**DESCRIPTIVE REPORT**

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<th>Type of Survey</th>
<th>Planimetric Air Photographic</th>
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<tr>
<td>Field No.</td>
<td>T-8671</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-8672 &amp; T-8673</td>
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</table>

**LOCALITY**

- State: Oregon and Washington
- General locality: Multnomah Co., Oregon
- Clark Co., Washington
- Locality: Multnomah Channel, Ramsey Lake, Hayden Island

**CHIEF OF PARTY**

- R.A. Earle

**LIBRARY & ARCHIVES**

- Date: Dec 5 - 1947
RECORD SHEET

GENERAL LOCALITY... Multnomah County Ore.
LOCALITY... Multnomah Channel
PHOTOS ORDERED... Aug., 1945 REC'D... 9-24, 9-26, 1945
PROJECTION ORDERED... Apr., 1946 REC'D... 5-15-46

CONTROL:
COMPUTED... Harris
VERIFIED... Bunc
PLOTTED... Bunc
VERIFIED... Conn

PHOTO PREPARATION:
CONTROL... Conn
AZIMUTHS... Davidson

PASS POINTS...
Bunc
Conn

TEMPLETS...
Bunc
VERIFIED... Harris

RADIAL PLOT:
PLOTTED BY... Harris
DATE... 7-26-46
VERIFIED... Deal
DATE... 8-2-46

COMPILATION:
DETAIL POINTS... Bunc
DATE... 8-21-46
9-26 &

DETAIL BY... Turner
DATE... 10-7-46

VERIFIED BY... Barron
DATE... 11-12-46

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, Ore.-Wash., 15 min. quadrangle, Scale: 1:62500. The water level of
the quadrangle is much higher than that of the map manuscript. The shoreline of
the map manuscript is more detailed than that of the quadrangle. Many changes
such as new roads, new buildings, and new industrial developments have been
(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 18, 1946

R. A. Earle
Chief of Party
made in the area since the quadrangle was compiled. In general the map manuscript and quadrangle are in agreement.

Comparison was made with a black line print on clear acetate of Topographic Survey No. 6617b Scale: 1:10000, enlarged to a Scale of 1:8000. Except for some minor detail in the high-water line, which is probably due to difference of interpretation, the map manuscript and survey are in good agreement.

Comparison was made with Chart No. 6154, Scale, 1:40000 by use of the vertical projector. The high-water line of the chart and map manuscript is in general agreement except at Lat. 45° 38' 05", and Long. 122° 49' 05", where the shore-line has built up since the chart was made. Gilbert River, as shown on the chart, is not in agreement with the map manuscript. The roads shown on the chart are in poor agreement with common roads of the map manuscript.

Comparison was made with Chart No. 6155 (insert) Scale, 1:20000. The high-water line of the chart and map manuscript is in agreement except at Lat. 45° 37' 08" and 122° 48' 10", where the west shoreline of the Multnomah Channel has eroded. Roads adjacent to the high-water line are not in good agreement.

PHOTOGRAPH DATA

<table>
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<th>Time</th>
<th>Scale</th>
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DATA RECORD

T. 3671

Quadrangle (II): Multnomah Channel, Oregon
(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): July 12, 1945
Supplemental Instructions: Aug. 29, Sept. 10, Oct. 25, Nov. 30, and Dec. 6, 1945

Completed survey received in office: 31 Dec. 1946

Reported to Nautical Chart Section:

Reviewed: 9 May 1947
Applied to chart No.
Date:

Redrafting Completed: 25 June 1947

Registered: 7 June 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): MILLER 1938, t1945

Lat.: 45° 37' 07.433" (229.5m) Long.: 122° 48' 23.532" (509.8m) 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)

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<td>3569 to 3570 &quot;</td>
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<tr>
<td>1114 to 1123 &quot;</td>
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<td>14:55</td>
<td>1: 8000 ratio</td>
<td>4.9 ft. &quot;</td>
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<tr>
<td>1291 to 1303 &quot;</td>
<td>7-2-45</td>
<td>13:00</td>
<td>&quot;</td>
<td>11.7 ft. &quot;</td>
</tr>
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</table>

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 1.29 ft. above Mean Sea Level.

**Tide from (III):**

**Mean Range:**

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

**Field Inspection by:** See remarks, page 3

**Field Edit by:** L. E. Ervast, Photo Aid

**Date of Mean High-Water Line Location (III):** November 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 4.9 ft. above M.L.W.

**Projection and Grids ruled by (III) Washington Office**

" " " checked by: Washington Office

**Control plotted by:** Eda H. Bunce

**Control checked by:** Dale D. Conn

**Radial Plot by:** James L. Harris and J. E. Deal

**Detailed by:** Al C. Turner Jr.

**Reviewed in compilation office by:** Reel H. Barron

Corrections and changes after field edit by: Al C. Turner Jr.

Review after field edit by: J. E. Deal

**Elevations on Field Edit Sheet checked by:** Charles Nanovich, Topo. Engineer

**Date:**

- Number 339 to 344 Inc.: November 12, 1946
- Number 426 to 430: December 11, 1946
- Number 523 to 527: December 13, 1946
- Number 3529 to 3531: November, 1946
RECORD SHEET

GENERAL LOCALITY: Multnomah County, Oregon
LOCALITY: Ramsey Lake
PHOTOS ORDERED: Aug. 1915 REC'D: 9-24 & 26-45
PHOTO PREPARATION:
CONTROL: HARRIS. COMPILED... HARRIS. VERIFIED... RANCE
PLOTTED... RANCE... VERIFIED... HARRIS

DATE OF PHOTOS: See reverse side

TIME OF PHOTOS:

STAGE OF TIDE:

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, Oregon-Washington 15 min. quadrangle, Scale: 1:62500. The water level of the quadrangle is higher than that of the map manuscript. There are many changes since the quadrangle was made, such as new roads and industrial developments.

Dikes have been built and an entire peninsula along the west shore of the (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 13, 1946
R.A. EARLE
Chief of Party
COMPARISONS (continued)

Willamette River has been dredged out and the earth used for fill in Ramsey Lake.

Comparison was made with a black line print on clear acetate of Topographic Survey
No. 6618a, Scale: 1:10,000 enlarged to a scale of 1:8000. The following differences
were noted:

An Island and a large area of land, along the east shoreline of the Willamette
River between Lat. 45° 36' 50'', and Lat. 45° 38' 15'', has been dredged out
since the survey was made. Elsewhere, except for minor differences, due to
interpretation, the survey and map manuscript are in good agreement.

Comparison was made with Chart No. 6154, Scale: 1:40,000 by use of the vertical pro-
jector. At Lat. 45° 38' 25'', and Long. 122° 47' 00'', the west shoreline of the
Willamette has receded from that shown on the chart. An entire island, and a large
point of land along the west shoreline of the Willamette River has been dredged out
and the earth used as fill for Ramsey Lake. Numerous disagreements in the location
of the Columbia Slough were noted. Ramsey Lake area is being filled and subject to
daily change. Elsewhere the common planimetry of the chart and map manuscript is
in fair agreement.

