# Descriptive Report

**Type of Survey**: Planimetric Air Photographs

**Field No.**: T-3676 and T-8677

**Date of Photos**: July 5 and Nov. 1946

**Locality**

- **State**: Washington
- **General Locality**: Clark County, Washington
- **Locality**: Columbia River East of Vancouver, Washington

**Date**: Dec. 11, 1947

**CHIEF OF PARTY**

R. A. Earle

**LIBRARY & ARCHIVES**
DATA RECORD

T- 8676

Quadrangle (II): WEST MILL PLAIN, WASH. Project No. (II): C.S. 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- (VI)
Oct. 25, Nov. 30 and Dec. 6, 1945. Division of Photogrammetry Files

Completed survey received in office: 3 April, 1946

Reported to Nautical Chart Section:

Reviewed: 13 Nov. 1946 Applied to chart No.________________ Date:

Redrafting Completed: 27 Nov. 1947

Registered: 24 July 1947 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): LEISER (U.S.E.) WASH., 1938 r 1945

Lat.: 45°36'25.393" (784.0 m) Long.: 122°35'23.151" (501.7 m) 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.I.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>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>762 to 763 Inc.</td>
<td>7-1-45</td>
<td>12:20</td>
<td>(1-17,000 contact)</td>
<td>11.7 ft. above M.L.W. *</td>
</tr>
<tr>
<td>1130 to 1133 Inc.</td>
<td>7-2-45</td>
<td>10:20</td>
<td>&quot; &quot;</td>
<td>11.0 ft. above M.L.W.</td>
</tr>
<tr>
<td>1236 to 1238 Inc.</td>
<td>7-2-45</td>
<td>12:00</td>
<td>&quot; &quot;</td>
<td>11.0 ft. above M.L.W.</td>
</tr>
<tr>
<td>3602 to 3604 Inc.</td>
<td>11-21-45</td>
<td>14:45</td>
<td>&quot; &quot;</td>
<td>4.9 ft. above M.L.W.</td>
</tr>
</tbody>
</table>

Daily readings of the U.S. Engineer tide gauge located at Government Moorings on the west shore of the Willamette River just south of St. Johns Bridge. The 0%0 of the gauge is M.L.W., Columbia River, which is 1.29 ft. above Mean Sea Level.

Mean Range: Spring Range:

Camera: (Kind or source) X 17, 12 inch focal length

Field Inspection by: See Remarks, page 3

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

Date: 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 were taken on Nov. 21, 1945, when the water was at 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: Carita C. Wiebe

Radial Plot by: James L. Harris and Ree H. Barron

Detailed by: Carita C. Wiebe

Reviewed in compilation office by: Ree H. Barron

Corrections and changes after field edit by: Marie B. Elrod Date: July 25, 1946

Review after changes due to field edit by: Ree H. Barron date: Aug. 2, 1946

Elevations on Field Edit Sheet

checked by: C. Hanavich, Photo Engr.
STATISTICS (III)

Land Area (Sq. Statute Miles): 4.7

Shoreline (More than 200 meters to opposite shore): 2.5 statute miles

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

Number of Recoverable Topographic Stations established: 2 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.ofC.) Date: Dec. 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: Sept.1945
Recovery of Vertical Control By: J.H. Winniford, Photo Aid(CofC) Date: Sept.1945
Investigation of Geographic Names and Civil Boundaries By: L.E. Ervast, Photo Aid (C of C) Date: Dec. 1945
DATA RECORD

T-3677

Quadrangle (II): EAST MILL PLAIN, WASH. Project No. (II): C.S. 322
(3 minute)

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


Instructions dated (II III): July 12, 1945 Copy filed in Descriptive
Nov. 30 and Dec. 6, 1945

Completed survey received in office: 3 April, 1946

Reported to Nautical Chart Section:

Reviewed: 15 Oct. 1946 Applied to chart No. Date:

