with hydrographic survey (recent). Low-water line on map manuscript deleted as soundings superseded the very approx. position shown.

44. Comparison with Existing Topographic Quadrangles.- MBM 2/5/47

This manuscript has been compared with U. S. Geological Survey quadrangle Portland, scale 1:62,500, published in 1896 and revised in 1905 and 1940, and with the U.S.E. quadrangle Portland, scale 1:62,500, 1939-40. Details are in general agreement with the exception of the shoreline.

A comparison was made with the following previous Bureau topographic surveys:

T-2085	1:10,000	1891
T-2521	1:10,000	1900
T-2522	1:10,000	1900

Descriptive Report T-8682 and T-8683

The combined descriptive report for these two planimetric maps was misplaced in the Washington Office after completion of the review and at sometime during smooth drafting and reproduction. The report has not been found at this time. The maps are being registered with this statement in lieu of the descriptive report until the latter is found.

T-8682 and T-8683 are two of a series of 60 planimetric maps of Portland and vicinity prepared in cooperation with the Portland Chamber of Commerce. These manuscripts were compiled at Portland and submitted to the Washington Office about October 1946. Reproduction and printing were completed in 1947.

For a general description of the field surveys and office compilation, and discussion of various other details regarding this project, refer to the combined descriptive report for T-8680 and T-8681.

B. G. Jones
Technical Assistant to the
Chief, Div. of Photogrammetry
March 2, 1948

Approved:

Technical Assistant to the
Chief, Div. of Photogrammetry

Chief, Nautical Chart Br.,
Chart Division

K. T. Adams
Chief, Div. of Photogrammetry

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

72 733 42

76-RCR

15 November 1946

To: Lt. Comdr. Robert A. Earle
U. S. Coast and Geodetic Survey
c/o Swan Island Postal Station
Portland 18, Oregon

Subject: Washington Office reviews of map manuscripts in project OS-322

In completing the reviews in the Washington Office of the map manuscripts in project OS-322, it has been necessary, from information obtained from your office, to alter the map manuscripts as originally compiled. In most cases, these alterations are of a minor nature and involve only a difference in interpretation of the information provided. However, since we are not always positive that our interpretation is better than yours, we feel that you should have an opportunity to inspect the changes we make, and if you know that our corrections are not proper, to provide us with the correct information before the maps are published. With this in mind, we plan to forward to you ozalid prints of each of the map manuscripts reviewed showing the major changes made during the review, a copy of the review report, and in some cases a letter of explanation.

We assume that you have retained a contact print of some sort of each of the map manuscripts forwarded with which you can compare the copy we will send you. The first of these copies of the reviewed manuscripts to be completed is T-8683, which is being forwarded to you today under separate cover. The significant changes are:

(1) The addition of a sand bar in the South Channel.

(2) The section line between sections ~~10~~ 2 and ~~11~~ 3 adjacent to T-8677 was adjusted slightly to complete the junction between the two maps.

You reported the recovery of the triangulation station Snag 2 (U.S.E.) 1941 on Form 526, and stated on this form that the station is to be redescribed and the name changed to Snag 3 (U.S.E.) 1945.

(1) Form 526 is for reporting the recovery of triangulation stations of this Bureau or of stations of other agencies that have been previously tied to our system.

(2) Form 525 is for reporting newly established stations of this Bureau or for stations of other agencies which you have tied to our system.

(3) Form 524 is for reporting topographic stations (less than third-order accuracy) or for stations of other agencies not believed to be within third-order accuracy.

(4) The policy of the Bureau is not to rename stations of other agencies even though we use them or obtain new geographic values for them, but only if they have been moved.

If you have tied Snag 2 (U.S.E.) 1941, as I presume you have, to Coast Survey work according to standard practice, this station should have been reported on Form 525 as Snag 2 (U.S.E.) 1945 and noted that the station is Snag 2 (U.S.E.) established in 1941.

For further particulars regarding the forms mentioned above, see paragraphs 227, 2271, and 2272 of the Hydrographic Manual.

Because these maps are to be published in the very near future, you will please forward any comments you have to make in regard to T-8683 at your earliest convenience.

(Signed) K. T. Adams
[illegible]

K. T. Adams
Chief, Div. of Photogrammetry

KTA
711 mg
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63
733

3
322
Comm

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

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

3 December, 1946

KTA

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

From: Lt. Comdr. R. A. Earle

Subject: Map Manuscript T-8683

Reference: Your Letter 78-RCR dated 15 November, 1946.

With regard to the above reference you are respectfully informed that the sandbar was omitted through an oversight. The sandbar in question definitely exists in this area however, as its size was questionable, it had been our intention of delineating it after the hydrographic survey was completed. A photostat of the boatsheet of the recent hydrographic survey in this area by the ship "Westdahl", will be requested and forwarded as soon as possible.

63 DOW

The monument stamped, SNAG 2 (USE) 1938, was recovered but from the original description it was determined that this station had been moved since it was relocated in 1941. As it was assumed that a copy of the original description was on file in Washington; a recovery note (Form 526) was submitted. While this form should have had no description relative to the location of the monument; it did recommend the station, SNAG 2 (USE) 1941, be classified as destroyed. In accordance therewith the station was relocated by this party, renamed SNAG 3 1945, and a new description was submitted on Form 525. From your letter and the "Review Report" it is assumed the reviewer did not have the copy of the description for SNAG 3 1945, which was submitted and was the manner of listing on the map manuscript.

The manner of handling the descriptions of some USE stations is rather complicated, in that additional stations along the river have in most cases been tied directly to our work and were often established to take the place of our own triangulation stations which were destroyed by erosion. I have been informed that the U. S. Engineers usually send these positions and descriptions to our office so it is sometimes questionable whether or not they are listed in our files.

On page two of your letter you list the various methods of reporting stations and we have, I think, complied with said listing. It might be stated that we have reported the recovery of all stations of other agencies on Form 526, on the assumption that they have been tied to the North American 1927 datum by said agency.

The Instructions for Project CS-322 called for the recovery of all horizontal control of all agencies of third-order accuracy or better, but did not state definitely how the recovery notes for stations of other agencies should be handled or whether said notes were necessary. As these stations were often used to control the radial plots we felt that a recovery note(Form 526) should be submitted for each station. If the previous description was inadequate, or we felt that there was no record of same in Washington, we wrote a complete new description on this form.

The practice of forwarding ozalid prints of the map manuscripts which show major changes made during review, is certainly welcomed in this office. It will not only give us a chance to review corrections but will call our attention to points of omissions, and errors.

It is regretted that this reply was delayed but the tube containing the ozalid print was not received until the afternoon of 26 November, 1946. You are respectfully informed that ordinary mail is received at Swan Island from 5 to 8 days and packages from 1 to 2 weeks, after mailing. It is therefore requested that all data which requires an immediate reply, be forwarded Via Airmail.

Robert A. Earle
Chief of Party

RAE/gw

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8682 T-8683

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
6/17/48	6156	Risegari	Exam. for permanent crit. changes only: no Before ~~After~~ Verification and Review correction.
1 Aug 50	6156	Nichols	~~Before~~ After Verification and Review Both completely applied to Reconstruction
			Before After Verification and Review
			Before After Verification and Review
	"		Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

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.