8954 - 8958 INCL.

8958 INCL.

8954

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Shoreline

Field No. ..... *Office No.* T-8954 to T-8958, Inc.

LOCALITY

State Oregon

General locality Charleston, Coos Bay, Eastside, Oregon

Locality An area immediately adjacent to the entire shoreline of Coos Bay

1949

CHIEF OF PARTY

R. A. Earle - Field
Charles M. Clark-Portland Photogrammetric Office.

LIBRARY & ARCHIVES

DATE June 17, 1953

8-1870-1 (1)

DATA RECORD

T-8954 to T-8958 Incl.

Project No. (II): Ph-23(47) Quadrangle Name (IV):

Field Office (II): Portland, Oregon
Coos Bay, 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 1948

Copy filed in Division of Photogrammetry (IV)
Office Files

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) MAR 1 - 1951

Date reported to Nautical Chart Branch (IV): MAR 9 - 1951

Applied to Chart No. Date:

Date registered (IV):

Publication Scale (IV):

Publication date (IV):
(Date of issue July 1952)

Geographic Datum (III): N.A. 1927

Vertical Datum (III): ~~Mean Sea Level~~

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): See reverse side

Lat.: Long.:

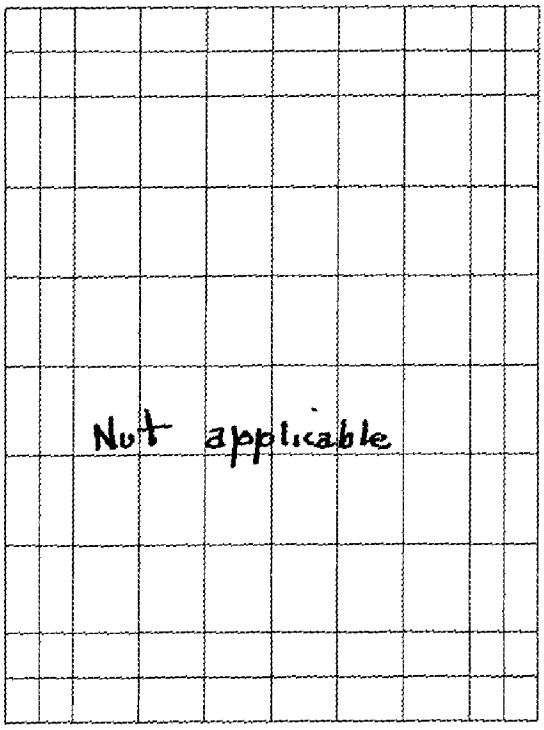
Adjusted
Unadjusted

Plane Coordinates (IV): Not shown State: Oregon Zone: South

Y= 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.



Areas contoured by various personnel
(Show name within area)
(II) (III)

DATA RECORD

Field Inspection by (II): J.C. Lajoye, J.H. Winniford & E.H. Taylor Date: Summer 1948
See Remarks section.

Planetable contouring by (II): Date: –

Completion Surveys by (II): Date:

Mean High Water Location (III) (State date and method of location): ~~Located~~ identified on photographs EHR by field inspection in June and July 1948. Field data transferred to office photographs with aid of stereoscope and then compiled on map manuscripts.

Projection and Grids ruled by (IV): Wash. Office Date:

Projection and Grids checked by (IV): Wash. Office Date:

Control plotted by (III): James L. Harris Date: 6/26/50

Control checked by (III): Harry J. Atkins Date: 6/26/50

Radial Plot or Stereoscopic Control extension by (III): James L. Harris Date: 7/21/50

Stereoscopic Instrument compilation (III): Planimetry Date:

Contours Date:

Manuscript delineated by (III): See reverse side Date:

Photogrammetric Office Review by (III): Ree H. Barron (all sheets) Date: 10/2/50 to 11/27/50

Elevations on Manuscript checked by (II) (III): Ree H. Barron (Tidal bench marks) Date: 10/2/50 to 11/27/50

M-2618-12(4)

Manuscript delineated by:			Date:
T-8954	-	C.C. Wiebe	7/21/50 to 9/28/50
T-8955	-	M.B. Elrod	9/8/50 to 9/14/50
T-8956	-	R.A. Davidson	9/8/50 to 10/3/50
T-8957	-	H.L. Laube	7/24/50 to 9/19/50
T-8958	-	M.B. Elrod	7/21/50 to 8/23/50