Redrafting Completed: 29 Oct. 1946

Registered: 24 July, 1947 Published: 1947

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

Scale Factor (III): None


Reference Station (III): CUPOTA (Union High School), 1945

Lat.: 45°37' 05.565" (171.3 m) Long.: 122°30' 12.722" (275.6 m) Adjusted

Unadjusted X Field Position

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.
### PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>387 to 389 Inc.</td>
<td>6-30-45</td>
<td>10:45</td>
<td>(1-17,000 contact)</td>
<td>There are no tidal waters within the limits of this map manuscript.</td>
</tr>
<tr>
<td>1192 to 1194 Inc.</td>
<td>7-2-45</td>
<td>10:40</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>1233 to 1238 Inc.</td>
<td>7-2-45</td>
<td>12:00</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

Tide from (III): None

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. Elrod, Prin. Photo Aid date: July, 1946

Date of Mean High-Water Line Location (III): None

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

" " " " checked by: " " "

Control plotted by: Eda H. Bunce date: Nov., 1945

Control checked by: Carita C. Wiebe date: Nov., 1945

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

Detailed by: Carita C. Wiebe date: Feb. 20, 1946

Reviewed in compilation office by: J.E. Deal date: March 28, 1946

Corrections and changes after field edit by: Marie B. Elrod date: July 26, 1946

Review after changes due to field edit by: Ree H. Barron date: Aug. 1, 1946

Elevations on Field Edit Sheet checked by: None date:
STATISTICS (III)

Land Area (Sq. Statute Miles): 5.6

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

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

Number of Recoverable Topographic Stations established: None

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: L. Mac Arthur Date: Dec. 1945

Recovery of Horizontal Control: None

Recovery of Vertical Control: None

Investigation of Geographic Names and Civil Boundaries by: L.E. Ervast, Photo Aid (C.ofC.) Date: Dec. 1945
FIELD INSPECTION REPORT
QUADRANGLES T-8676 and T-8677
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 Engr.
In accordance with the provisions of the Public School Code of Kansas, I hereby report the following changes in your school district:

1. The changing of the name of the district to "Kanawha School District" effective immediately.

2. The annexation of the property located at 123 Main Street, Kanawha, Kansas.

3. The construction of a new school building to accommodate the growing student population.

4. The appointment of Mr. John Smith as the new principal of the school.

5. The implementation of a new curriculum to enhance student learning.


Yours truly,

[Signature]

Superintendent of Schools

Kanawha School District
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 Moments and Land Lines for Radial Plots 1, 2, 3, and 4
   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

C. Field records:
   1. Horizontal Angles (form 250) 12 vol.
   2. Traverse Measurements (form 590) 9 vol.
   3. Descriptions (form 525) and recoveries (form 526)
   4. Tracing cards (form W-902-1) for tri. and Trav.
   5. Recoverable Topographic stations (form 524)

D. Recovery of bench marks (form 685)

E. Supplemental data: maps, plans
   These were transferred to the Map Section (Mr. Stanley, Chief), Division of Charts, to be selectively filed or discarded.

\[75]
January 1951
COMPILATION REPORT

MAP MANUSCRIPTS NUMBERS T-8676 and T-8677

PROJECT CS-322

26. Control:

The eight existing horizontal control stations falling in the area of Map Manuscript No. T-8676 were located near the north shoreline of the Columbia River. The field unit positively identified one of these stations, one was of doubtful identification, two were recovered but not identified and four were reported lost. There were no existing horizontal control stations in the area of Map Manuscript No. T-8677.

In order to satisfactorily control the photographs a field unit established one triangulation station in the area of T-8677. In addition a third order traverse was run between triangulation stations SNAG 3, 1945 and HAZEL (WASH.), 1938, r1945. Two of the monumented traverse stations along this traverse were identified and were of great help in controlling the photographs in the northern limits of these two map manuscripts.

One additional triangulation station, "RADIO BEACON" (Center of 5 beacons), WASH., 1946, is shown in the northwest corner of Map Manuscript T-8676. This station was established for use in the second radial plot subsequent to the compilation work on T-8676.

Facts concerning the doubtful existing horizontal control station, "ELISWORTH CANNERY (Downstream Cor.) 1939", are contained in a letter to the Director dated December 11, 1945.

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.

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.
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 descriptive report for map manuscripts T-8709 and T-8710 which was forwarded to the Washington Office on July 5, 1946.

28. **Detailing:**

The northern limit of these map manuscripts was at latitude 45°37'45", as per instructions contained in a letter "73 1d", dated December 20, 1945.