Comparison was made with Chart No. 6155, Scale: 1:20,000 by use of the vertical
projector. In general the same differences were noted as are stated above for Chart
No 6154, however, the location of the Columbia Slough on Chart No. 6155, is in fair
agreement with the map manuscript.

PHOTOGRAPH DATA

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<td>663 to 666 &quot;</td>
<td>7-1-45</td>
<td>10:15</td>
<td>&quot;</td>
<td>11.7 ft. &quot; &quot; &quot;</td>
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<tr>
<td>1108 to 1113 &quot;</td>
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<td>1280 to 1284 &quot;</td>
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<td>17 to 22 Inc.</td>
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<td>33 &amp; 34, 37 to 39 Inc., and 44 to 48 inclusive.</td>
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<td>44-669 to 44-681</td>
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DATA RECORD

T-3672

Quadrangle (II): Ramsey Lake, Multnomah Co., Ore Project No. (II): CS-322

Field Office: Portland, Oregon 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. Phlg. Office Files

Completed survey received in office: 31 Dec. 1946

Reported to Nautical Chart Section: 

Reviewed: 4-25-47 Applied to chart No. Date:

Redrafting Completed: 2 June 1947

Registered: Published: 1947

Compilation Scale: 1:8000 Published Scale: 1:3600

Scale Factor (III): None

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

Reference Station (III): SECTION 1938, r1945

Lat.: 45° 36' 21.976" (678.5m) Long.: 122° 45' 47.215" (1023.2m) Adjusted X

Unadjusted

State Plane Coordinates (VI):

\[ X = \quad Y = \]

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)

<table>
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<th>Number</th>
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<td>1:5000</td>
<td>11.7 ft.</td>
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<tr>
<td>1280 to 1284 &quot;</td>
<td>7-2-45</td>
<td>12:55</td>
<td>&quot;</td>
<td>11.0 ft.</td>
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Tide from (III): See reverse side.

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 1, 1946

NOTE: U.S. Engineers photographs of Sept. 26, 1944, were used in conjunction with refight photographs taken on Nov. 21, 1945, to delineate the high-water line in the main rivers. For the inland sloughs the U.S. Engineers photographs of May 20, 1944, were used. From these photographs a high-water line of 5.0 ft. above M.L.W., the datum of this project, was determined.

Projection and Grids ruled by (III) Washington Office  date:  May, 1946
" " " checked by: Washington Office  date:  May, 1946
Control plotted by: Eda H. Bunce  date:  June, 1946
Control checked by: James L. Harris  date:  June, 1946
Radial Plot by: James L. Harris & J. E. Deal  date:  July 26, 1946
Detailed by: Al C. Turner & James Jensen  date:  October 26, 1946

Reviewed in compilation office by: J. E. Deal  date:  November 8, 1946
Corrections and changes after field edit by: Al Turner  date:  Dec. 12, 1946
Review after changes due to field edit by: J. E. Deal  date:  Dec. 13, 1946
Elevations on Field Edit Sheet checked by: C. Banavich, Topo. Engineer  date:  Nov. 1946
TIDE from (111): Daily readings of the U.S. Engineers tide gauge located at Government Moorings on the west shore of the Willamette River just south of the St. Johns Bridge. The 0°00 of the gauge is M.L.W., Columbia River, which is 1.29 ft. above Mean Sea Level.
STATISTICS (III)

Land Area (Sq. Statute Miles): 5.0

Shoreline (More than 200 meters to opposite shore): 13.0 statute miles

Shoreline (Less than 200 meters to opposite shore): 3.0 statute miles

Number of Recoverable Topographic Stations established: 12
(5 non-floating aids, 2 landmarks, 1 interior landmark, 2 D.L.C. corners and 1 section 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: May, 1946
Recovery of Horizontal Control by: F.H. Elrod date: Aug., 1945
Recovery of Vertical Control by: J. C. LaJoye date: Sept., 1945
Investigation of Geographic Names and Civil Boundaries by: L. E. Ervast, Photo. Aid date: May, 1946
RECORD SHEET

GENERAL LOCALITY.... Multnomah County, Oregon
LOCALITY....... Hayden Island (Portland) 9-24 & 26-46
PHOTOS ORDERED.... Aug., 1945. REC'D... 1-4-46
PROJECT OR ORDERED.... Apx. 1946 REC'D... 5-15-46

CONTROL: COMPUTED... Harris... VERIFIED... Bunce
PLOTTED... Bunce... VERIFIED... Conn.

PHOTO PREPARATION: CONTROL... Conn.
AZIMUTHS... Davidson
PASS POINTS... Bunce... Conn.
TEMPLETS... Bunce... VERIFIED... Harris

RADIAL PLOT: PLOTTED BY... Harris... DATE... 7-26-46
VERIFIED... Deal... DATE... 7-31-46

COMPILATION: DETAIL POINTS... Bunce... DATE... 7-31-46
DETAIL BY... H. Letson... DATE... 8-6-46
VERIFIED BY... Barron... DATE... 11-5-46

DATE OF PHOTOS... See reverse side
TIME OF PHOTOS... "
STAGE OF TIDE... "

COMPARISON WITH PREVIOUS SURVEYS; TOPO., HYDRO., AND CHARTS:
Due to scale difference, only a visual comparison was made with the U.S.G.S. Portland,
Oregon, Washington, 15 min. quadrangle, Scale: 1:62500. Common planimetry of the
quadrangle and map manuscript is in fair agreement. The housing areas of Vanport
and St. Johns Woods, and the plant of the Aluminum Co. of America, at Vancouver,
Washington, have been built since the quadrangle was compiled. (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 18, 1946

R. A. Basle
Chief of Party
COMPARISONS (continued)

Comparison was made with a black line print on clear acetate of Topographic survey No. 6620, Scale: 1:10000 enlarged to a scale of 1:8000. Except for an area along the north shoreline of the Columbia River, between Long. 122 42' 00" and Long. 122 44' 00", where spoil is being dumped, the map manuscript and survey shorelines are in agreement.

Comparison was made with Chart No. 6154, Scale 1:40000 and Chart No. 6155, Scale: 1:20000 by use of the vertical projector. Along the north shore of the Columbia River the bank line of the map manuscript has been used for the high-water line of the charts. This area is being constantly changed due to the dumping of spoil. There are numerous differences in the shoreline of Bybee Lake, Smith Lake, and adjacent pond and marsh areas, which is probably due to the difference in the water level at the time the charts were compiled. Elsewhere except for minor differences in the shoreline, the map manuscript and charts are in fair agreement.