Camera (kind or source) (III): Camera "D" U.S.C.& G.S. Single lens

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
FIELD				
47-D-222 to 230 incl.	11/22/47	Unknown	1:10,000 ratio	Low-water
371 to 392 incl.	11/22/47	12:26	"	4.0 ft. above M.L.W.
400 to 410 incl.	11/22/47	12:01	"	4.4 ft. above M.L.W.
411 to 420 incl.	11/21/47	15:24	"	3.8 ft. above M.L.W.
429 to 451 incl.	11/21/47	14:55	"	3.6 ft. above M.L.W.
477 to 479 incl.	11/21/47	Unknown	"	Unknown
OFFICE				
49-D-168 to 188 incl.	5/25/49	12:28	1:10,000 ratio	4.8 ft. above M.L.W. ✓
191 to 235 incl.	"	13:11	"	4.1 ft. above M.L.W.
242 to 272 incl.	"	14:08	"	3.2 ft. above M.L.W.
275 to 287 incl.	"	14:23	"	3.0 ft. above M.L.W.

Tide (III)

Ratio of Ranges	Mean Range	Diurnal ~~Spring~~ Range
1.0	4.3	6.2
1.1	4.9	6.7

Reference Station: Humboldt, California
Subordinate Station: Empire, Coos Bay, Oregon
Subordinate Station:

Washington Office Review by (IV): Everett H. Ramey Date: 16 July 1951

Final Drafting by (IV): Travis Date: 9-28-51

Drafting verified for reproduction by (IV): S. Dean 3-14-52; W.O. Hallum 6-13-52

Proof Edit by (IV): Date:

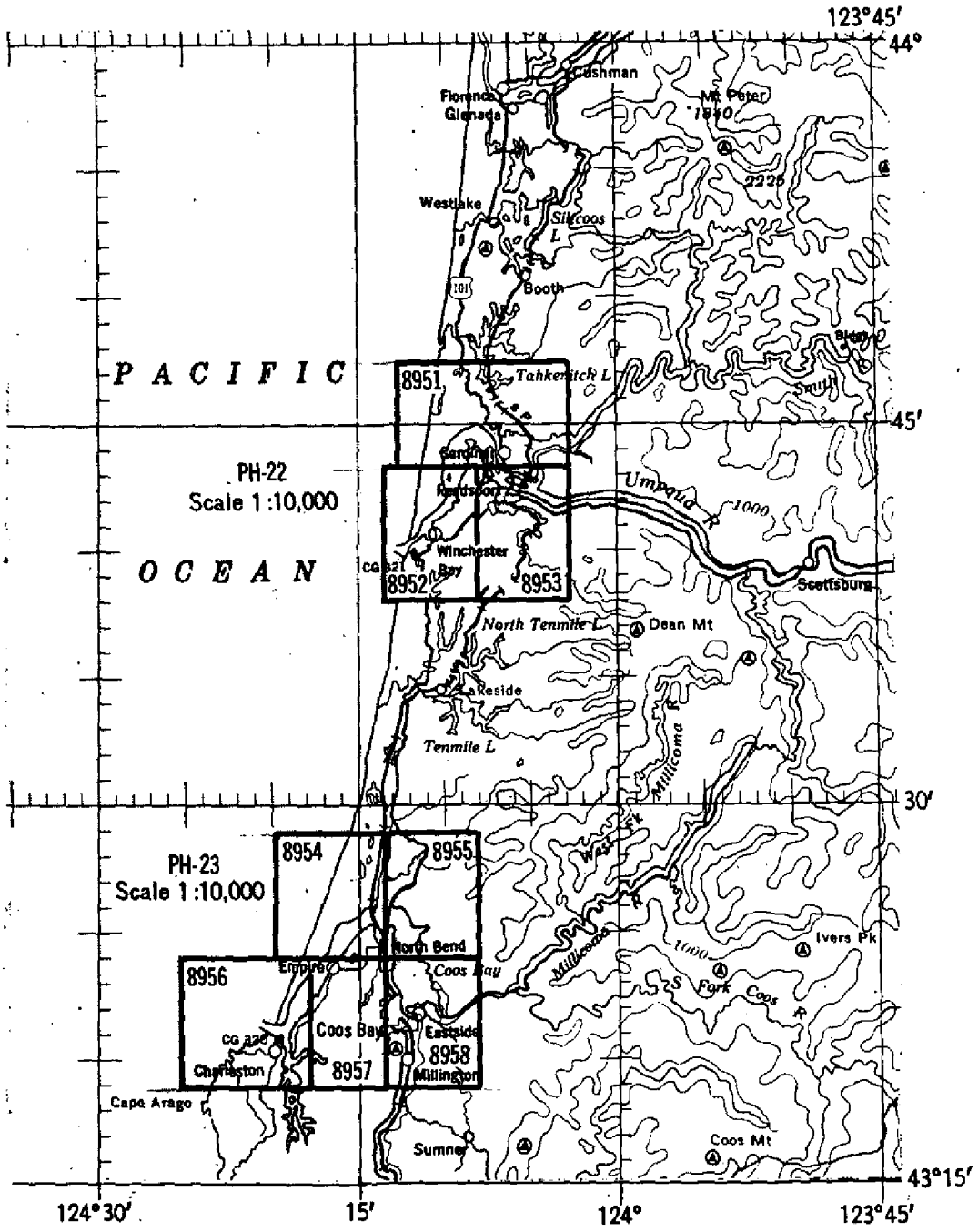
Land Area (Sq. Statute Miles) (III): 41.8
Shoreline (More than 200 meters to opposite shore) (III): 73.0 Statute miles
Shoreline (Less than 200 meters to opposite shore) (III): 42.0 " "
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): Recovered: 114 Identified: 68
Number of BMs searched for (II): 22 Recovered: 17 Identified: 3
Number of Recoverable Photo Stations established (III): ~~74~~ 76 EHR
Number of Temporary Photo Hydro Stations established (III): None