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

The photography was adequate. The refight photographs made on Nov. 21, 1945 were helpful in determining the high-water line and other shoreline details in the area of T-8676. They were not satisfactory for accurately determining the detail falling in the outer limits of the photographs 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:

- Blue line print, Map of McLoughlin Heights, Scale 1"=200', to
be forwarded at a later date.

Blue line print, Map of Clark County, Wash., Scale 1"-1 mile, forwarded to Washington Office on July 15, 1946.

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. Engineer 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 did not furnish any information on definite low-water or shoal lines in the area of Map Manuscript No. T-8676.

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

The offshore details include piling areas and a sand knoll. 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 in the area of these two map manuscripts.

The below listed two aids to navigation, for which Form 567 is attached, fall in the area of T-8676:

RYAN POINT UPPER RANGE FRONT LIGHT
RYAN POINT UPPER RANGE REAR LIGHT

35. Hydrographic Control:

No additional hydrographic stations were established along the Columbia River. A sufficient number of existing control stations were recovered in this area to comply with the instructions.

36. Landing Fields and Aeronautical Aids:

Sugg Airport (private) falls within the limits of Map Manuscript No. T-8677.

Sketch of airport with measurements of buildings and runways given on back of Field Inspection photo (radio photo) No. 1192.
Form 567 is attached recommending the retention of "RADIO BEACON" (center one of 5 beacons) as an aeronautical aid on Aeronautical Chart No. W-1.

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.

38. Recoverable Topographic Stations:

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

39. Junctions:

Complete and satisfactory junctions have been made between Map Manuscripts Nos. T-8676 and T-8677 and with adjoining map manuscripts.

40. Bench Marks:

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:

There are no nautical charts covering the area of Map Manuscript No. T-8677. See record sheet which accompanies Map Manuscript No. T-8676 for comparison with nautical chart no. 6156.

Approved and Forwarded: Respectfully Submitted:

August 6, 1946

Robert A. Earle J. Edward Deal, Jr.
Chief of Party Photogrammetric Engineer
FIELD EDIT REPORT
T-8676 and T-8677
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 photo-
graph. 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 nota-
tions made on the field edit prints, it is also accurate in regard
to relative position.

Any drafting of detail that seemed to be questionable was called to
the attention of the Compilation Office by notes. The additional
names and numbers of roads which were indicated on the field edit
prints were obtained from recently installed road signs.

All shoreline features could not be accurately checked because of
the extreme high-water caused by the spring freshet. A few changes
and corrections relative to drainage were noted.

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. B.R.
Morris, Deputy County Road Engineer, Clark County Engineer's Office,
Vancouver. The geographic names shown on these sheets 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-8676 and T-8677 are
attached to the back of this report. For data on this traverse,
refer to "Special Report, Third-Order Triangulation and Traverse, Project CS-322, Area of the First Radial Plot", which has been submitted.

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

49. Bench Mark Elevations:

The elevations of the bench marks shown on the manuscript of sheet T-8676 have been checked. No vertical control was available in quadrangle T-8677.

Field Edit Reviewed By: Charles Hanavich
Field Edit By: F.H. Elrod
Photogrammetric Engr. Prin. Photo. Aid

Approved By:

R.A. Earle
Chief of Party
HORIZONTAL ACCURACY TEST
Map Manuscripts T-8676 and T-8677
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; 17 of which are within the limits of these map manuscripts. In the tabulation the geographic position from the traverse computations 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