PHOTOGRAPH DATA

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<td>7-1-45</td>
<td>10:15</td>
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<td>891 to 895 &quot;</td>
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<td>13:40</td>
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<td>921 to 930 &quot;</td>
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DATA RECORD

T-8673

Quadrangle (II): Hayden Island, Portland, Oregon Project No. (II): CS-322
(3 minute)

Field Office: Portland, Oregon 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-
Oct. 25, Nov. 30, and Dec. 6, 1945 (VI)

Completed survey received in office: 31 Dec. 1946

Reported to Nautical Chart Section: ✓

Reviewed: 3-31-47 Applied to chart No. Date:

Redrafting Completed: 7 May 1947

Registered: 7 June 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): BEACH (ORE.) 1938, r1945

Lat.: 45° 38' 00.759" (23.4m) Long.: 122° 43' 06.573" (142.4m) Adjusted X
Unadjusted

State Plane Coordinates (VI): Ore, North (p.4)

X = 1,432,568.08 Y = 724,862.30

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)**

<table>
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<th>Time</th>
<th>Scale</th>
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<td>6-30-45</td>
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<td>7-1-45</td>
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<tr>
<td>3594 to 3596</td>
<td>11-21-45</td>
<td>14:45</td>
<td></td>
<td>11.7 ft.</td>
</tr>
<tr>
<td>3639 to 3641</td>
<td>11-21-45</td>
<td>15:00</td>
<td></td>
<td>4.9 ft.</td>
</tr>
<tr>
<td>891 to 895</td>
<td>7-1-45</td>
<td>13:40</td>
<td>1:5000</td>
<td>4.9 ft.</td>
</tr>
<tr>
<td>921 to 930</td>
<td></td>
<td>14:00</td>
<td></td>
<td>11.7 ft.</td>
</tr>
<tr>
<td>939 to 949</td>
<td></td>
<td>14:10</td>
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<td>11.7 ft.</td>
</tr>
<tr>
<td>U.S. Engineer</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>44-665 to 44-669 Inclusive</td>
<td>5-20-44</td>
<td>10:25</td>
<td>1:10000</td>
<td>6.6 ft.</td>
</tr>
</tbody>
</table>

Tide from (III): * See reverse side.

Mean Range:  
Spring Range:  

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

Field Inspection by: See remarks page 3  
Field Edit by: F. H. Eldred, Prin. Photo. Aid  

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

NOTE: In the main river areas the flight photographs taken on Nov. 21, 1945, were used to delineate the high-water line. In the inland sloughs the U.S. Engineer's photographs taken on May 20, 1944, were used. From these photographs a high-water line of 5.0 ft. above Mean Low Water was determined for the shoreline in this area.

Projection and Grids ruled by (III) Washington Office  
checked by: Washington Office  
Control plotted by: Edna H. Bunce  
Control checked by: Dale Conn  
Radial Plot by: J. L. Harris & J. E. Deal  
Detailed by: Helen Letson  

Reviewed in compilation office by: Ree H. Barron  
Corrections and changes after field edit by: Helen Letson  
Review after changes due to field edit by: J. E. Deal  
Elevations on Field Edit Sheet  
checked by: Charles Hanavich, Topo. Engineer
* TIDE from [111]: Daily readings of the U.S. Engineers tide gauge located at Government Moorings on the West shore of the Willamette River just south of the St. Johns Bridge. The 0:00 of the gauge is M.L.W., Columbia River, which is 1.29 ft. above Mean Sea Level.
STATISTICS (III)

Land Area (Sq. Statute Miles): 4.2

Shoreline (More than 200 meters to opposite shore): 22.0 statute miles

Shoreline (Less than 200 meters to opposite shore): 8.0 statute miles

Number of Recoverable Topographic Stations established: 8
(4 landmarks and 4 nonfloating 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: F. H. Elrod, Prin. Photo. Aid date: March, 1946

Shoreline Inspection by: J. C. LaJoye, Prin. Photo Aid date: Feb., 1946

Recovery of Horizontal Control by: J. C. LaJoye date: Oct., 1945

Recovery of Vertical Control by: J. H. Winniford, Photo. Aid date: Oct., 1945

Investigation of Geographic Names and Civil Boundaries by: L. E. Ervast, Photo Aid date: April

May, 1946
FIELD INSPECTION REPORT
QUADRANGLES T-8671, T-8672, & T-8673
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:  Respectfully submitted:

Robert A. Earle  Charles Manavich
Chief of Party  Topographic Engineer
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:
   1. Investigation of Boundary Monuments and Land Lines for Radial Plots 1, 2, 3, and 4 CS-322 Sept. 1
   2. Radial Plots 1, 2, 3, and 4
   3. Legal descriptions of boundaries
   4. Field Inspection for plots 1, 2, 3, and 4

B. Computations: Triangulation and Traverse 943/072 0-0785

C. Field records:
   1. Horizontal Angles (form 250) 12 vol. 943/072 0-7672
   2. Traverse Measurements (form 590) 943/072 0-7673
   3. Descriptions (form 525) and recoveries (form 526)
   4. Plotting cards (form N-982-1) for Div. of Photogrammetry tri. and Trav.
   5. Recoverable Topographic stations Div. of Photogrammetry (form 524) General File

D. Recovery of bench marks (form 685) Filed in Leveling Set.

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 1951
26. Control:

At the time this project was started there were fifty-five existing horizontal control stations in the area of these three map manuscripts. Thirty-one were recovered and twenty-three of these were identified for use in the radial plot.

In order to make satisfactorily control the orientation of the photographs, five new triangulation stations were established. Two of these were located in the western part of T-3671, two were prominent transmission towers on the east and west shores of the Willamette River in T-3672, and the other was the prominent stack on the Aluminum Co. of America plant at Vancouver, Washington, in T-3673.

A complete tabulation of the horizontal control stations which were originally in the area of these three map manuscripts 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 T-3674 and T-3675, which was forwarded on 11 October 1946.

The five new triangulation stations established in the area of these map manuscripts 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.

The following stations were plotted by using Lambert Coordinated, Oregon North Zone:

- Twenty-Three, 3, (USE), Ore., 1916
  X-1,416,324.53   Y-719,490.12
- Eight, 2, (USE), Ore., 1916
  X-1,419,116.65   Y-730,581.72
- JETTY (USE), Ore., 1919
  X-1,432,955.15   Y-724,449.91
- HICKSON (USE), Wash., 1930
  X-1,434,672.18   Y-727,726.69
- MULL (USE), Wash., 1919
  X-1,436,182.28   Y-726,557.26
27. Radial Plot:

The facts concerning the radial plot for the area of these three 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.

28. Detailing:

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

The original photography was adequate for all planimetric details except the high-water line and adjacent details. A complete discussion of photographs used for detailing the high-water line may be found under Item 30, "Mean High-Water Line". The 1:5000 scale contact prints were a great help in interpreting detail along the shorelines of the Willamette and Columbia Rivers, and Multnomah Channel. Attention is called to tilted photograph No. 427, and pertinent notes thereon.

In some cases it was difficult to interpret, from the ratio prints, 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 and 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.

In the area of T-8671, the compiler, in an effort to make the tree areas more definite, drew the curled green ink wood line symbol parallel to many roads and streams thereby creating cleared areas which do not exist. The symbol should have been stopped at the roads and continued across the streams. Due to the amount of work involved this condition was not corrected but all personnel have been advised not to show this symbol in this manner on other map manuscripts.

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: General arrangement of Oregon Shipyard
Scale: 1" = 200' Filed with manuscript T-8672

Black Line Print: Portland Port of Embarkation, General
Layout, Scale: 1" = 400'  Filed with this Deser Rept.

Black Line Print: Vanport City, Oregon
Scale: Unknown  Filed with manuscript T-8680

Black Line Print: St. John's Woods, Oregon -- 35024
Scale: 1" = 320'  Filed with this Deser Rept.

