**U.S. COAST AND GEODETIC SURVEY**  
**DEPARTMENT OF COMMERCE**

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>SHORELINE</th>
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<tbody>
<tr>
<td>T-8951</td>
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| Field No. | Ph-23(47) | Office No. | T-8952 |
|-----------|-----------|------------|
|           |           | T-8953     |

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>OREGON</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>UMPQUA RIVER</td>
</tr>
</tbody>
</table>

Locality: An area adjacent to the shorelines of Umpqua River from Pacific Ocean upstream to a point about 2.5 miles east of Reedsport.

**CHIEF OF PARTY**

- R.A. Earle-Field—Chief of Party  
- C.W. Clark—Portland Photogrammetric Office

**LIBRARY & ARCHIVES**

**DATE**

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Form 504  
Diag. Cht. No. 5802  
6-1670-1 (3)
DATA RECORD

T-8951 to T-8953 Incl.

Project No. (II): Ph-22(47)  Quadrangle Name (IV):
Portland, Oregon

Field Office (II): Reedsport, Oregon - Field Unit  Chief of Party: R.A. Earle

Photogrammetric Office (III): Portland, Oregon  Officer-in-Charge: Charles W. Clark

Instructions dated (II) (III): 27 February 1943  (Field and Office)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000  Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): None

Date received in Washington Office (IV):  24 Dec. 1951

Applied to Chart No.  Date:  Date registered (IV): 7 Nov. 1952

Publication Scale (IV):  

Geographic Datum (III): N.A. 1927  Publication date (IV): 2 July 1952

Vertical Datum (III): Mean Sea Level

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (2) refer to sounding datum
I.e., mean low water or mean lower low water

Reference Station (III): See reverse side

Lat.:  Long.:  Adjusted

Adj. Unadj.

Plane Coordinates (IV):

Y=  State:  Zone:

X=

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

When entering names of personnel on this record give the surname and initials, not initials only.
DATA RECORD

Field inspection by (II): J.C. Lajoye, J.H. Jinniford, & E.H. Taylor
Date: 8/3/48 to 9/13/48

Planetary contouring by (II):
Date:

Completion Surveys by (III):
Date:

Mean High Water Location (III) (State date and method of location): 8/6/48 to 9/13/48. Located by field inspection, transferred to office photographs by use of stereoscope and then compiled on map manuscripts.

Projection and Grids ruled by (IV):
Date:

Projection and Grids checked by (IV):
Date:

Control plotted by (III): F.H. Elrod
Date: 7/3/50 to 7/6/50

Control checked by (III): Helen L. Laube
Date: 7/18/50

Radial Plot or Stereoscopic Control extension by (III):

Control extension by (III):

Planimetry

Stereoscopic Instrument compilation (III):

Contours

T-8951 - Helen L. Laube
T-8952 - C.C. Wiebe
T-8953 - E.H. Elrod

Manuscript delineated by (III):

Date: 9/20/50 to 11/3/50
Date: 9/29/50 to 10/26/50
Date: 9/15/50 to 10/13/50

Photogrammetric Office Review by (III): Ree H. Barron (all sheets)
Date: Dec. 1950 and May 1951

Elevations on Manuscript
checked by (II) (III):
Date:
Camera (kind or source) (III): Camera "D", Single lens, 12" focal length

**PHOTOGRAPHS (III)**

<table>
<thead>
<tr>
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<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<tr>
<td>47-D-232</td>
<td>11/21/47</td>
<td>12:42</td>
<td>1:10,000 ratio *</td>
<td>3.4 ft. above M.L.L.W.</td>
</tr>
<tr>
<td>thru 240</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>242</td>
<td>11/21/47</td>
<td>12:55</td>
<td>&quot;</td>
<td>3.4 &quot;</td>
</tr>
<tr>
<td>thru 248</td>
<td></td>
<td></td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>252</td>
<td>11/21/47</td>
<td>13:11</td>
<td>&quot;</td>
<td>3.4 &quot;</td>
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<td>13:40</td>
<td>&quot;</td>
<td>3.5 &quot;</td>
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<tr>
<td>thru 284</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>49-D-90</td>
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<tr>
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<td>5/25/49</td>
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<td>&quot;</td>
<td>2.6 &quot;</td>
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<tr>
<td>thru 115</td>
<td></td>
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<tr>
<td>127</td>
<td>5/25/49</td>
<td>11:41</td>
<td>&quot;</td>
<td>2.9 &quot;</td>
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<tr>
<td>thru 135</td>
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<td>141</td>
<td>5/25/49</td>
<td>11:54</td>
<td>&quot;</td>
<td>3.2 &quot;</td>
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<tr>
<td>thru 150</td>
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<tr>
<td>153</td>
<td>5/25/49</td>
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<td>&quot;</td>
<td>3.4 &quot;</td>
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<tr>
<td>thru 162</td>
<td></td>
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<td>&quot;</td>
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</tbody>
</table>

*NOTE: At the higher of the two low water stages for 11/21/47*

**Tide (III)**

Reference Station: Humboldt Bay
Subordinate Station: Umpqua River Entrance
Subordinate Station: Gardiner
Subordinate Station: Reedsport

Washington Office Review by (IV): L.T. Stevens
Final Drafting by (IV): Hunter
Drafting verified for reproduction by (IV): Hall

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 19.1
Shoreline (More than 200 meters to opposite shore) (III): 57.7 statute miles
Shoreline (Less than 200 meters to opposite shore) (III): 16.9 "

Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 91
Recovered: 31
Identified: 29
Number of BMS searched for (II): Recovered: Identified:
Number of Recoverable Photo Stations established (III): 38
Number of Temporary Photo Hydro Stations established (III): None

Remarks: F.I. Photos:

<table>
<thead>
<tr>
<th>T-89 51</th>
<th>T-89 02</th>
<th>T-89 53</th>
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</thead>
<tbody>
<tr>
<td>47-0-237</td>
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<td>47-0-254</td>
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<td>293</td>
</tr>
</tbody>
</table>

Form T-Page 4
1. Description of the area:

The area embraced by this report lies between Latitude 43° 38' 00" and Latitude 43° 47' 00", and between Longitude 124° 06' 00" and Longitude 124° 15' 00". It covers the Umpqua and Smith Rivers, Providence and Scholfield Creeks, the Umpqua River Entrance, the coastal area north and south of the Entrance, and the areas adjacent thereto, including the towns of Reedsport, Winchester Bay, and Gardiner.