Remarks: Some fixed aids were established subsequent to the time of field inspection. They are shown on the manuscripts as per USE observations of 1950.

M-2618-12(4)

SHORELINE MAPPING PROJECT PH-22 (47)

OREGON Umpqua River



SHORELINE MAPPING PROJECT PH-23 (47)

OREGON Coos Bay

SUMMARY TO ACCOMPANY T-8954 THROUGH T-8958

Shoreline surveys T-8954 through T-8958 comprise project Fh-23(47). They cover the shoreline and adjacent features of Coos Bay, Oregon, or approximately the area covered by Nautical Chart 5984.

These surveys were compiled by graphic methods at a scale of 1:10,000 using for most part 1949 photographs. The field inspection was accomplished in 1948 using 1947 photographs. The compilation was in accordance with the field inspection except where changes could be readily interpreted on the 1949 photographs. Also the source of the positions of some aids to navigation, which were moved subsequent to the date of the field inspection, is the U. S. Engineers. The field operations included the inspection of shoreline and adjacent features, the recovery and identification of horizontal control, the establishment of some additional horizontal control and the investigation of city boundaries.

The area covered by these surveys extends from latitude 43°19' to latitude 43°29' and westward from longitude 124°08' to the Pacific Ocean. Items registered under these survey numbers will include a cloth-mounted lithographic print of each survey manuscript at a scale of 1:10,000 and a descriptive report covering all the surveys.

FIELD INSPECTION REPORT
Sheets 8954 to 8958 (Incl.)
Project Ph-23(47)

1. Description of Area:

The area covered by this project lies between Latitudes 43° 19' 00" and 43° 29' 00"; and between Longitudes 124° 08' 00" and 124° 24' 00". It covers the area adjacent to Cape Arago, the entrance to Coos Bay, Coos Bay proper, the tributary sloughs and rivers, and the coast line north of the Coos Bay Entrance.

Prominent among the waterways are the Coos River and the tributary sloughs, South Slough, North Slough, Pony Slough, Haynes Inlet, Kentuck Slough, Isthmus Slough, and Catching Slough. There are a number of smaller drains and creeks which flow into the sloughs mentioned above but they are of minor importance and are not navigable.

The Coos Bay - North Bend waterfront is highly industrialized and the navigation channel is lined with lumber mills and wharves for loading the ocean going vessels which carry lumber out of the port. The area adjacent to the towns of Coos Bay and North Bend is largely industrial and residential while the balance of the project is covered with high ridges on which grows timber of varying size and type.

Topographically, the area covered by this report falls into three distinct units:

(1) The area of sand dunes and fossil sand dunes lying north of the mouth of Coos Bay and extending to the north project limit.