Black Line Print: Park Side Homes, Oregon -- 35025
Scale: 1" = 210'  Filed with this Deser Rept.

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

Multnomah County Assessor's Sheets No'd. 6, 7, 11, 15, 23,
and 24, of a set of 74 sheets. Scale: 1" = 600' Project File

Map of the City of Portland, Scale: 1" = 1500' (approx.) Project File

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. In
the area of T-8671, most of the data for the field inspection of the
high-water line is shown on refight photographs taken on Nov. 21, 1945.
For the main river areas in T-8672, the data is contained in both the
U.S. Engineer prints taken on Sept. 26, 1944, and the refight photo-
graphs taken on Nov. 21, 1945. For the inland sloughs in T-8672, the
U.S. Engineer prints, Scale: 1:10,000, taken on May 20, 1944, were used.
In T-8673, the refight photographs taken on Nov. 21, 1945, were used
for the main areas of the Columbia River and the U.S. Engineer photo-
graphs taken on May 20, 1944, were used for the inland sloughs. All of
these photographs were supplemented by the 1:5000 contact prints taken
during the original photography and some field inspection data is shown
on these prints.

The mean high-water line, which borders firm ground, is shown by a con-
tinuous 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.

The mean high-water line, which borders mud flats or marsh areas, has
been shown with a continuous light-weight black acid ink line.

31. Low-Water and Shoal Lines:

A sand bar on the west end of Hayden Island, in T-8673, is the only
low-water area indicated by the field inspection party in the area of
these three map manuscripts.

There are no shoal areas indicated within the area of the three map
manuscripts.
32. Details Offshore from the High-Water Line:

There are no offshore details within the area of these three map manuscripts.

33. Wharves and Shoreline Structures:

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

34. Landmarks and Aids to Navigation:

In the area of T-8671, Forms 567 are being submitted for the following:

Recommended for charting as new nautical landmarks:

- TANK Most southerly of 2 tanks, S.P.& S. shops.
- STACK Black and silver metal stack at Linton Box Co.

Recommended for retention as nautical landmark:

- TANK Green tank on west side Multnomah Channel.

Recommended for retention as nonfloating aids to navigation:

- MULTNOMAH CHANNEL RANGE REAR, DAY BEACON
- MULTNOMAH CHANNEL RANGE FRONT, DAY BEACON
- MULTNOMAH CHANNEL NO.3 LIGHT

Recommended for deletion as nautical landmark:

- STACK On west side of Multnomah Channel.

In the area of T-8672, Forms 567 are being submitted for the following:

Recommended for charting as new nautical landmarks:

- TOWER W. Trans. tower Bonneville Power Adm. Willamette River
- TOWER E. Trans. " " " " " " " "
- TOWER W. Trans. " " " " Columbia Slough
- TOWER E. Trans. " " " " " " " "

Recommended for retention as nautical landmarks:

- TANK Portland Terminal #4 Elevated Tank, 1938
- GRAIN ELEVATOR Triangulation Station, TERMINAL, 1938

Recommended for retention as nonfloating aids to navigation:

- MULTNOMAH CHANNEL ENTRANCE GUIDE BEACON
- MULTNOMAH CHANNEL ENTRANCE LIGHT
- POST OFFICE BAR RANGE FRONT LIGHT
- POST OFFICE BAR RANGE REAR LIGHT
- WILLAMETTE RIVER ENTRANCE 1 LIGHT
- GILLIAM LIGHT

Recommended for deletion:
STACK West Oregon Lumber Co., Taller of 2
POST OFFICE BAR NO. 3 LIGHT
POST OFFICE BAR LOWER LIGHT

In the area of T-8673, Forms 567 are being submitted for the following:
Recommended for charting as new nautical landmarks:

TOWER N. Trans. Bonneville Power Adm. Columbia River
TOWER S. Trans. " " " " " "
TOWER N. Trans. " " " N. Portland Harbor
TOWER S. Trans. " " " " "
STACK Triangulation Station, ALCOA STACK, 1946

Recommended for retention as nonfloating aids to navigation:

VANCOUVER RANGE REAR LIGHT
VANCOUVER LOWER RANGE REAR LIGHT
VANCOUVER LOWER RANGE FRONT LIGHT
MATHews POINt LIGHT

Recommended for deletion:

VANCOUVER RANGE FRONT LIGHT
MULLIGAN BEACON (Daymark)

35. Hydrographic Control:

In the area of T-8671, in Multnomah Channel, thirty-eight objects were located radially, and four by sextant fixes, for use as hydrographic signals. These were used during the recent hydrographic survey of this part of the Multnomah Channel, by the ship "Westdahl". They are indicated on the map manuscript by 2.0 mm black acid ink circles with reference numbers lettered nearby. The descriptions have been tabulated in the right hand margin of the map manuscript. This office compiled the shoreline and adjacent detail on map manuscript No. T-8671, in February 1946, and furnished the ship "Westdahl" with black and white prints, Scale: 1:5000.

In the area of T-8671 and T-8672, no additional hydrographic stations were established for the Willamette or Columbia Rivers. 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 three map manuscripts.

37. Geographic Names:

Only undisputed geographic names are shown on the map manuscripts.

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.
Special Report: Investigation of Boundary Monuments and hand lines ... Area of the Second Radial Plot. Filed in the Division of Photogrammetry General Files under "Special Reports."
38. Recoverable Topographic Stations:

Forms 524 are being submitted for the twenty-two landmarks and non-floating aids to navigation, which are not triangulation stations but are recommended for charting or retention under Item 34, "Landmarks and Aids to Navigation. In addition Forms 524 are being submitted for the following:

In the area of T-8671:

T 1 & 2N R 1W Section Corner 5, 6, 31, 32, 1946
Portland City Boundary Monument (West Boundary), 1946

In the area of T-8672:

STACK (white, concrete), City Incinerator, 1946,
(Interior Landmark)
Witness Corner to Meander Corner, S.E. Cor. J. Charlton
D.L.O., 1946
S.E. Cor. Jas. Loomis D.L.O., 1946
T 2N R 1W Meander Corner, Section 23 - 26, 1946

In the area of T-8673:

There are no additional recoverable topographic stations other than the landmarks and aids to navigation previously listed.

39. Junctions:

Complete and satisfactory junctions have been made between Map Manuscripts No's. T-8671, T-8672, and T-8673, 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:

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.

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**Approved and forwarded:**

Robert A. Earle  
Chief of Party

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**Respectfully submitted:**  
20 December 1966

J. Edward Deal, Jr.  
Photogrammetric Engineer
FIELD EDIT REPORT
QUADRANGLES T-8671, T-8672, & T-8673
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 the 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 accurate, also, in regard to relative position.

Any omissions or drafting of detail that seemed to be questionable was called to the attention of the Compilation Office by notes. Several buildings and railroad spurs, which were recently constructed, were located by planetable methods or field measurements on field photographs or the ozalid prints. The names and numbers of streets which were indicated on the prints were obtained and verified from official street signs. A few minor changes and omissions were noted and corrected in drainage and other features.