The area may be divided into three distinct topographical units which are enumerated below.

1. An area of sand dunes and fossil sand dunes.

2. A flat area adjacent to the river and to the larger drains.

3. The rugged hilly area.

The area will be discussed in the order noted above.

1. The area of sand dunes and of fossil dunes extends both north and south from the Umpqua River Entrance to the north and south limits of the project. Northwesterly of the large bend in the Umpqua River, this unit blends imperceptibly with the area noted in unit 3, which will be described below.

On the south end of the sand spit on the north side of the north entrance jetty there is an area of shifting sand dunes and small seepage ponds. Here and there, small islands of vegetation have succeeded in establishing themselves, as at Arny Hill and Brushy Hill. Further north, the area of shifting sand parallels the beach for a short distance inshore, while inland the dunes have been captured by vegetation and are held in place. Examples of the latter may be seen in the area adjacent to Three Mile and Elbow Lakes.

The bulk of the drainage in this area is subsurface; however, one stream, Three Mile Creek, drains directly across this area and enters the Pacific Ocean.

South of the Entrance, the area is substantially the same, except that the captive dunes are directly south of the river, in the vicinity of the Lighthouse Reservation, and these give way to the shifting sandy dunes, described above, at a point about 1 mile south of the south jetty.
2. The second unit is comprised of the marsh or the reclaimed flat land which borders on the rivers and the larger drains. Typical of this category are the flat lands which parallel the Smith and Umpqua Rivers and the marshes which parallel Providence and Schofield Creeks.

This land, where diked and drained, is used to some extent for grazing and agricultural purposes.

The drainage in this area is the tidal drainage of meandering sloughs, or is an artificial pattern of dikes and ditches whose outlet to the river is by way of tide gates.

This area was once under water and has probably been exposed by a combination of sedimentation and the emergence of the coast line.

3. The third unit, which comprises the bulk of the area, is rugged and hilly, and is either densely forested with softwood, or is densely covered with a second growth of brush, hardwood, and softwood trees.

The drainage in the area spreads out in dendritic patterns, is perfectly defined and is dominantly perennial.

There are two major highways in the area. U.S. 101 runs north and south along the coast and joins Reedsport with other towns along the coast. Oregon State Highway 38 junctions with U.S. 101 at Reedsport and follows the Umpqua River easterly, eventually junctioning with U.S. 99 to form a transportation link to the east.

There is a secondary road which junctions with U.S. 101 about 1/2 mile north of Gardiner and continues easterly along the north bank of the Smith River. Another secondary road junctions with Oregon Highway 38 about 2.0 miles east of Reedsport and continues in a southerly direction, roughly paralleling Schofield Creek.

There is one railroad in the area, a branch line of the Southern Pacific, which traverses the area north and south.

There are three small towns in the area; Winchester Bay, Gardiner and Reedsport. Of these, only Reedsport is an incorporated town. Winchester Bay is largely supported by tourist trade and pleasure fishing. Gardiner and Reedsport depend largely upon the lumber industry and upon the traffic of the port. There is only minor agricultural endeavor in the area.

2. Completeness of Field Inspection:

The field inspection for the clarification of detail was done in accordance with the instructions for this project, i.e. within the detail limits, complete planimetric detail has been shown. Outside the detail limit, only the major drainage, through roads, landmark buildings, etc., have been shown.
3. **Interpretation of the Photographs:** Field inspection photographs are not the same as those used in the radial plot (See p.5, Remarks)

A heavily wooded zone of hardwoods presents a lighter greyish tint and a greater uniformity of tone than a correspondingly heavy area of softwood. For an example of a heavy hardwood zone, see Photo 47-D-245 in the area adjacent to Winchester Creek.

All logged over areas are densely covered by brush or second growth timber of a mixed character. The logged over areas are a light mottled grey. For a type example of this area, see Photo 47-D-245, in the area south of Winchester Bay. Sand areas appear white, while marshy areas have a distinctly mottled appearance which is cut by meandering tidal sloughs.

4. **Horizontal Control:**

A thorough search was made for all USGS triangulation in the area and recovery notes on Form 526 have been submitted. All stations to be used to control the radial plot have been identified on the photographs and pricking cards have been submitted. In the eastern portion of the project, additional control was established. (See Special Report on this subject.)

The traverse control by the USGS along the railroad in the eastern portion of the project was identified for use in the radial plot. (See also Heading 20 following)

5. **Vertical Control:**

All tidal bench marks were searched for and Form 685 has been submitted. In areas where there were a group of bench marks, only one of the group was identified on the field photograph. No attempt was made to recover any other vertical control within the project limits.

6. **Contours and Drainage:**

No contouring is being done in this area.

All drainage within the detail limits, except for minor ditches, has been classified and delineated in the field. Where necessary, supplemental measurements were taken from identifiable objects on the photographs. All drainage was verified under the stereoscope.

Only major drainage was shown outside the detail limits and within the project limits.
7. **Mean High Water Line:**

   The mean high water line was delineated on the photographs in accordance with the project instructions. The mean high water line was inspected either by walking the shore or by inspection from a boat kept close to the shore line.

8. **Low Water Line:**

   The low water line was not located by this party.

9. **Wharves and Shoreline Structures:**

   All wharves and shoreline structures were identified on the field photographs. Appropriate explanatory notes were made on the photographs. All floating structures and non-permanent features have been deleted.

10. **Details offshore from the High Water Line:**

    Dolphins, piling, ruins of old docks and trestles, and other offshore details have been identified and appropriate notes have been made on the field photographs.