<table>
<thead>
<tr>
<th>Description of Point</th>
<th>Test Point Number</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Displacement in mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-8676</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B14-1</td>
<td>45 37 470.2</td>
<td>122 33 64.6</td>
<td>.32</td>
</tr>
<tr>
<td>90 degrees</td>
<td>M.M.No.B14-1</td>
<td>45 37 469.5</td>
<td>122 33 67.3</td>
<td>.32</td>
</tr>
<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B15-1</td>
<td>45 37 500.1</td>
<td>122 33 493.1</td>
<td>.26</td>
</tr>
<tr>
<td>90 degrees</td>
<td>M.M.No.B15-1</td>
<td>45 37 502.0</td>
<td>122 33 494.8</td>
<td>.26</td>
</tr>
<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B15-2</td>
<td>45 37 499.5</td>
<td>122 33 756.4</td>
<td>.20</td>
</tr>
<tr>
<td>90 degrees</td>
<td>M.M.No.B15-2</td>
<td>45 37 501.5</td>
<td>122 33 758.0</td>
<td>.20</td>
</tr>
<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B15-3</td>
<td>45 37 498.0</td>
<td>122 33 1106.4</td>
<td>.29</td>
</tr>
<tr>
<td>90 degrees</td>
<td>M.M.No.B15-3</td>
<td>45 37 500.9</td>
<td>122 33 1106.4</td>
<td>.29</td>
</tr>
<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B16-1</td>
<td>45 37 502.6</td>
<td>122 34 417.2</td>
<td>.12</td>
</tr>
<tr>
<td>90 degrees</td>
<td>M.M.No.B16-1</td>
<td>45 37 502.3</td>
<td>122 34 416.0</td>
<td>.12</td>
</tr>
<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B17-1</td>
<td>45 37 622.1</td>
<td>122 34 824.3</td>
<td>.27</td>
</tr>
<tr>
<td>90 degrees</td>
<td>M.M.No.B17-1</td>
<td>45 37 620.4</td>
<td>122 34 822.2</td>
<td>.27</td>
</tr>
<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B16-1</td>
<td>45 37 729.2</td>
<td>122 34 1228.8</td>
<td>.22</td>
</tr>
<tr>
<td>90 degrees</td>
<td>M.M.No.B16-1</td>
<td>45 37 728.7</td>
<td>122 34 1230.9</td>
<td>.22</td>
</tr>
<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B16-2</td>
<td>45 37 754.5</td>
<td>122 35 77.1</td>
<td>.25</td>
</tr>
<tr>
<td>90 degrees</td>
<td>M.M.No.B16-2</td>
<td>45 37 752.2</td>
<td>122 35 78.0</td>
<td>.25</td>
</tr>
<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B19-1</td>
<td>45 37 819.4</td>
<td>122 35 319.5</td>
<td>.14</td>
</tr>
<tr>
<td>90 degrees</td>
<td>M.M.No.B19-1</td>
<td>45 37 820.5</td>
<td>122 35 320.4</td>
<td>.14</td>
</tr>
<tr>
<td>Inter. of Cross</td>
<td>T.P.No.B19-2</td>
<td>45 37 865.1</td>
<td>122 35 539.0</td>
<td>.14</td>
</tr>
<tr>
<td>Rds.</td>
<td>M.X.No.B19-2</td>
<td>45 37 884.5</td>
<td>122 35 537.7</td>
<td>.14</td>
</tr>
<tr>
<td>T-8677</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B 2</td>
<td>45 36 46.5</td>
<td>122 30 208.9</td>
<td>.34</td>
</tr>
<tr>
<td>90 degrees</td>
<td>M.M.No.B 2</td>
<td>45 36 46.7</td>
<td>122 30 205.6</td>
<td>.34</td>
</tr>
<tr>
<td>Inter. of Cross</td>
<td>T.P.No.B 3</td>
<td>45 36 353.8</td>
<td>122 30 209.4</td>
<td>.45</td>
</tr>
<tr>
<td>Rds. 90 degrees</td>
<td>M.M.No.B 3</td>
<td>45 36 349.5</td>
<td>122 30 208.1</td>
<td>.45</td>
</tr>
<tr>
<td>Description of Point</td>
<td>Test Point Number</td>
<td>Latitude</td>
<td>Longitude</td>
<td>Displacement in mm</td>
</tr>
<tr>
<td>----------------------</td>
<td>-------------------</td>
<td>----------</td>
<td>-----------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B5-1</td>
<td>45 36</td>
<td>1147.8</td>
<td>122 30 224.3</td>
</tr>
<tr>
<td>85 degrees</td>
<td>M.M.No.B5-1</td>
<td>45 36</td>
<td>1143.4</td>
<td>122 30 219.7</td>
</tr>
<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B 5</td>
<td>45 37</td>
<td>101.3</td>
<td>122 31 276.5</td>
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<tr>
<td>80 degrees</td>
<td>M.M.No.B 5</td>
<td>45 37</td>
<td>100.7</td>
<td>122 31 278.1</td>
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<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B 6</td>
<td>45 37</td>
<td>234.3</td>
<td>122 31 1142.6</td>
</tr>
<tr>
<td>80 degrees</td>
<td>M.M.No.B 6</td>
<td>45 37</td>
<td>236.8</td>
<td>122 31 1143.7</td>
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<tr>
<td>Inter. of T-rd.</td>
<td>T.P.No.B13-1</td>
<td>45 37</td>
<td>377.3</td>
<td>122 32 767.8</td>
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<tr>
<td>90 degrees</td>
<td>M.M.No.B13-1</td>
<td>45 37</td>
<td>376.8</td>
<td>122 32 768.6</td>
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<tr>
<td>Inter.of drive</td>
<td>T.P.No.B13-2</td>
<td>45 37</td>
<td>442.1</td>
<td>122 32 1171.2</td>
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<tr>
<td>&amp; N edge of Hwy</td>
<td>M.M.No.B13-2</td>
<td>45 37</td>
<td>440.9</td>
<td>122 32 1167.5</td>
</tr>
</tbody>
</table>