All offshore and shoreline features were checked. Newly constructed piers, buildings, dolphins, and other changes and omissions, were noted and corrected in the area of these three map manuscripts.

The small island (T-8672) in the Willamette River lying north of the mouth of Multnomah Channel has been removed by dredging operations. The flat bottom land area near Ramsey Lake is subject to changes, as it is being filled by accretions from dredging operations. It is to be noted that the flat bottom lands in the area of T-8672 and T-8673 and portions of the flat belt of land on the west side of Multnomah Channel in T-8671 become inundated when the sloughs, ponds, etc. cetera overflow during the annual freshets. The south end of Sauvie Island or that section of the Island enclosed by dikes is not subject to these severe flood conditions as the drainage is carefully controlled by pumping stations and dredged ditches.
For additional information refer to side heading 1 of the "Field Inspection Report, Area of the Fourth Radial Plot, Project GS-322".

It is believed that all submarine cable crossings or pipeline and cable areas have been indicated. The vertical and horizontal clearances of all bridges as well as the vertical clearances of all overhead cable crossings have been shown.

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.C. Richardson, City Surveyor of Portland. The geographic names in this area have been reviewed by Mr. Lewis A. Mc Arthur, Collaborator for the U. S. Coast and Geodetic Survey.

48. Accuracy Tests:

Results of the horizontal accuracy test in T-8671 are attached to the back of this report. For additional map accuracy tests near or adjacent to these map manuscripts refer to the field edit report for T-8678 and T-8679.

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

49. Bench Mark Elevations:

The elevations of the bench marks shown on these sheets have been checked. Some of the elevations at 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.

Field Edit reviewed by:
Charles Hanavich
Topo. Engineer

Approved by:
R. A. Earle
Chief of Party

Field Edit by:
L. E. Ernst
Photo. Aid (T-8671)

F. H. Elrod
Prin. Photo. Aid (T-8672 & T-8673)
HORIZONTAL ACCURACY TEST
Map Manuscript T-8671
Project GS-322

This test consists of a traverse between triangulation stations SPAR, 1946 and TRANS, 1946. The traverse is 4.0 statute miles in length; the probable error of the traverse is one part in 5,000. There are 20 test points available; 19 of them 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.

<table>
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<th>Description of Point</th>
<th>Test Point Number</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Displacement in mm</th>
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<tbody>
<tr>
<td>Inter. of T-rd., 80 degrees</td>
<td>T.P.No. 1</td>
<td>45 37 706.7</td>
<td>122 50 635.8</td>
<td>.26</td>
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<tr>
<td></td>
<td>M.M.No. 1</td>
<td>706.2</td>
<td>637.9</td>
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<tr>
<td>Inter. of T-rd., 90 degrees</td>
<td>T.P.No. 1A</td>
<td>45 37 423.6</td>
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<td>764.5</td>
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<td>45 37 244.8</td>
<td>122 50 756.8</td>
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<td>Temp. logging trail - not compiled</td>
<td></td>
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<td>45 37 222.0</td>
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<td></td>
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<td>122 50 553.8</td>
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<td></td>
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<td>Inter. of tr. &amp; rd., T.P.No. 4</td>
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<td>122 50 64.3</td>
<td>.14</td>
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<td>65.6</td>
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<td>1117.4</td>
<td></td>
</tr>
<tr>
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<td>122 49 1209.2</td>
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<td>122 49 948.7</td>
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<td>951.2</td>
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<td>45 36 646.8</td>
<td>122 50 259.8</td>
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<td>Outside of compilation limits</td>
<td></td>
<td></td>
</tr>
<tr>
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<td>45 36 1037.6</td>
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</tr>
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<td></td>
<td>T.P.No. F</td>
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<td>122 50 115.9</td>
<td>.45</td>
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<td>113.4</td>
<td></td>
</tr>
<tr>
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<td>.51</td>
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<tr>
<td></td>
<td>M.M.No. G</td>
<td>1622.2</td>
<td>1283.2</td>
<td></td>
</tr>
</tbody>
</table>

con.
Test points No. 1B, 2, 3, and D were not scaled inasmuch as the first three were located at the intersection of a highway and temporary logging trails, which were not compiled, and point D fell outside of the compilation limits. Test point 4 at the intersection of a highway and a temporary trail, also, was not compiled; however, this point was scaled since it was possible to identify it from the detail point pricked at the edge of the road and the centerline of the trail.

Barn, Cupola, Weathervane, 1946 and N218(USC&GS&SS,1935), 1946, were established as intersection and marked traverse stations, respectively, on this traverse. These two stations were used as test points and they were scaled as such prior to submitting the geographic positions for them to the Compilation Office for plotting.

The less well defined points are 4, 5, A, B, E, G, Barn Cupola, and EM N218. The well defined points are 1, 1A, 5A, and F. Test points 6, 7, and 8 should probably be classified as less well defined points as the intersections at these points are at an acute angle. All the points were found to test within the accuracy requirements. For additional information on this traverse see "Special Report, Third-Order Traverse, SPAR, 1946 to TRANS, 1946, Quadrangle T-6671".

Approved by:

Respectfully submitted:

R. A. Earle
Chief of Party

Charles Hanavich
Topo. Engineer
Division of Photogrammetry

Review Report of Map Manuscript T-8671

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


Planimetric detail junctioned well with the adjacent maps but the section lines had to be revised. The error appears to have resulted from the mislocation of section corner 5-6-31-32, since the manuscript and recovery form 524 do not agree, which has caused a similar displacement to the section line system. The land system has been revised to junction with T-8667 and T-8672. The parallel T-1-N, T-2-N has been reconstructed to form a tangent between corner 5-6-31-32 and the triangulation station "Section" on map manuscript T-8672.

41. Land Lines.

The reconstruction of section lines, as stated in 39 Junctions, causes a more satisfactory relationship between the section lines and donation land claim lines shown on the G.L.O. plats.

42. Comparisons with Previous Topographic Surveys.

6617b  1:10,000  1938

(See Record Sheet for details.)

44. Comparison with Existing Topographic Quadrangles.

U.S.G.S. - Hillsboro  1:62,500  1940

(See Record Sheet for details.)

Map manuscript T-8671 supersedes quadrangle Hillsboro in planimetric and shoreline detail. Extensive reclamation of land adjacent to the Multnomah Channel has changed the topography appreciably.
Comparison with Nautical Charts. (See Record Sheet)

6154  1:40,000  1945 ed.
6155  1:20,000  1945 ed.

This manuscript has not been applied to charts 6154 and 6155 at the date of this review.

Reviewed by: Reviewed under direction of:

Lena T. Stevens  S. V. Griffith
Photogrammetrist  Chief, Review Section
9 May 1947

APPROVED BY:

Technical Assistant to the Chief, Div. of Photogrammetry
Chief, Div. of Photogrammetry

Chief, Nautical Chart Br. Division of Charts

Chief, Div. of Coastal Surveys
Division of Photogrammetry

Review Report of

Planimetric Map T-8672

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


Station 22-sub-3, U.S.E., 1938, listed as recovered in 1945 had been omitted from the manuscript and was plotted by the reviewer.