11. **Landmarks and Aids to Navigation:**

    All landmarks shown on Chart 600% were inspected and recommended for retention or deletion. Additional landmarks were recommended in the Gardiner-Reedsport area. (Carbon for 567 attached)

    All aids to navigation were located on the photographs where they were visible. In addition, one lighted aid (Four Mile Light) T-875/1 was located by Photo Point method, and one (Macey Sands Light) by T-973/3 a fix from identifiable points on the photograph by a transit. The Front and Rear Entrance Range structures were located by Photo Point method.

12. **Hydrographic Control:**

    No photohydro stations were located. In this connection, it should be noted that topographic stations, either lighted aids to navigation or natural objects, were established in areas where the triangulation recovered was insufficient to satisfy the requirements for Topographic Control as stipulated in the Hydrographic Manual.
13. Landing Fields and Aeronautical Aids:

There are no landing fields or aeronautical aids in the area covered by this project.

14. Road Classification:

All roads have been classified in accordance with Photogrammetry Instructions No. 17, dated 9/15/47. All changes in road classification and all road ends have been shown by a red tick. The names and numbers of all through or major access roads have been shown.

The names of all streets within the corporate boundaries of the town of Reedsport were taken from street signs and verified at the City Recorders Office.

Minor roads outside the detail limit have been deleted.

15. Bridges:

All highway and railroad bridges in the detail area have been shown. In cases where the bridge is over a navigable waterway, the horizontal and vertical clearances have been shown for fixed bridges, with the time and date of the investigation. For draw bridges, the horizontal clearance and the type, and the date of the investigation have been shown. All notes relative to the bridges were noted on the field photographs adjacent to the bridge to which the notes apply. See Heading 67, Field Report.

16. Buildings and Structures:

All buildings and structures within the detail limit have been shown. The entire area has been considered as rural.

17. Boundary Lines and Monuments:

Only the city of Reedsport has a boundary. An attempt was made to recover several of the marked corners but without success. The city plat was in the process of revision and was not available to this party. The city boundary was surveyed some time ago by the Oregon State Highway Commission and a copy of the boundary was secured from them. This layout may be projected on the map manuscript and oriented by means of the existing street layout.
The limits of the Umpqua River Coast Guard station were searched for but not found. A layout of the station was secured from the Coast Guard and may be traced after orienting on the recoverable features which were marked on the field photographs.

18. Geographic Names:

The investigation of geographic names in the area was accomplished by a one man party and is the subject of a special report. Local names, such as posted highways, street names, churches, schools etc. were noted by the field inspection parties on the field photographs. File in Geographic Names Section.

19. Power Transmission, Telegraph and Telephone Lines:

All power transmission, telegraph, and telephone lines within the detail limits which constituted definite topographical features were shown on the field photographs. The overhead clearance of all powerlines over navigable waterways has been shown with the time of the observation and the date.

The Coast Guard telephone line which roughly parallels the grass line on the north and south beaches was located by measurements from identifiable objects on the photographs.

20. USGS Control:

A traverse, run by the USGS, which located natural objects in the Schofield Creek-Frary Creek area was utilized by this party for control in those areas. The points on the traverse were easily identifiable but were indefinitely described. For instance, "Point 207, Bridge 743 F (USGS, 1917) North end" was taken to mean the center of the track at the most northerly end of the actual bridge structure rather than the north end of the point where the bridge itself actually became visible on the photograph. In either case, the area covered by description is well within the allowable error for topographic stations.

Approved:                      Respectfully submitted:

[Signature]
W.H. Bainbridge
Chief of Party

[Signature]
John C. Lajoye
Photogrammetric Engineer
PHOTOGRAMMETRIC PLOT REPORT
Map Manuscripts Nos. T-8951 to T-8953 Incl.
Project Ph-22(47)

21: AREA COVERED:

This radial plot covers an area, from 0.1 mile to 1.0 mile wide along the shorelines of the Umpqua River from the Pacific Ocean to a point about 2.5 miles east of Reedsport, Oregon. Included are the shorelines of Smith River from Blacks Island to Otter Slough and also the shoreline of the Pacific Ocean from about 2 miles south of to about 3 miles north of the jetties at the entrance to Umpqua River. The radial plot comprises Map Manuscripts Nos. T-8951 to T-8953 Incl.

22: METHOD:

Methods used were similar to those described in the Photogrammetric Plot Report for Map Manuscripts Nos. T-8960 to T-8965, Project Ph-25(47), 1948 which is included in a combined descriptive report for that project, except as follows:

The ratio prints of the 1949 photography contained fiducial marks for use in correcting paper distortion and this correction was made when drawing the templates.

Several identified horizontal control stations could not be held and facts pertaining to these stations are discussed in this report under side heading 23: "Adequacy of Control".

23: ADEQUACY OF CONTROL:

Several identified stations which could not be held to are as follows:

In T-8951

BOOM, 1920

It is believed that the field identification of the sub-station for BOOM, 1920 is in error. The sketch on the pricking card is in disagreement with the actual pricking on the field photographs. Also the picture point selected in 1948 in the field was not visible on the 1949 photographs. The station was disregarded for use in controlling the radial plot. (See Heading 3, Field Inspection Report)

CHANNEL LIGHT 2

The station was identified in the field as "doubtful" and was not held to in the radial plot. Destroyed
LEED (USE)

The station is destroyed, according to the 1943 recovery note on Form 526 for LEED (USE), and from other facts contained therein it is believed that the field work in locating the sub-station is probably very doubtful. The station was disregarded for use in controlling the radial plot and a scaled radially plotted position is being submitted on Form 524 for the sub-station which is the fixed aid to navigation LEEDS ISLAND LIGHT.

In T-8952
BAG, 1928

It is believed that the field identification of the sub-station is in error. The field report indicates the area in which the sub-station is located is subject to change due to shifting sands. There is also some doubt about the geographic position for this station. Refer to Geographic Positions Accession No. G-101, Page 3, Siuslaw River to Coos Bay. (Field Computation.)