Test point No.:B13-2 is a less well defined point. All the others are well defined.

All the test points were found to test well within the accuracy requirements except for T.P.No. B5-1.

Approved By:

R.A. Earle
Chief of Party

Respectfully Submitted By:

Charles Hanavich
Photo. Engr.
<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>(10/30/45: north edge of both sheets incomplete this date - 1 minute wide)</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>1</td>
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<tr>
<td>Names on both sheets:</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Washington</td>
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<td></td>
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<tr>
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<td></td>
<td></td>
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<td></td>
<td>4</td>
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<tr>
<td>U.S. 830/ Wash. 8</td>
<td>(Evergreen Highway)</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>Spokane, Portland and Seattle</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6</td>
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<tr>
<td>t-8676:</td>
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<td></td>
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<tr>
<td>Columbia River</td>
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<td>10</td>
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<tr>
<td>Ellsworth</td>
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<td>Leiser Point</td>
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<td></td>
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<td></td>
<td></td>
<td>12</td>
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<tr>
<td>West Mill Plain (area)</td>
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<td></td>
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<td>West Mill Plain School</td>
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<td></td>
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<td>Burttbridge Creek</td>
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<td></td>
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<td></td>
<td>15</td>
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<tr>
<td>McLoughlin Heights</td>
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<td>Ellsworth Springs</td>
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<tr>
<td>City of Vancouver Watershed</td>
<td>(a small section in NW corner of sheet)</td>
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<td>Wash. No. 8A</td>
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<td></td>
<td></td>
<td></td>
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<td>20</td>
</tr>
<tr>
<td>East Mill Plain</td>
<td>(not Mill Plain School)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>21</td>
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<tr>
<td>East Mill Plain School</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>22</td>
</tr>
<tr>
<td>Union High School</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>23</td>
</tr>
<tr>
<td>Burton School</td>
<td>Mill Plain Meth. Church</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>24</td>
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<tr>
<td>Sugg Airport</td>
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<td></td>
<td></td>
<td>27</td>
</tr>
</tbody>
</table>

Survey No. T-8676-8677
The following Fixed Aids to Navigation have (have not) been inspected from seaward to determine their value as landmarks, and be charted on (deleted from) the charts indicated.

The positions given have been checked after listing.

Robert A. Earle
Chief of Party

<table>
<thead>
<tr>
<th>GENERAL LOCALITY</th>
<th>NAME AND DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbia River, Washington</td>
<td>RYAN POINT UPPER RANGE FRONT LIGHT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fl. W. 1 Sec.</td>
<td>45 36 879.6</td>
<td>122 35</td>
<td>Radial</td>
<td>Plot</td>
</tr>
<tr>
<td></td>
<td>RYAN POINT UPPER RANGE REAR LIGHT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Oec. W., 6 Sec.</td>
<td>45 36 866.6</td>
<td>122 35</td>
<td>Radial</td>
<td>Plot</td>
</tr>
</tbody>
</table>

Note: The geographic positions of the above nonfloating aids to navigation are in agreement with the charted positions shown on 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 heading should be given.
## NONFLOATING AIDS OR LANDMARKS FOR CHARTS (AERONAUTICAL)

Portland, Oregon
August 6, 1946

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 J.E. Deal

R. A. Earle

### EAST OF VANCOUVER

<table>
<thead>
<tr>
<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>RADIO</td>
<td>Center one of 5 beacons</td>
<td></td>
<td>45 38 (875.7)</td>
<td>122 35 1131.5 (167.8)</td>
<td>N.A.</td>
<td>Triangulation</td>
<td>2-20-46</td>
<td>Aeronautical N-1</td>
</tr>
</tbody>
</table>

NOTE: The above listed geographic position was established by field computation and is unadjusted.