41. Land Lines.

A. Donation Land Claims:

1. Wm. Eybee was redrawn to conform to Land Office plat measurements.

2. The north line of D. S. Southmayd was moved north 380 feet (4.60 ch.)

3. The north line of J. Sanders was added; and the west line on T-8671 was relocated but extended to shoreline of Multnomah Channel thus eliminating north line.

4. The north line of Solomon Richards was added.

5. Claim 63 is not believed to be a part of Sanders tract since that tract is No. 53.

B. Other Boundary Lines:

A note was added, stating that the Multnomah-Clackamas Game Refuge boundary follows the north limits of the city of Portland.

The Portland City Boundary Line in the Willamette River and Multnomah Channel is in general agreement with the city map, Assessment Map No. 15, and Hillsboro quadrangle.
43. Comparisons.

    Previous Topographic:
    1522  1:20,000  1884
    6618a  1:10,000  1938

    Hydrographic:
    6334  1938

44. Comparison with Existing Topographic Quadrangle.


    (See Record Sheet for details.)

    Map manuscript T-8672 supersedes the quadrangle map in planimetric and shoreline details.

45. Comparison with Nautical Charts. (See Record Sheet)

    6154  1:40,000  1945 ed.
    6155  1:20,000  1945 ed.

    This manuscript has not been applied to charts 6154 and 6155 at the date of this review.

Reviewed by: Reviewed under direction of:

Lena T. Stevens  S. V. Griffith  4/25/47  4/30/47
Lena T. Stevens  Photogrammetrist  Chief, Review Section

APPROVED BY:

T. M. Jones  11/47
Technical Assistant to the Chief, Div. of Photogrammetry

Chief, Nautical Chart Branch Division of Charts

K. T. Adams  E. K. Green
Chief, Div. of Photogrammetry Chief, Div. of Coastal Surveys
Division of Photogrammetry

Review Report of

Planimetric Map T-8673

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

39. JUNCTIONS:

The junction between T-8673 and T-8674 necessitated appreciable change in the position of the east and west section lines. The planimetric features were in satisfactory agreement.

41. LAND LINES:

The adjustment of the Willamette Meridian at the western edge of T-8673 has been adjusted to form straight lines between recovered corners into the manuscripts to the north and south of T-8673. The southern line of the Wm. Bybee D.L.C. has been moved northward 7.88 chains to agree with the General Land Office plats and with the assessment map No. 14.

43. COMPARISON WITH NAUTICAL CHARTS AND TOPOGRAPHIC SURVEYS:

The planimetric and shoreline details are in fair agreement with the planimetry of the hydrographic and topographic surveys of this area but supersedes them in common areas. The comparison with nautical charts 6154 and 6155 shows reasonable agreement. Differences are noted on the back of the Record Sheet attached to the descriptive report.

This manuscript has not been applied to nautical charts Nos. 6154 and 6155 as of the date of this review report.

Reviewed by: Reviewed under direction of:

Lena T. Stevens
Photogrammetrist
8 April 1947

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

The positions given have been checked after listing by

<table>
<thead>
<tr>
<th>STATE</th>
<th>OREGON</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td><strong>TANK</strong></td>
<td>Most southerly of two tanks at the S.P. &amp; S. car repair shop</td>
</tr>
<tr>
<td><strong>STACK</strong></td>
<td>Black and silver metal stack at Linnton Box Co.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TANK</strong></td>
<td>45 38</td>
<td>1376.6</td>
<td>122 49</td>
<td>Radial</td>
<td>4-12-46</td>
</tr>
<tr>
<td><strong>STACK</strong></td>
<td>45 37</td>
<td>1264.7</td>
<td>122 49</td>
<td>#</td>
<td>#</td>
</tr>
</tbody>
</table>

Recommended for retention as nonfloating aids to navigation:

- **BEACON** Multnomah Channel Range Rear, Day Beacon
- **BEACON** Multnomah Channel Range Front, Day Beacon
- **BEACON** Multnomah Channel
- **LIGHT** No. 3 Light

Recommended for retention as nautical landmarks:

- **TANK** Green tank on west side of Multnomah Channel

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

The positions given have been checked after listing by

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>STACK</td>
<td>On west side of Multnomah Channel</td>
<td>STACK</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>POSITION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY No.</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>45 37</td>
<td>1732.0</td>
<td>122 49</td>
<td>279.0</td>
<td>1927</td>
</tr>
</tbody>
</table>

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.

*Letter 289 (1947)*
## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

**TO BE CHARTED**

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

The positions given have been checked after listing by

---

**STATE: OREGON**

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOWER</td>
<td>W trans. tower, Bonneville Power</td>
<td>TOWER</td>
<td>45 36</td>
<td>(391.0)</td>
<td>(655.6)</td>
<td>N.A., Triangulation</td>
</tr>
<tr>
<td>TOWER</td>
<td>E trans. tower, Bonneville Power</td>
<td>TOWER</td>
<td>45 36</td>
<td>50.8</td>
<td>(1221.0)</td>
<td>N.A.</td>
</tr>
<tr>
<td>TOWER</td>
<td>W trans. tower, Bonneville Power</td>
<td>TOWER</td>
<td>45 36</td>
<td>(152.2)</td>
<td>(340.0)</td>
<td>Radial</td>
</tr>
<tr>
<td>TOWER</td>
<td>Adm. Columbia Slough</td>
<td>TOWER</td>
<td>45 36</td>
<td>1700.2</td>
<td>960.0</td>
<td>Plot</td>
</tr>
<tr>
<td>TOWER</td>
<td>Adm. Columbia Slough</td>
<td>TOWER</td>
<td>45 36</td>
<td>81.4</td>
<td>(453.2)</td>
<td>Radial</td>
</tr>
</tbody>
</table>

---

**TO BE RETAINED AS NAUTICAL LANDMARKS:**

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>TANK</td>
<td>Portland, Terminal No. 4 Elevated</td>
<td>TANK</td>
<td>45 36</td>
<td>(1364.4)</td>
<td>(997.0)</td>
<td>N.A., Triangulation</td>
</tr>
<tr>
<td>TANK</td>
<td>Black Tank, 1933</td>
<td>TANK</td>
<td>45 36</td>
<td>487.9</td>
<td>302.3</td>
<td>N.A., Triangulation</td>
</tr>
<tr>
<td>GRAIN</td>
<td>Triangulation Station,</td>
<td>GRAIN</td>
<td>45 36</td>
<td>(1228.2)</td>
<td>(745.8)</td>
<td>N.A., Triangulation</td>
</tr>
<tr>
<td>ELEVATOR</td>
<td>TERMINAL, 1938</td>
<td>ELEVATOR</td>
<td>45 36</td>
<td>631.2</td>
<td>554.5</td>
<td>N.A., Triangulation</td>
</tr>
</tbody>
</table>