(2) An area of marsh or reclaimed pasture land which is adjacent to Coos Bay and its tributary sloughs.

(3) A rugged hilly area which embraces the bulk of the remaining area within the project limits.

Each of the above topographical divisions will be treated in the order listed.

(1) The area of sand dunes and fossil sand dunes extends northeasterly from the north jetty at Coos Bay Entrance, easterly to the mouth of North Slough and to the northern limits of this project. A sandy beach, inaccessible by road, fronts along the ocean for the entire length of the area. Inland from the sand beach is an area of shifting sand dunes, interspersed with numerous small intermittent ponds, and spotted here and there with coniferous trees which have survived the constant southeasterly encroachment of the dunes. This southeasterly trend is due to the prevailing northwesterly winds. The above des-

cription roughly fits all of the North Spit. Lying to the east of the area mentioned above, and west of the banks of North Slough is an area where the dunes have been captured and held in place by vegetation. This area is interlaced with small sloughs, marshes and lakes, e.g. Henderson Marsh on Horsfall Lake.

The drainage in this area is largely sub-surface due to the sandy character of the soil.

(2) The area of marsh and of reclaimed pasture land, parallels the east and north shore of Coos Bay east of Pony Point, - specifically, from the east limit of the project, on Coos River, west to the North Bend Municipal Airport and north along the eastern shore of Coos Bay to North Slough. It also parallels all the major sloughs which empty into Coos Bay.

In areas where the shoreline has not been diked or filled, the marshy condition naturally present has remained. In other areas, dikes have been erected to withstand the tidal flooding of the marsh, and the land has been converted into pasture for dairy herds. Along the sloughs tributary to the bay, tidegates and drainage ditches have been erected and the land has been converted to agricultural pursuits. In still other areas, especially in the area at Eastside and on the Coos Bay waterfront, the land has been filled by dredging and converted to industrial sites.

The drainage in this area is artificial or tidal. Without artificial drainage the area would be unsuited to human pursuits. This land was at one time covered by the waters of the bay and has been elevated by the emergence of the coast.

(3) The third unit embraces the bulk of the project area. This area is comprised of steep, mountainous slopes; densely covered by either heavy woods or by a dense cover of second growth deciduous brush and trees, interspersed with scattered conifers. Portions of the towns of Coos Bay and North Bend are within the area, while the balance of the thickly settled area falls in unit 2.

The drainage in this area is clearly defined and is largely perennial in character.

One major Highway, U.S. 101 (Oregon Coast Highway) traverses the area, running north and south. This road provides the towns of Coos Bay and North Bend with transportation ties to the towns north and south along the Pacific Coast. There is no connection east from this area and all east bound traffic must go north to Reedsport or south to

Coquille before turning east. There is a secondary highway west out of Coos Bay and also one south out of North Bend which junction at the town of Empire and lead southwesterly to Cape Arago. In addition, there is a county gravel road, passable only in good weather, which leads from the settlement of Charleston, near Coos Bay Entrance, south through the Seven Devils country to Bandon, via the Bullards Ferry.

The Southern Pacific Railroad traverses the area from North to South. This is a branch line starting in Eugene, Oregon and ending at Myrtle Point, Oregon south of Coos Bay.

There are two major towns in the area, Coos Bay (formerly known as Marshfield) and North Bend. Although these towns are supported in some measure by tourist trade, the bulk of their revenue comes from the lumber mills in the area and from the port traffic which deals almost exclusively in lumber. In addition to the major towns there are three smaller settlements, two of which, Empire and Eastside, are smaller replicas of Coos Bay and North Bend. The other, Charleston, is a fishing port.

Cape Arago Light House is at the southwestern edge of the project and is maintained by the U.S. Coast Guard Station. The light is built at the inshore end of a rocky reef which projects about 1 mile seaward. Cape Arago State Park also is in the same area.

2. Completeness of Field Inspection:

The field inspection for the clarification of detail was done in accordance with the instructions for this project, dated 27 February 1948. Within the detail limits, full planimetric detail has been shown, and outside the detail limits, the road pattern, major drainage, and public and landmark buildings were shown. See par. 6c

The thickly settled portions of the towns of North Bend and Coos Bay were considered as urban, and only the public and landmark buildings were shown.

Plat layouts of the towns of Coos Bay, North Bend, and Empire were secured from civic authorities and are being submitted.