All other identified control stations were held to and these were adequate to control the orientation of templets in the radial plot.

24: SUPPLEMENTAL DATA:

There were no graphic control surveys or other supplemental control data furnished for the area of this radial plot.

25: PHOTOGRAPHY:

The photographs taken in 1949 furnished adequate coverage and overlap except as follows:

One flight of 1947 field photographs, namely: 47-D-230 to 47-D-240 incl., were used to supplement the 1949 photographs.

A sketch is included as part of this report showing the location of photograph centers, horizontal control stations and the sheet layout of the area.

Approved:
Charles W. Clark
Officer-in-Charge

Respectfully submitted:
J. Edward Deal, Jr.
Cartographer
PROJECT Ph-22(47)
UMPQUA RIVER, OREGON

Sketch to Accompany Triangulation Report
AUGUST 1948
Scale: 1:22,500

R. A. EARLE
CHIEF OF PARTY

943/672, 6-7859
<table>
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<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $\nu$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>SCALE FACTOR</th>
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<td>Reedport Cre. Quad Page G-1</td>
<td>N.A.</td>
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<td>GULL 1928</td>
<td>Page 2</td>
<td>G-101</td>
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<td>KROLL 1928</td>
<td>Page 2</td>
<td>G-101</td>
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<td>Page 43</td>
<td>G-586</td>
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<td>Page 87</td>
<td>G-613</td>
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<td>G-613</td>
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<td>G-613</td>
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<td>148.1 (1703.7)</td>
<td>148.1 (1703.7)</td>
<td>None</td>
</tr>
<tr>
<td>BURN 1908</td>
<td>Page 28</td>
<td>G-586</td>
<td>43° 43' 17.265&quot;</td>
<td>532.8 (1319.0)</td>
<td>532.8 (1319.0)</td>
<td>None</td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR ( \nu )-COORDINATE</td>
<td>LONGITUDE OR ( \lambda )-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</td>
<td>DATUM CORRECTION</td>
</tr>
<tr>
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<td>---------</td>
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<td>----------------------------------------------------------</td>
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</tr>
<tr>
<td>NEVER 1920</td>
<td>G-613</td>
<td>N.A.</td>
<td>43° 43' 11.676&quot;</td>
<td></td>
<td>360.4</td>
<td>(1491.4)</td>
</tr>
<tr>
<td>BRIDGE (USGS 1917)</td>
<td>Page 38</td>
<td>1927</td>
<td>124° 06' 03.72&quot;</td>
<td></td>
<td>1623.4</td>
<td>(228.4)</td>
</tr>
<tr>
<td>North End</td>
<td>Quad.</td>
<td></td>
<td>124° 05' 08.5&quot;</td>
<td></td>
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1 FT. = 0.3048006 METER
COMPUTED BY: F.H. Elrod
DATE: 11/15/48
CHECKED BY: J.C. LaMorga
DATE: 12/13/48
<table>
<thead>
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<th>STATION</th>
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<th>LATITUDE OR (y)-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
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<tbody>
<tr>
<td>Bags, 1928</td>
<td>G-101, Page 3</td>
<td>43° 41' 14.182&quot;</td>
<td>437.7, (1414.0)</td>
<td>- 33.7</td>
<td>404.0, (1447.8)</td>
</tr>
<tr>
<td>Umpqua River Light, 1928</td>
<td>G-586, Page 44</td>
<td>43° 39' 44.480&quot;</td>
<td>1026.6, (317.1)</td>
<td>- 27.3</td>
<td>999.3, (344.3)</td>
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<tr>
<td>House, 1908</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cornwall (USE)</td>
<td>G-613</td>
<td>43° 41' 13.831&quot;</td>
<td></td>
<td></td>
<td></td>
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<tr>
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<td></td>
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<tr>
<td>Reedspoint</td>
<td>G-5685, Page 642</td>
<td>43° 42' 10.520&quot;</td>
<td></td>
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<td></td>
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<tr>
<td>FR (USE), 1920</td>
<td>G-613</td>
<td>43° 40' 04.352&quot;</td>
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<td>Winchester (USE)</td>
<td>G-613</td>
<td>43° 40' 30.769&quot;</td>
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<td></td>
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</tr>
<tr>
<td>Mon, 1948</td>
<td></td>
<td>43° 40' 15.685&quot;</td>
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1 FT. = .3048006 METER