---

**TO BE RETAINED AS NONFLOATING AIDS TO NAVIGATION:**

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>DAYMARK</td>
<td>Multnomah Channel Entrance</td>
<td>DAYMARK</td>
<td>45 37</td>
<td>(1799.5)</td>
<td>(1163.0)</td>
<td>N.A., Radial</td>
</tr>
<tr>
<td>LIGHT</td>
<td>Multnomah Channel Entrance</td>
<td>LIGHT</td>
<td>45 37</td>
<td>(1578.2)</td>
<td>(499.0)</td>
<td>N.A., Radial</td>
</tr>
<tr>
<td>LIGHT</td>
<td>Post Office Bar Range</td>
<td>LIGHT</td>
<td>45 37</td>
<td>(396.4)</td>
<td>(576.6)</td>
<td>N.A., Radial</td>
</tr>
<tr>
<td>LIGHT</td>
<td>Front Light</td>
<td>LIGHT</td>
<td>45 37</td>
<td>(1466.0)</td>
<td>722.5</td>
<td>N.A., Radial</td>
</tr>
</tbody>
</table>

---

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

The positions given have been checked after listing by

<table>
<thead>
<tr>
<th>STATE</th>
<th>ORGON</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>LIGHT</td>
<td>Post Office Bar Range Rear Light</td>
<td>LIGHT</td>
<td>45 37 1682.6</td>
<td>122 47 1775.2</td>
<td>N.A.</td>
<td>Radial Plot</td>
<td>11-8-45</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LIGHT</td>
<td>Gillihan Light</td>
<td>LIGHT</td>
<td>45 38 965.2</td>
<td>122 46 959.9</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>LIGHT</td>
<td>Willamette River Entrance 1 Light</td>
<td>LIGHT</td>
<td>45 38 1134.4</td>
<td>122 46 371.8</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTE:

Multnomah Channel Entrance Guide Beacon and Post Office Bar Range Front Light agree well with the charted position; Gillihan Light is in fair agreement with the charted position; Multnomah Channel Entrance Light and Willamette Entrance 1 Light are not in agreement with the charted position on Chart No. 6154, but are in good agreement with the charted position shown on Chart No. 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 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.
I recommend that the following objects which **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 by

---

The above landmark and nonfloating aids to navigation have been destroyed.

---

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

The positions given have been checked after listing by

<table>
<thead>
<tr>
<th>STATE</th>
<th>OREGON</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>VANCOUVER RANGE FRONT LIGHT</td>
<td></td>
</tr>
<tr>
<td>MULLIGAN BEACON (Daymark)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>POSITION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>G1</td>
<td>D.M. METERS</td>
</tr>
<tr>
<td>VANCOUVER RANGE FRONT LIGHT</td>
<td>45 38</td>
<td>1140.1</td>
</tr>
<tr>
<td>MULLIGAN BEACON (Daymark)</td>
<td>45 38</td>
<td>943.2</td>
</tr>
</tbody>
</table>

Both of the above nonfloating aids to navigation have been destroyed.

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

The positions given have been checked after listing by

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>D. N. Meters</th>
<th>LONGITUDE</th>
<th>D. P. Meters</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOWER</td>
<td>Bonneville Power Adm. Tower North side of Columbia River</td>
<td>TOWER</td>
<td>45 38</td>
<td>889.4</td>
<td>122.42</td>
<td>853.5</td>
<td>1927</td>
<td>Radial Plot</td>
<td>2-21-46 X</td>
</tr>
<tr>
<td>TOWER</td>
<td>Bonneville Power Adm. Tower S side Columbia River on Hayden Island</td>
<td>TOWER</td>
<td>45 37</td>
<td>1772.4</td>
<td>122.43</td>
<td>176.7</td>
<td>II</td>
<td>II</td>
<td>X</td>
</tr>
<tr>
<td>TOWER</td>
<td>North shore North Portland Harbor (recommended for N. Portland Harbor only)</td>
<td>TOWER</td>
<td>45 37</td>
<td>1261.5</td>
<td>122.43</td>
<td>492.0</td>
<td>II</td>
<td>11-5-46 X</td>
<td></td>
</tr>
<tr>
<td>TOWER</td>
<td>South shore North Portland Harbor (recommended for N. Portland Harbor only)</td>
<td>TOWER</td>
<td>45 37</td>
<td>888.7</td>
<td>122.43</td>
<td>722.6</td>
<td>II</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>STACK</td>
<td>Triangulation Station</td>
<td>STACK</td>
<td>45 38</td>
<td>127.3</td>
<td>122.43</td>
<td>1155.7</td>
<td>II</td>
<td>Triangulation 1946 X</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: The following fixed aids to navigation shown on charts No's 6154 and 6155 have been investigated. The charted positions are only in fair agreement with the radially plotted positions.

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.
<table>
<thead>
<tr>
<th>Name on Survey</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>K</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oregon</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td>1</td>
</tr>
<tr>
<td>Multnomah County</td>
<td>✓</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
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<tr>
<td>Multnomah Channel</td>
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<td></td>
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<td></td>
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<tr>
<td>Harborton</td>
<td>✓</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td>4</td>
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<tr>
<td>Miller</td>
<td>✓</td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<td></td>
<td>5</td>
</tr>
<tr>
<td>Bonneville Power Administration Transmission Line</td>
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<td></td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>Portland General Electric Co. Power Line</td>
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<td></td>
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<td></td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>Multnomah Clackamas Game Refuge</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8</td>
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<tr>
<td>Skyline Boulevard</td>
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<td></td>
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<td></td>
<td>9</td>
</tr>
<tr>
<td>U.S. No. 30 St. Helens Road</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>Spokane Portland and Seattle</td>
<td>✓</td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
c/o Swan Island Postal Station
Portland 18, Oregon
28 May 1947

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

From: Lt. Comdr. R. A. Earle

Subject: Review of Map Manuscript T-8671


In reply to the above reference, Mr. Deal, assisted by the Multnomah County Surveyor, made an exhaustive investigation of the land lines in this and adjacent map manuscripts and has shown the correct position of these lines in green ink on the ozalid print. At my request he has also submitted a memorandum relative to the way these lines were located in order that they can be relocated on the map manuscripts. This memorandum is forwarded herewith.

The original pricking card, Contact Print 343 and Form 524 for Section Corner T 1N-2W R 1N, Section 5-6-31-32 which you forwarded, are respectfully returned herewith. Your attention is respectfully called to the fact that the above section corner must be replotted on the map manuscript, a new position scaled and Form 524 revised.

R. A. Earle
Chief of Party

[Signature]
MEMORANDUM

To: Lt. Comdr. R. A. Earle
From: J. Edward Deal, Photogrammetric Engineer
Subject: Reinvestigation of Land Lines in the Area of Map Manuscript T-8671

Upon examining the changes in section and donation land claim lines in T-8671, recommended by the Washington Office Review Section, I decided to make a complete reinvestigation of the land lines falling in the area of this map manuscript.

From investigation in the field I find that the monumented section corner T 1N-2W R 1W, 5-6-31-32 is correct as located by the reviewer on the ozalid print of T-8671. Due to changes in personnel I have been unable to ascertain why the information on the original pricking card, which was absolutely correct, was disregarded or in what manner the error in locating the corner was made. I have shown in white ink, on Contact Print 343, pertinent field inspection data relative to the field identification of this corner. It will be necessary for the Washington Office to scale the new location of the corner from the map manuscript and correct the position shown on the attached Form 524.