3. Interpretation of the Photographs:

A densely wooded zone of hardwoods presents a more greyish tint and a greater uniformity of tone than a corresponding area of softwood. Mixed hard and softwood trees present a light grey tone mottled by a black linear pattern. Sand is uniformly white, while brush presents a light pebbled effect.

Marsh is shown on the photographs as a mottled area, cut here and there by winding tidal sloughs and guts. In a few areas there were places where the offshore limits of marsh were indefinite. In these cases, appropriate notes were made on the photographs. Mud flats, covered at high water are visible outside the high water line.

4. Horizontal Control:

A thorough search has been made for all USC&GS triangulation stations in the area. Two additional stations, established by the Corps of Engineers in 1944 were recovered and were used in establishing a control point for the radial plot in the north end of Haynes Inlet. In addition, a USGS intersection station, HANSEN 1942, was recovered on the east edge of the project to provide control in the area.

One marked station was established by this party on the north point of the confluence of the Coos River and Coos Bay. This point was established to provide control in the area, since the cost of traversing to a photo point from COOS RIVER HILL 1889 would have been excessive. This point was marked as a topographic station, MARY 1948, due to the unorthodox method by which it was located. It is felt, however, that the point is of sufficient accuracy to be classed as 3rd order triangulation. Station is listed by Division of Geodesy as 3rd order triangulation. FNR

Recovery notes on Form 526 have been prepared for all stations recovered, including the USE and USGS stations. In addition to the above mentioned stations, a recovery note was prepared for JUNE 1928, which was found along the coast at the north end of the project. This station was established by G.L.B. in 1928 but was not included in the triangulation descriptions sent from the Washington Office for this project. See par 66.

5. Vertical Control:

All USC&GS Tidal Bench Marks were searched for within the area. Where groups of Tidal Bench Marks were recovered, only the one most readily identifiable was shown on the photographs.

Recovery notes on Form 685 have been prepared for all USC&GS Tidal Bench marks in the detail area.

6. Contours and Drainage:

No contouring is involved in this area. In the area of complete detail, all drainage, except for minor ditches, was located and classified in the field. Only major drainage was located outside of the area of complete detailing. This includes ponds, lakes, sloughs and marsh or wooded marsh areas. Drainage features which were indistinguishable on the photographs, were located by field measurements, either by pacing or by taping. In addition, the drainage pattern, ascertained in the field, was further checked, under the stereoscope by the field inspector. In all questionable cases, the classification of drainage was verified by local inquiry.

7. Mean High Water Line:

The mean high water line has been delineated throughout the area. In some cases chained or paced distances were used to supplement the field observation. In other places, the mean high water line was obscured by shadows. Here, a stereoscope was used since these areas were located where there were steep bluffs. See par 66

8. Low Water Line:

Since none of the photographs which cover this area were taken at low water, the low water line was most indefinite. For this reason no attempt was made to determine the line other than to note on the photographs the areas which were observed as mud flats during the lower stages of the tide. In some areas, this line is approximate and should not be confused with the definite line which shows on the photographs e.g. the area at the north end of the Coos Bay Highway Bridge.
See par 66

9. Wharves and Shoreline Structures:

All wharves and shoreline structures were delineated and carefully noted on the photographs. Supplemental notes as required were made on the photographs.

10. Details Offshore from the High Water Line:

All dolphins, piling, obstructions to navigation, etc., were carefully noted in the field and appropriate notes were made on the photographs. In addition to the details shown on the photographs, new piling had been driven in the area north of the town of Eastside. The bulk of this piling is inaccessable due to the mud flats extending between them and the shore. The positions of the more southerly lines were established by plane table intersection. On the more northerly lines of piling, sextant fixes were taken at the beginning, the end

and at bends in the rows of piling. These fixes were plotted on Field Photograph 47-D-404, and supplemental notes are being submitted with this photograph. *

* These fixes were checked by 1949 photographs which showed piling referred to. EWR

11. Landmarks and Aids to Navigation:

All charted landmarks have been investigated and verified as to their value when viewed from seaward. In addition, recommendations were submitted for such new landmarks as were thought to be important.

Aids to navigation were verified and those not identifiable on the photograph were located by planetable or sextant.

All landmarks, and aids to navigation have been submitted on Form 567.

See par. 68.
Also par. 37.