COMPUTED BY: F.H. Elrod   DATE: 11/15/48
CHECKED BY: J.C. Lejuene  DATE: 12/15/48
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<th>DATUM</th>
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<th>LONGITUDE OR $x$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tr>
<td></td>
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<td></td>
<td></td>
<td>FORWARD (BACK)</td>
<td></td>
<td>FORWARD (BACK)</td>
</tr>
<tr>
<td>TREE (TEMP.) 1948</td>
<td>FIELD COMP.</td>
<td>1927</td>
<td>$43^\circ 42' 07.142''$</td>
<td>$124^\circ 04' 16.302''$</td>
<td>220.4 (1631.4)</td>
<td></td>
<td>365.0 (978.4)</td>
</tr>
<tr>
<td>SMITH RIVER 2</td>
<td></td>
<td></td>
<td>$43^\circ 42' 27.188''$</td>
<td></td>
<td>839.1 (1012.7)</td>
<td></td>
<td>139.1 (1204.3)</td>
</tr>
<tr>
<td>LIGHT 1948</td>
<td></td>
<td></td>
<td>$43^\circ 42' 47.017''$</td>
<td></td>
<td>1478.9 (372.9)</td>
<td></td>
<td>1065.9 (277.4)</td>
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<tr>
<td>SLIM 1920</td>
<td></td>
<td></td>
<td></td>
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<td>1157.3 (694.4)</td>
<td></td>
<td>432.3 (911.7)</td>
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<tr>
<td>BRIDGE 743 A (USGS 1917 North End)</td>
<td>Page C-2 Topo</td>
<td></td>
<td>$43^\circ 40' 37.5''$</td>
<td>$124^\circ 05' 19.3''$</td>
<td>1395.0 (456.8)</td>
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<td>1137.6 (296.0)</td>
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<tr>
<td>BRIDGE 743 E (USGS 1917 North End)</td>
<td>Page C-2 Topo</td>
<td></td>
<td>$43^\circ 41' 45.2''$</td>
<td></td>
<td>129.6 (1722.1)</td>
<td></td>
<td>680.9 (663.0)</td>
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<tr>
<td>BRIDGE 742 B (USGS 1917 North End)</td>
<td>Page C-2 Topo</td>
<td></td>
<td>$43^\circ 41' 04.2''$</td>
<td></td>
<td>1447.4 (404.3)</td>
<td></td>
<td>421.2 (923.1)</td>
</tr>
<tr>
<td>SCHOOL STATION (USGS 1917 Center of track opposite)</td>
<td>Page C-2 Topo</td>
<td></td>
<td>$43^\circ 39' 46.9''$</td>
<td></td>
<td>364.2 (1487.5)</td>
<td></td>
<td>486.1 (858.0)</td>
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<tr>
<td>BRIDGE 743 F (USGS 1917 North End)</td>
<td>Page C-2 Topo</td>
<td></td>
<td>$43^\circ 40' 11.8''$</td>
<td></td>
<td>72.0 (1779.8)</td>
<td></td>
<td>1214.8 (128.7)</td>
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<tr>
<td>ROAD 1948</td>
<td>FIELD COMP.</td>
<td>124</td>
<td>$43^\circ 42' 02.332''$</td>
<td></td>
<td>1568.9 (232.9)</td>
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<td>318.3 (1024.9)</td>
</tr>
<tr>
<td>BONE RM #2 1920</td>
<td>OFFICE COMP.</td>
<td></td>
<td>$43^\circ 42' 50.834''$</td>
<td></td>
<td>1637.5 (197.8)</td>
<td></td>
<td>126.1 (322.8)</td>
</tr>
</tbody>
</table>

1 FT = 0.3048006 METER

COMPUTED BY: F.H. Elrod          DATE: 11/16/48
CHECKED BY: G. Richter          DATE: 12/27/48
COMPILATION REPORT
Map Manuscripts T-8951 to T-8953 Incl.
Project Ph-22(47)

31: DELINEATION:

Graphic methods were used for the compilation.

Changes in planimetric features, since the date of field inspection, which could be determined by office examination of the 1949 photographs, were shown.

The 1947 photographs (field ratio prints) were utilized to supplement the 1949 photography especially along the Pacific Ocean shoreline.

Refer to side heading 25: "Photography" of the Photogrammetric Plot Report for additional facts pertaining to photographs in this project.

32: CONTROL:

The placement and density of identified control stations were satisfactory.

Refer to side heading 23: "Adequacy of Control" of the Photogrammetric Plot Report for additional facts.

33: SUPPLEMENTAL DATA:

The following, which were used to supplement the photographs are being forwarded with the map manuscripts.

1. Map of Reedsport, Oregon (2 copies) Approx. 1" = 1350' T-8952

2. Plot Plan Umpqua River Lifeboat Station
   Winchester Bay, Oregon
   Scale 1" = 1000' T-8952
   No. 321-491
   (Geographic Names Section)

3. Map of Siuslaw National Forest (2 copies) Scale 1" = 4.5 miles

4. Umpqua River, Oregon Entrance U.S.E. Scale 1:5000 T-8952
   Sept. 10, 1957 (Jetty) UM-1-281

34: CONTOURS AND DRAINAGE:

Not applicable.
SHORELINE AND ALONGSHORE DETAILS:

The mean high water line was located by the field inspection unit on the 1947 photographs. For the mean high water line along the Pacific Ocean the 1947 field photographs were examined with the aid of the stereoscope, and the field location was refined to agree with the definite line visible on the photographs. This mean high water line was then compiled directly from the field photographs. For the Umpqua River and its tributaries the mean high water line as located on the 1947 field prints by the field unit was transferred to the 1949 office photographs with the use of the stereoscope and then compiled.

All alongshore details appearing on the photographs, except those deleted by the field unit, were compiled.

Approximate shoal lines have been shown at several places in the area where they were visible on the photographs.

Foreshore areas which are believed to be bare at low water have been shown with the appropriate symbol.

Refer to side headings 7 and 8 of the Field Inspection Report which is included in this Descriptive Report.

On map manuscript T-8952 there is a new jetty, which was constructed in 1950 and 1951, at the entrance to the Umpqua River. The Portland District Office of the Corps of U.S. Engineers furnished this office a plan locating this jetty. Data on this plan has been used to compile a reduction overlay map showing the location of the new jetty at the scale of the map manuscript and this overlay is attached to map manuscript T-8952. On 18 May 1951 the Portland District Office informed this office that the jetty is now complete.

On 5/22/51 the Portland District Office of the U.S. Engineers informed this office that recent surveys, made in the area of this jetty, indicated additional changes in the shoreline and soundings. These changes are not shown on the overlay but are approximately located in red crayon on a print of the plan entitled "Umpqua River Entrance, U.S.E." Scale, 1:5000. Plans showing the correct location of these additional changes will be submitted by U.S. Engineers through the Supervisor, Midwestern District U.S.C. & G.S. in the very near future.

In the area of T-8953 a new dock and fill has been constructed at the west end of Balon Island. Correspondence concerning this work and prints of drawings submitted for a permit from U.S. Engineers are attached to the original copy of this descriptive report. An overlay showing the dock and fill area has been compiled from this data and is attached to map manuscript T-8953.
36: **OFFSHORE DETAILS:**

There were no unusual offshore details and those indicated by field inspection were compiled.