Surveys on file in the office of the Multnomah County Surveyor define most of the sections falling in the area as very irregular in shape. Complete measurements were not available to plot the exact shape of each section, but I definitely found that the distances of 80 chains, in a north and south direction, shown on the General Land Office plats for the first row of sections lying north of the township line 1N-2W, are in error. Due to the irregular shapes of the sections the amount of error varies but they are all short of 80 chains in a north and south direction. Lack of complete data prevents the plotting of the land lines exactly as they are on the ground but I believe they will be well illustrated on the published map if they are plotted in the manner described below and shown in green ink on the ozalid prints of T-8667 and T-8671.
I first joined the ozalid prints of T-8671 and T-8672 and extended a straight line east and west from the new location of the monumented section corner T 1N-2N R 1W, 5-6-31-32 in T-8671, to triangulation station, "SECTION 1938, r1945", in T-8672. This will well represent the township line T 1N-2N R 1W in this area. I then measured 80 chains (from G.L.O. plats) easterly along the township line from the monumented section corner T 1N-2N R 1W, 5-6-31-32 and established section corner T 1N-2N R 1W, 4-5-32-33. I now separated the two ozalids and joined the ozalid print of T-8671 with the ozalid print of T-8667 to the north. I then extended a straight line in a north and south direction from the section corner T 1N-2N R 1W, 4-5-32-33 as established above in T-8671 to the monumented section corner T 2N R 1W, 4-5-3-9 which falls in the area of T-8667. Then from the monumented section corner T 2N R 1W, 4-5-3-9 in T-8667, I laid off an arc of 79.8 chains (from G.L.O. plats) to the west. Then from the monumented section corner T 1N-2N R 1W, 5-6-31-32 in T-8671, I extended a line north 00° 42' 5167.89 feet (from survey on file Multnomah County Surveyor) and established the section corner T 2N R 1W, 29-30-31-32. From this corner I extended a line north and south tangent to the arc laid off in T-8667. I then laid off an arc of 5312 feet (from survey on file Multnomah County Surveyor) to the east from monumented section corner T 2N R 1W, 4-5-3-9 in T-8667. It will be noted that this arc will fall directly on a man made ditch line which indicates that the distance agrees with ground conditions. I then extended a line north and south from the established corner T 1N-2N R 1W, 4, 3-43-34 in T-8671 8 tangent to the arc laid off to the east of the monumented corner in T-8667. I have now well established the three section lines running north and south through the two map manuscripts. I then measured 80 chains (from G.L.O. plats) for each section south along the section line, which runs through the center of the map manuscripts, from the monumented section corner T 2N R 1W, 4-5-3-9 and established corners along this line, letting all the error or disagreement with G.L.O. plats fall within the first sections north of the township line T 1N-2N. I then measured 80 chains (from G.L.O. plats) for each section north along the section line, which falls along the west limits of the two map manuscripts, from the section corner T 2N R 1W, 29-30-31-32 and established all the section corners along that line. I then extended lines east and west through these established corners and found that an excellent junction could be made with the land lines of T-8672 as shown on the ozalid print of T-8671 by the reviewer. I then slightly altered the donation land claims in the area of T-8671 to agree with this new location of the section lines.

Respectfully submitted:

J. Edward Deal, Jr.
Photogrammetric Engineer
To: Chief, Division of Photogrammetry
U. S. Coast & Geodetic Survey
Washington 25, D. C.

From: Lt. Comdr. R. A. Earle

Subject: Review of Map Manuscript T-8672

Reference: Your Letter, 78-RCR, dated 1 May 1947

In accordance with the above reference a detailed study of existing records has been made of land lines on map manuscript T-8672. In making this study records in the offices of the City Surveyor, County Surveyor and County Assessor were consulted.

A sketch made on tracing paper has been attached to the ozalid print of T-8672, which shows the Solomon Richards D.L.C. and part of the J. Sanders D.L.C. The claim of Solomon Richards should be shown on the published map as indicated on the sketch by green crayon lines.

Notes, lines and figures, relative to questions which arose and changes which were made during the Washington Office review of this sheet, are shown in green on the ozalid print.

R. A. Earle
Chief of Party
C.W. Burrage Surveyor under his appointment Sept. 14th 1863.

Commenced Sept. 23rd 1863

Var. 21° 30' East

Commenced at a point on the left bank of the Columbia River 20 Chains East of the Sec. Line between Sec’s. 23 and 24.

T 2 N R 1 W Set Post
From Which
A Balm 10” in diam. bears South 60° East 29 links
" 20" " " " 32° 15’ W. 42 links

Thence South
16.60 Line between Sec’s. 24 and 25 20.25 West of 1/4 Sec. Post.
20.70 Gulch 30 links wide
28.00 East Bank of the Columbia Slough. Course of Slough N. 35° W. and South 35° East. Offset to left 2.50
35.00 East edge of slough 1 chain 43 links to right from offset line
41.50 Offset to the right 2 chains 50 links into line of east bank of slough Course of Slough N. 70° E. and S. 15° 30’ W.

55.50 To corner
Set post from which.
A willow 18” in diam. bears N. 300 W. 46 links
" 11" " " S. 38° E. 36 links

West
4.50 To the East bank of the Columbia Slough Measured Base Due South 1 Chain Course from end of the base to point over Slough N. 52° W.

5.78 Across Slough

10.00 To Cor. of Claim. Set Post
From Which
A willow 12” in diam. bears North 38 links
" 10" " " S. 65° 30’ 49 links

South
15.25 To the S.W. Cor. of the Claim Set post from which
A willow 4” in diam. bears S. 15° W. 62 links
An Ash 8” “ “ N. 10° W 110 links

East
Along the South Boundary of the Claim
4.80 Bank of the Columbia Slough Measured Base South 50 links Course of Point over Slough from end of the Base N. 71° 30’ E.

6.30 Across Slough

11.00 To Lake. Offset to left 5.25 chains
15.00 Offset to the right 5.25 chains into line across lake
30.00 To Lake Measured Base S. 10° E. 5 chains. Course from end of Base to point across lake N. 61° 10” E.

39.81 Across the lake

71.40 To Willamette Meridian Set post by fence. from which.
A cottonwood 34” in diam. bears S. 86° 30’ E. 9.47 chains.
No other good bearing tree
North along the Willamette Meridian which forms the East Boundary of the Claim.

To Mud Slough Measured Base East 1 Chain course from end of Base to point across the slough N 31° W

Across Slough

To bank of the Columbia River at Meander Post From Which.

A Willow 14" in diam. bears N 63° 15' W. 26 links

" " 10" " " S 56° E. 1.59 chains

Thence along the Meanders of the Columbia River down stream as follows

N. 57 15 W 18.00 chains
N. 58 15 W 12.00 chains
N. 55 15 W 10 chains
N. 55 45 W 1.34 chains To line between Sec's. 24 and 25 5.75 Chains East of \( \frac{1}{4} \) Sec. Post.

10.00 chains

N. 54 30 W 5.00 "
N. 55 W 18.22 chains to place of beginning

containing 320.15 acres

True copy from description on file in the Multnomah County Assessor's Office in Portland, Oregon
Record of Application to Charts

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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.