12. Hydrographic Control:

No photo hydro stations have been selected. However, in this connection, it should be noted that topographic stations, usually natural objects, were established at intervals of one a mile in all shoreline areas where triangulation stations did not fulfill the requirements for topographic control, as specified in the Hydrographic Manual.

13. Landing Fields and Aeronautical Aids:

Several aeronautical landmarks were located within the limits of this project and are reported on Form 567.

The following landing field is located in this area:

1. North Bend Municipal Airport.

This was a U.S. Naval Auxiliary Air Station with facilities for both land and sea planes. It has now been turned over to the Municipality of North Bend.

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 tick mark. On all highways greater than two lanes in width, the number of traffic lanes has been shown.

The names and numbers of all through or major access roads in the detail area have been shown. The names and numbers of important through roads such as U.S. and State Highways were obtained from posted road or street signs or from official local sources and noted on the photographs. In the incorporated areas, the names of streets may be taken from the town layouts of North Bend, Coos Bay and Empire.

15. Bridges:

There are two bridges, one railroad and one highway, which span Coos Bay at North Bend. In addition, there are several bridges over the various sloughs and tributaries of the bay. The vertical and horizontal clearances, the date, type and the time of the investigation have been noted on the various field photographs. See par. 69

16. Buildings and Structures:

A complete field investigation was made of all buildings and structures within the limits of detail, with the exception of the urban areas of the towns of Coos Bay and North Bend. In these areas, the first line of buildings along the waterfront was circled and shown. In the balance of this urban area, only public and landmark buildings were delineated.

All railroads in the detail area were shown. Yards and the installations pertinent thereto were delineated.

17. Boundary Lines and Monuments:

This party secured official data relative to the boundaries of the following towns: Eastside, Coos Bay, North Bend and Empire. These boundaries were established on the photographs. An attempt was made to locate, with topographic accuracy, every permanently marked corner, but in many cases this proved either impossible or impractical for the following reasons:

1. Many of the old monuments have been destroyed or have not been recovered after lengthy search by the local surveyors.

2. In some cases, the recovery of the existing monumented corners would have involved an expense, either by triangulation or traverse, so as to have been completely out of keeping with their value to the manuscript.

In the case of Eastside and Coos Bay, recourse was had to the records of Mr. Burkingham who made the original surveys.

In addition, a carefully platted layout of the town of Coos Bay was purchased, from the civic authorities, which will be of value to the compilation office in this connection. A copy was made of the legal description of the city limits of Eastside, and points in this legal description have been identified on the photographs to assist the compiler.

For the town of Empire, recourse was had to the records of Mr. Bessee, who made the survey for this town. In addition, a plat is being submitted.

18. Geographic Names:

The investigation of Geographic names was done by a one man field party and is the subject of a special report by John H. Winniford, Photogrammetric Aid.* In addition, field inspection units noted all posted names.

* Report filed in Geographic Names Section, Division of Charts. EHR

19. Power Transmission Telephone and Telegraph Lines:

Within the detail limits, all power transmission and telephone lines have been delineated where such lines afford a definite topographic feature. All submarine cables were indicated and the clearances of all overhead crossings over navigable waterways were established by trigonometric leveling from the high water line. See par. 65

20. Lumber Industry:

The lumber industry in this area is worthy of mention, because this industry provides the principal means of livelihood in the section.

At present the trees are cut in the area east, south and north of this project. After the tree is felled, the branches are trimmed and the trunk is cut into the desired lengths. The logs are then loaded onto large trucks which usually transport them to log dumps on the tributary sloughs mentioned in the paragraphs above. Here the logs are sorted by quality, size and species, into log rafts, or booms. These rafts are transported by water, towed by small, but powerful, tugs to the various mills to which they are consigned, or to moorings along the channel, to await sale or use in the mills.

At the mill, these rafts are broken up and the logs are put into large areas enclosed by floating booms. From these booms, the logs are rafted by hand, one by one, to the conveyor which raises the logs from the water to the saws. In the conveyor, the logs are washed

by powerful jets of water which remove the loose bark, stones,and other material which might damage the saws.

In the larger mills, a series of large vertical band saws are used to cut the log into strips of the desired width. These strips are then laid flat on a conveyor and are moved to another series of saws which in turn cut these strips into lumber. After this, the lengths move along a conveyor to a series of circular saws which trim the boards into even foot lengths. Progressing along these conveyors, the boards move along a long flat table where they are graded as to size and quality and are removed from the table by hand and stacked.