37: **LANDMARKS AND AIDS:**

Forms 567 are being submitted for all landmarks and aids in the area of these map manuscripts. *(Copies attached)*

The U.S. Engineers, Portland District office were consulted and furnished this office their latest positions on Oregon State Coordinates for several of the fixed aids to navigation. These coordinates were changed to geodetic positions and then entered on the Forms 567 being submitted.

38: **CONTROL FOR FUTURE SURVEYS:**

Forms 524 are being submitted for 38 recoverable topographic stations distributed over the 3 map manuscripts as follows:

- T-8951 = 17
- T-8952 = 10
- T-8953 = 11

A list of recoverable topographic stations has been prepared on a separate page for each map manuscript under paragraph 49.

A list of these stations is not included in paragraph 11 of the field inspection report.

No photo hydro stations were established.

39: **JUNCTIONS:**

Satisfactory junctions have been made between all map manuscripts in this project.

40: **HORIZONTAL AND VERTICAL ACCURACY:**

There are no areas considered to be sub-normal in horizontal accuracy. Vertical accuracy is not applicable to this project.
46: COMPARISON WITH EXISTING MAPS:

A visual comparison was made with U.S.G.S. Reedsport Oregon, 15 minute quadrangle, Scale 1:62,500 edition of 1923, reprinted 1942.

The planimetry on this quadrangle is very much out of date especially in the Umpqua River area.

A visual comparison was made with the Army Map Service Reedsport, Oregon 15 minute quadrangle, Scale 1:50,000, edition of 1947.

47: COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with nautical chart 6004, Scale 1:20,000, last printed 3/7/49, hand corrected 10/2/50.

There are numerous places along the east shoreline of Umpqua River between South Jetty and Winchester Bay which are in disagreement between the chart and map manuscript.

The high water line of the Pacific Ocean shown on the chart from the north jetty to Lat. 43° 42' 15" is from 50 to 75 meters inshore to that located by field inspection in July 1948. Elsewhere the mean high water line of the Pacific Ocean is in agreement with the map manuscript.

"ITEMS TO BE APPLIED TO NAUTICAL CHART IMMEDIATELY"

A shoal has apparently built up in the entrance to Umpqua River between the two jetties which is not indicated on the chart. This shoal is definitely indicated on the 1947 photographs. The 1949 photographs do not quite cover the shoal area. The shoal is further indicated by a notation of "breakers" on the U.S. Engineers hydrographic survey of the Umpqua River entrance a copy of which is being submitted with the map manuscript.

The new jetty in the entrance to Umpqua River is also believed to be a feature of importance for immediate application to nautical charts. Refer to side heading 35.

Approved:  
Charles W. Clark  
Officer-in-Charge  

Respectfully submitted:  
J. Edward Deal, Jr.  
Cartographer
The following geographic names, which appear on the map manuscript, were obtained from the final name sheet entered on copies of Reedsport, Oregon and Siltcoos Lake, Oregon Army Map Service 15' Quadrangles and Nautical Chart #6004.

Barretts Landing
Cannery Island
East Gardiner
Fourmile
Frentz Creek
Gardiner
Henderson Cove
Hudson Slough (This is correct name for wide section near Smith River. Upper part of stream is Frantz Creek)
Leeds Island
Oregon Coast Highway U.S. 101
Pacific Ocean
Smith River
Steamboat Island
The Cutoff
The Point
Threemile
Threemile Creek
Threemile Lake
Umpqua River

Brashy Hill
Southern Pacific Line

Names underlined in red are approved
12-7-51
W. Heck
The following geographic names, which appear on the map manuscript, were obtained from the final name sheets entered on copies of Reedsport, Oregon and Siltcoos Lake, Oregon, Army Map Service 15 minute quadrangles and Nautical Chart #6004.

Army Hill
Cornwall Point
Hunt Cove
Jerden Cove
Macey Cove
North Jetty
North Spit
Oregon Coast Highway
Ork Reef
Pacific Ocean
South Jetty
Umpqua River
Umpqua Lighthouse State Park
U.S. Coast Guard Reservation
Winchester Bay
Winchester Bay (City)
Winchester Creek
Winchester Point

Names underlined in red are approved.
12-7-51
L. Heck
The following geographic names, which appear on the map manuscript, were obtained from the final name sheets entered on copies of Reedsport, Oregon and Siltcoos Lake, Oregon, Army Map Service 15 minute Quadrangles and Nautical Chart #5004.

Blacks Island
Bacon Island
Butler Creek
Car Creek
Oregon Coast Highway
Providence Creek
Reedsport
Schofield Creek
Smith River
Southern Pacific Lines
Tide Ways Memorial Park (Tide Ways)
Turner Gulch
Umpqua River
Wades Flat

U.S. 101 Oregon Coast Highway
State Hy. No. 38
Leeds Island
Union High School
Reedsport Rodeo Grounds
Also street names in Reedsport shown on manuscript.

Names underlined in red are approved.
11-7-51
L. Heck
10 November 1950

Lt. Comdr. Charles W. Clark
Dept. of Commerce
U.S. Coast & Geodetic Survey
Portland Photogrammetric Office
c/o Swan Island Postal Station
Portland 18, Oregon

Dear Sir:

In answer to your letter of November 7, 1950, find enclosed copy of our permit with U.S. Engineers for construction of subject pier, together with map showing ties to existing government stations.

If you should need additional information, do not hesitate to call.

Sincerely,

/S/ H.R. Morris, Mgr.

HRM/mc

encl:
Forms 524 are being submitted for the following recoverable topographic stations.

- REEDSPORT CROSSING LOWER LIGHT
- GARDINER CHANNEL 1 LIGHT
- GARDINER CHANNEL 2 LIGHT
- LEEDS ISLAND LIGHT
- CANNERY SANDS DIKE LIGHT
- THREE MILE DIRECTIONAL LIGHT
- FOURMILE LIGHT
- BURNER, 1948
- BRIDGE 7370 (USGS 1917), North end
- BRIDGE (USGS 1917), North end
- ABLE
- JOHN
- EASY
- BARRETTS UPPER DIKE LIGHT
- BARRETTS RANGE REAR LIGHT
- BARRETTS RANGE FRONT LIGHT
- BARRETTS LOWER DIKE LIGHT
Forms 524 are being submitted for the following Recoverable Topographic Stations.