Letter 451 (1947)

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.
RECORD SHEET

GENERAL LOCALITY: East of Vancouver, Washington

LOCALITY: East Mill Plain, Washington

PHOTOS ORDERED: Nov. 1945... REC'D Jan. 21, 1946

PROJECTION ORDERED: Dec. 1945... REC'D Sept. 19, 1945

CONTROL:
COMPUTED... Harris... VERIFIED... Myers
PLOTTED... Bunce... VERIFIED... Wiebe

PHOTO PREPARATION:
CONTROL... Harris
AZIMUTHS... Letson
PASS POINTS... Harris

TEMPLATES... Myers... VERIFIED... Harris

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

COMPILATION:
DETAIL POINTS... Wiebe... DATE... 11-29-45
DETAIL BY... Wiebe... DATE... 2-20-45
VERIFIED BY... Deal... DATE... 3-28-45

DATE OF PHOTOS: 7-2-45
TIME OF PHOTOS: 10:45
STAGE OF TIDE: There are no tidal waters within the area of this Map Manuscript.

COMPARISON WITH PREVIOUS SURVEYS; TOPO., HYDRO., AND CHARTS:
Due to the scale difference only a visual comparison was made with the U.S.G.S. Portland, Ore.-Wash. 15 minute quadrangle. Common planimetric detail is in good agreement. There are no nautical charts covering the area of this Map Manuscript.

REMARKS:
Corrections and changes due to field edit and a final compilation office review have been made.

FORWARDED TO: U.S. Coast and Geodetic Survey
DATE: August 8, 1946

R.A. Earle
Chief of Party
Note to be added to Review Report for T-8676:

Donation Land Claims. The D.L.C. boundary line of Philips Christ has been added to the map manuscript. The existence of the hiatus between the Philips Christ D.L.C. and the James Davidson and H.E. Rodney land claims has been verified.
Division of Photogrammetry

Review Report of

Topographic Survey, Manuscript No. T-8676

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


Only one minor addition to this map manuscript was necessary during the review. The orchard at approximately latitude 45°36'45'', longitude 122°36'00'' was entirely omitted from T-8676. This orchard has been added and the junction with T-8575 (to the west) is now satisfactory.

44. Comparison with Existing Topographic Maps and Quadrangles.

The following existing topographic surveys covering the area of T-8676 have been compared with the manuscript:

<table>
<thead>
<tr>
<th>Manuscript</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-2085</td>
<td>1:10,000</td>
<td>1890</td>
</tr>
<tr>
<td>T-2521</td>
<td>1:10,000</td>
<td>1900</td>
</tr>
</tbody>
</table>

T-8676 supersedes T-2085 except for the contours and fence lines on T-2085, and it supersedes T-2521 completely.


45. Comparison with Nautical Charts.

A visual comparison of the Nautical Chart No. 6156, 1:40,000, 9/21/46, with T-8676 shows favorable agreement. This map has not been applied to Nautical Chart No. 6156 as of the date of this review.

Reviewed by: Inspected by:

[Signature] [Signature]

Photogrammetric Aid Chief, Review Section

11/13/46
APPROVED BY:

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

Chief, Nautical Chart Branch Division of Charts

K.T. Adams
Chief, Div. of Photogrammetry

C.R. Green
Chief, Div. of Coastal Surveys
Division of Photogrammetry

Review Report of
T-8677

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


The manuscript was complete as received from the field and no changes were necessary during the Washington Office review.

44. Comparison with Existing Topographic Quadrangles.

This map manuscript supersedes the following quadrangles in planimetric detail for their common area:

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

45. Comparison with Nautical Charts.

This manuscript contains no shoreline and no comparison was made with chart 6156.