The stacks of the various size lumber are then moved by Hysters, a special lift truck for moving lumber stacked in piles, to be planed, if such is the grade desired, or to be stacked on the wharves or loading ramps, for shipment by rail or water.

In some cases, the planed lumber is kiln dried to remove the moisture and make the lumber ready for immediate use.

All lumber is loaded on the ships by long shoremen who are highly organized, and at the time of this report, numerous mills were on short shift because of the striked which prevented the ships from loading their cargos and caused the lumber to pile up on the docks.

Approved:

W.H. Bainbridge
Chief of Party

Respectfully submitted:

John C. Lajoye
Photogrammetric Engineer

PHOTOGRAMMETRIC PLOT REPORT
Map Manuscripts Nos. T-8954 to T-8958 Incl.
Project Ph-23(47)

21: AREA COVERED:

This radial plot includes an area immediately adjacent to the shorelines of Coos Bay, Oregon and comprises Map Manuscripts Nos. T-8954 to T-8958 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 templets.

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:

The field unit identified an ample number of horizontal control stations.

Several identified stations which could not be held to are as follows: *See par. 67*

In T-8954

SIMPSON (USE) 1907-1945: A position of SIMPSON (USE) 1907-1945 was not available to this office.* A position of SIMPSON (USE) 1917 was used. If this assumption was correct it is believed that an error may have been made in the field when measurements were made in locating the sub-station. An intersection of radials to the point identified for a sub-station was obtained about 15 meters southwest of the computed position. There were numerous other well identified stations close by this station which were held to in the radial plot.

* *Field error - discrepancy in field notes also. Date: 1917 is correct.* ENR

JARVIS UPPER RANGE REAR BEACON, 1945: It is believed that the field identification of this station is in error. There is doubtful evidence, on the office photographs, of a light at a location which would hold the plotted position of the station.

discrepancy measurement ?

JARVIS UPPER RANGE FRONT BEACON, 1945: A 1949 position on Oregon State Coordinates, obtained from the U.S. Engineers Portland District Office and then changed over to geodetic position, was held to. The light was rebuilt in 1949 and the 1945 position of the U.S.C.& G.S. is believed destroyed. The 1949 position is shown on the attached Forms M-2388-12.

In T-8955

All stations identified were held to.

In T-8956

BLUFF (USE 1907), 1945: Intersection on sub-station obtained 6 meters east.

COOS HEAD 3, 1909: Intersection on sub-station obtained 10 meters east. See Review Report # 66

FOSSIL 2, 1889: Intersection on sub-station obtained 10 meters west.

NORTH BEACH 2 (USE 1941) 1945: Intersection on sub-station obtained 10 meters east. See # 66

FLY, 1928: Intersection on sub-station obtained 50 meters southeast.

The sub-stations for these stations are believed to have been measured to points on the ground which were mistakenly identified on the photographs. Intersection of radials to the picture points identified as sub-stations were obtained at the locations indicated.

In T-8957

DRIFTWOOD (USE) 1945: The station was disregarded for horizontal control because the sub-station did not appear on the 1949 photographs.

MARSH 2 (USE) 1945: The point* selected for a sub-station is believed subject to movement on the ground. An intersection of radials to the point identified was obtained 10 meters northwest of the computed position for the sub-station.

* Log at shoreline. EHR

In T-8958

All stations identified were held to.

24: SUPPLEMENTAL DATA:

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

25: PHOTOGRAPHY:

The photographs taken in 1949 furnished adequate coverage and overlap except as follows: See par. 66

One flight of 1947 photographs, the flight line for which runs north and south at about Longitude 124° 15', was used to supplement the 1949 photographs.

A sketch is attached showing the location of photograph centers and horizontal control stations in the area.