- LOOKOUT, (Umpqua River Coast Guard No. 321)
- FISH
- MIKE
- LOVE
- KING
- MARS
- DOUBLE COVE POINT LIGHT
- JADE
- UMPQUA RIVER BAR RANGE FRONT LIGHT
- UMPQUA RIVER BAR RANGE REAR LIGHT
Forms 524 are being submitted for the following Recoverable Topographic Stations.

MACKY SANDS 8 LIGHT
REEDSPORT CROSSING UPPER LIGHT
TANK (Elevated)
INCINERATOR
BRIDGE 743 F (USGS 1917) North end
BRIDGE 740 E (USGS 1917) North end
CHIM
SCHOOL STATION (USGS 1917) Center of track opposite
BRIDGE 742 B (USGS 1917) North end
BRIDGE 743 A (USGS 1917) North end
Azimuth Mark Reedsport, 1942 (B.M. E-56, 1930)
PROPOSED DOCK
UMPQUA RIVER
APPLICATION BY
O. H. HINSDALE
REEDSPORT OREGON
July 1950.
TRACED FROM U.S.E.D. UM-1-225/4
SHEET 1 OF 3.
PHOTOGRAMMETRIC OFFICE REVIEW

T-8951 to T-8953 Incl.

1. Projection and grids ☑
2. Title ☑
3. Manuscript numbers ☑
4. Manuscript size ☑

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy ☑
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ☑
7. Photo hydro stations ☑
8. Bench marks ☑
9. Plotting of sextant fixes ☑
10. Photogrammetric plot report ☑
11. Detail points ☑

ALONGSHORE AREAS
(Nautical Chart Data)

12. Shoreline ☑
13. Low-water line ☑
14. Rocks, shoals, etc. ☑
15. Bridges ☑
16. Aids to navigation ☑
17. Landmarks ☑
18. Other alongshore physical features ☑
19. Other alongshore cultural features ☑

PHYSICAL FEATURES

20. Water features ☑
21. Natural ground cover ☑
22. Planetary contours ☑
23. Stereoscopic instrument contours ☑
24. Contours in general ☑
25. Spot elevations ☑
26. Other physical features ☑

CULTURAL FEATURES

27. Roads ☑
28. Buildings ☑
29. Railroads ☑
30. Other cultural features ☑

BOUNDARIES

31. Boundary lines ☑
32. Public land lines ☑

MISCELLANEOUS

33. Geographic names ☑
34. Junctions ☑
35. Legibility of the manuscript ☑
36. Discrepancy overlay ☑
37. Descriptive Report ☑
38. Field inspection photographs ☑
39. Forms ☑

40. [Signature]
Reviewer

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

43. Remarks:

Compiler

Supervisor

Form T-2
## Nonfloating Aids or Landmarks for Charts

**Renoirport, Oregon**  
7 September, 1948

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 J. Edward Deal, Jr.  
Charles W. Clark

**Chief of Party.**

<table>
<thead>
<tr>
<th>STATE</th>
<th>Oregon</th>
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<td>CHARTING NAME</td>
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<td></td>
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<tr>
<td>Barretts Range Front Light</td>
<td>834</td>
</tr>
<tr>
<td>Barretts Range Rear Light</td>
<td>835</td>
</tr>
<tr>
<td>Barretts Lower Dike Light</td>
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</tr>
<tr>
<td>Barretts Upper Dike Light</td>
<td>836</td>
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<tr>
<td>Three Mile Directional Light</td>
<td>838</td>
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<td>Cannery Sands Dike Light</td>
<td>840</td>
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<tr>
<td>Leeds Island Light</td>
<td>841</td>
</tr>
<tr>
<td>Reedsport Crossing Lower Light</td>
<td>842</td>
</tr>
<tr>
<td>Double Cove Point Light</td>
<td>842</td>
</tr>
<tr>
<td>Reedsport Crossing Upper Light</td>
<td>843</td>
</tr>
<tr>
<td>Haysy Sands 8 Light</td>
<td>845</td>
</tr>
<tr>
<td>Smith River 2 Light (rebuilt in 1949)</td>
<td>844</td>
</tr>
<tr>
<td>Umpqua River Light (Umpqua River Lighthouse 1908)</td>
<td>825</td>
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<tr>
<td>Umpqua River Bar Range Front Light</td>
<td>828</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 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, Jr.