Reviewed by:           Inspected by:

[Signature]            [Signature]
Photogrammetrist       Chief, Review Section
October 18, 1946

APPROVED BY:

[Signature] 11/47
Technical Assistant to the Chief, Div. of Photogrammetry

[Signature]
Chief, Nautical Chart Branch
Division of Charts

[Signature]
Chief, Div. of Photogrammetry

[Signature]
Chief, Div. of Coastal Surveys
### NAUTICAL CHARTS BRANCH

**T.8676**

**SURVEY NO. T.8677**

Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>6/17/48</td>
<td>6156</td>
<td>Piaegari</td>
<td>T.8676 Exam for crit. change only - no Before After Verification and Review Correction.</td>
</tr>
<tr>
<td>Aug 50</td>
<td>6156</td>
<td>Nichols</td>
<td>Before After Verification and Review Both completely applied to reconstruction.</td>
</tr>
</tbody>
</table>

Before After Verification and Review

---

*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.*

---
RECORD SHEET

GENERAL LOCALITY: East of Vancouver, Washington

LOCALITY: West Mill Plain, Washington
August 1945 - Oct. 1, 1945

PHOTOS ORDERED: Nov. 1945 - Rec'd Jan. 21, 1946

PROJECTION ORDERED: Aug. 1945 - Rec'd Oct. 8, 1945

CONTROL:
COMP: Harris - Verified: Myers
Plotted: Bunce - Verified: Wiebe

PHOTO PREPARATION:
Control: Harris

AZIMUTHS: Latson

PASS POINTS: Harris

TEMPLATE: Myers - Verified: Harris

RADIAL PLOT: Harris
Plotted: Barron - Date 11-26-45
Verified: Deal - Date 11-29-45

COMPILATION:
Detail Points: Wiebe - Date 1-21-46
Detail by: Wiebe - Date 2-25-46
Verified by: Deal - Date 3-26-46

DATE OF PHOTOS: See other side
TIME OF PHOTOS: See other side
STAGE OF TIDE: See other side

COMPARISON WITH PREVIOUS SURVEYS; TOPO., HYDRO., AND CHARTS:
Due to the scale difference only a visual comparison was made with the U.S.C.S.
Portland, Ore.-Wash. 15 minute quadrangle. Common planimetric detail is in

good agreement.

A comparison was made with nautical chart No. 6156 and differences are as
follows:

(See reverse side)

REMARKS:
Corrections and changes due to field edit and a final compilation office
review have been made.

FORWARDED TO: U.S. Coast & Geodetic Survey. DATE: August 8, 1946

The Director
R.A. Earle
Chief of Party
COMPARISONS (Continued)

On the north shore of the Columbia River between Longitude 122°34'45" and Longitude 122°35'32" the shoreline has receded from 0 meters to 40 meters.

At Longitude 122°35'33" on the north shore of the Columbia River a small inlet has filled as much as 10 meters.

On the north shore of the Columbia River between Longitude 122°35'34" and Longitude 122°36'00" the shoreline has receded from 0 meters to 50 meters.

PHOTOGRAPH DATA

<table>
<thead>
<tr>
<th>Photo No.</th>
<th>Date</th>
<th>Time</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>762 and 763</td>
<td>7-1-45</td>
<td>12:20</td>
<td>11.7 ft. above M.L.W.</td>
</tr>
<tr>
<td>1139 to 1139 Inc.</td>
<td>7-2-45</td>
<td>10:20</td>
<td>11.0 ft. above M.L.W.</td>
</tr>
<tr>
<td>1236 to 1238 Inc.</td>
<td>7-2-45</td>
<td>12:00</td>
<td>11.0 ft. above M.L.W.</td>
</tr>
<tr>
<td>3602 to 3604 Inc.</td>
<td>11-21-45</td>
<td>14:45</td>
<td>4.9 ft. above M.L.W.</td>
</tr>
</tbody>
</table>

The Mean Low Water datum was established by the U.S. Engineers and their tide gauge which is located at Government Moorings, St. John's Bridge. Willamette River, is set for this datum. The 0.00 point of this gauge is 1.29 feet above Mean Sea Level. The high water line as shown on the Map Manuscript is a plane five feet above the U.S. Engineers low water datum.