<table>
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<tr>
<th>STATE</th>
<th>Oregon</th>
<th>1951 Light</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>
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<td>829</td>
<td>Umpqua River Bar Range Rear Light</td>
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<td>43 39</td>
<td>1561.9</td>
<td>124 11</td>
<td>N.A. U.S. 1927 Engineers</td>
<td>1949</td>
<td>X 6004</td>
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<td>837</td>
<td>Fourmile Light</td>
<td></td>
<td>43 44</td>
<td>1307.6</td>
<td>124 09</td>
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<td>1950</td>
<td>X 6004</td>
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<td>841.5</td>
<td>Gardiner Channel 1 Light</td>
<td></td>
<td>43 44</td>
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<tr>
<td></td>
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<td>841.7</td>
<td>Gardiner Channel 2 Light</td>
<td></td>
<td>43 44</td>
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<td>124 07</td>
<td></td>
<td>1950</td>
<td>X 6004</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 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>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOWER</td>
<td>Lookout Tower No. 321 (50 ft. high)</td>
<td></td>
<td>43 39</td>
<td>167.1</td>
<td>124 11</td>
<td>(109.3) N.W. Radial Plot</td>
<td>1927 T-8952 1948 X</td>
<td>6004</td>
</tr>
<tr>
<td>CUPOLA</td>
<td>Fish house cupola on west end of building on south dock of 2 65° N.W.</td>
<td></td>
<td>43 40</td>
<td>1509.9</td>
<td>124 10</td>
<td>(530.4)</td>
<td>#</td>
<td>X 6004</td>
</tr>
<tr>
<td>BURNER</td>
<td>Sawdust burner, 50 feet high, Gardiner Lumber Co. Plant, Gardiner, Ore.</td>
<td></td>
<td>43 43</td>
<td>1806.3</td>
<td>124 06</td>
<td>(926.9) Radial Plot</td>
<td>T-8951</td>
<td>6004</td>
</tr>
<tr>
<td>TANK</td>
<td>Tank, elevated, black, 125 feet high</td>
<td></td>
<td>43 42</td>
<td>726.7</td>
<td>124 06</td>
<td>(861.7) Radial Plot</td>
<td>T-8953</td>
<td>6004</td>
</tr>
<tr>
<td>INCINERATOR</td>
<td>Incinerator at Bridge Lumber Co.</td>
<td></td>
<td>43 42</td>
<td>726.5</td>
<td>124 06</td>
<td>(213.4) Triang.</td>
<td>Triang. 1920 X</td>
<td>6004</td>
</tr>
<tr>
<td></td>
<td>[Note: also Gardiner Lumber Co.] Reedsport, Ore.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Flagpole on west face of Jewett School</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>FLAGPOLE at Gardiner, Oregon (SCHOOL, 1920)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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 been inspected from seaward to determine their value as landmarks be removed (deleted from) the charts indicated.

The positions given have been checked after listing by J. Edward Deal, Jr.

<table>
<thead>
<tr>
<th>STATE</th>
<th>Oregon</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>TANK</td>
<td>Destroyed</td>
</tr>
<tr>
<td>SR. LODGE</td>
<td>Destroyed</td>
</tr>
<tr>
<td>TOWER</td>
<td>Poles</td>
</tr>
<tr>
<td>TOWER</td>
<td>Poles</td>
</tr>
<tr>
<td>STACK</td>
<td>Destroyed</td>
</tr>
<tr>
<td>CH. CROSS</td>
<td>Destroyed</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.
REPORT T-8951-53

Red Topographic Surveys

1882-85
1885
1886
1920
1920
1928
1928

Other Agencies

Re, Oregon 1:50,000 1947
1:62,500 ed. 1920 rep.1942
Oregon 1:50,000 1947
1:62,500 ed. 1923 rep.1942

Temporary Hydrographic Surveys

None

Comparison with Nautical Charts

6004 1:20,000 ed. June 1948, rev. March 1949

Mapped but not charted:

Three cables over Umpqua River channel
New jetty (attached overlay T-8952) Umpqua River entrance
A pole line across Winchester Bay (T-8952)
Numerous piles and lines of piling (log booms)
A dam between Leeds Island and the mainland (T-8951)
A road has been constructed (1949 photographs) south
of Smith River (eastern limit of T-8951) as far as
the north bank of a small stream traversing reclaimed
land. Construction work was in progress on what is
probably the abutments of a bridge for the new road
across Smith River just west of Hudson Slough to
give access to the highway extending from US 101
eastward along the north side of Smith River.
Further information is needed before charting this
structure.

A new dock (attached overlay, T-8953) on Bolton Island
across Umpqua River from Reedsport has been planned.
The status of this project is not known (Dec.1951).
Charted but not mapped:

Ledge south of Double Cove Point (T-8952)
Cable area south of Army Hill to Cornwall Point (T-8952)
Towers: T-8952
Old Lookout (North Spit)
Power line, North Spit & Cornwall Point
Tank (North Spit) T-8952
Piles - various
Wreck south of South Jetty (T-8952)

66. Accuracy of Results

These compilations comply with project instructions and meet the National Standards of Accuracy except as noted in headings following.

67. Bridges

Field inspection data for the vertical clearances for U.S. Highway 101 and for Southern Pacific Railroad over Umpqua River at Reedsport were in marked disagreement with those listed by the U.S. Engineers. Because river-levels are so variable and because time and conditions during field measurements are not precisely known, it is recommended that the Engineers' clearances be retained for charting purposes. Field inspection figures have been deleted from the map manuscripts and replaced by those of the Engineers as recorded in the List of Bridges Over the Navigable Waters of the United States (July 1, 1941).

68. Boundaries

T-8952

The U.S. Coast Guard Reservation boundary was transferred to the map manuscript from a plan (Reading 33 Compilation Report). The boundary follows section and quarter-section lines in Section 13 of T22S, R13W. The photographs give no clue to the position of the section. The boundary as drawn must be considered an approximate location.

T-8953

The incorporated town of Reedsport.

The plan submitted by the field inspector (Reading 33, Compilation Report) indicates that all the southern boundary on land follows section and quarter-section lines.
The southern boundary of the quarter-section next west of that in which western Reedsport is situated is plainly visible on the photographs. Using this as a guide, the southern limit to western Reedsport was moved north about 400 feet, thus establishing relationships more in accord with the plan. However, the whole boundary line of Reedsport must be considered as only a close approximation.

Reviewed by

Lena T. Stevens

Approved:

[Signatures]

Chief, Review Section
Division of Photogrammetry

Chief, Nautical Chart Branch
Division of Charts

Chief, Division of Photogrammetry

Chief, Division of Coastal Surveys
# Nautical Charts Branch

**Survey No.** T8951; T8952; T8953

## 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>Aug-Oct. 1953</td>
<td>Reconstr. 6004</td>
<td>G.N. Stephens</td>
<td>Before- After Verification and Review</td>
</tr>
<tr>
<td>1/9/56</td>
<td>6802</td>
<td>Frank Pavlet</td>
<td>Exam Observations Before After Verification and Review</td>
</tr>
<tr>
<td>5/19/81</td>
<td>18580</td>
<td>Dean Tanabe</td>
<td>Before After Verification and Review Fully applied to Drug. 21</td>
</tr>
</tbody>
</table>

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.