Approved:

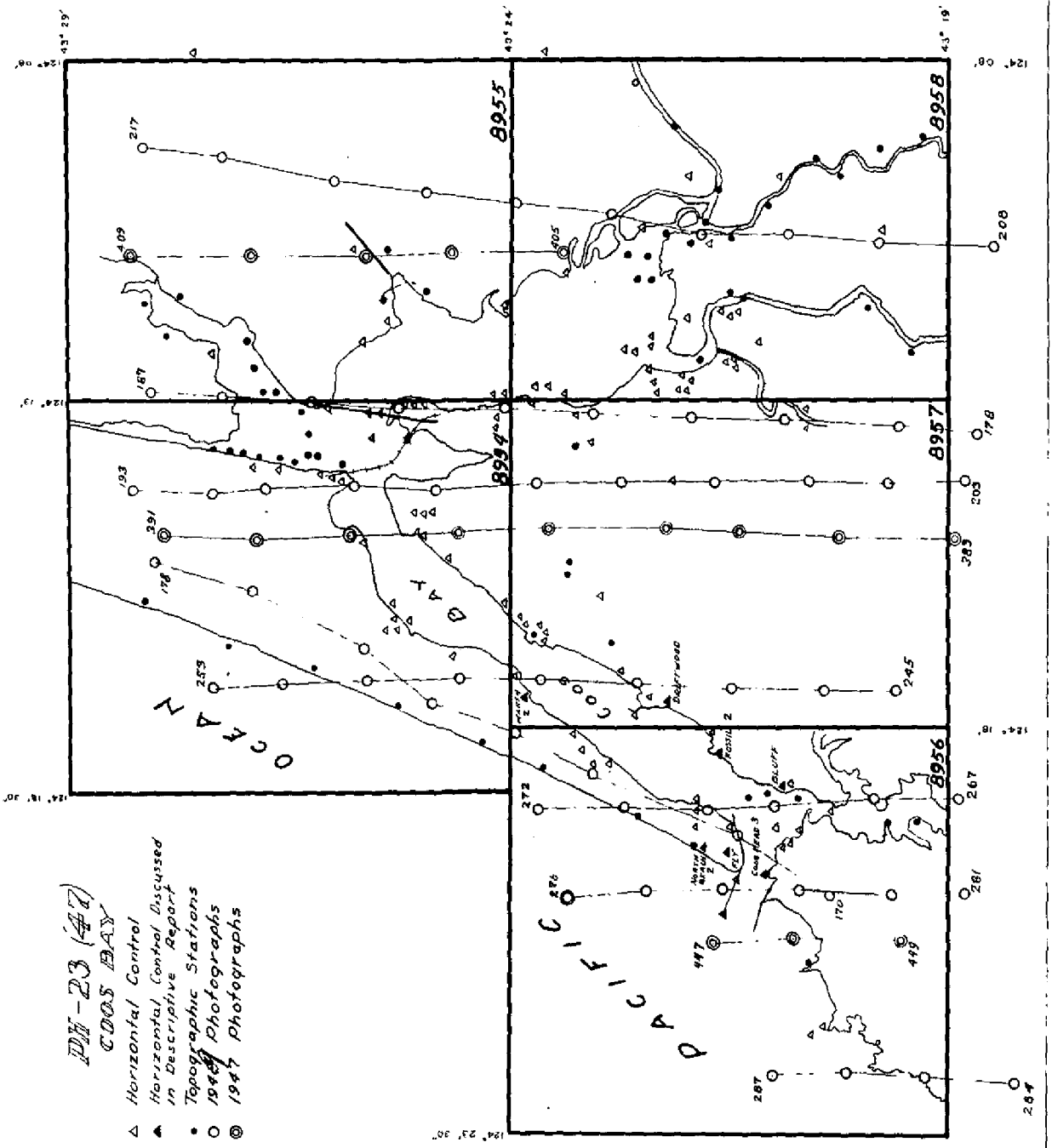
Charles W. Clark.

Charles W. Clark
Officer-in-Charge

Respectfully submitted:

J. Edward Deal Jr.

J. Edward Deal, Jr.
Cartographer


DH-23 (47)
COOS BAY
Horizontal Control
Horizontal Control Discussed in Descriptive Report
Topographic Stations
1947 Photographs
1947 Photographs
8955
8958
8957
8956
OCEAN
PACIFIC

Photogrammetry

MAP T-8954 PROJECT NO. Ph-23(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
✓	G-6667	N.A.	43° 24' 02.044"			63.1 (1788.6)	
✓ BENCH, 1945	Pg. 842	1927	124° 16' 11.858"			266.8 (1083.2)	
✓ BRIDGE (USGS,	G-6667		43° 25' 31.929"			985.4 (866.3)	
1942) 1945	Pg. 841	"	124° 13' 16.705"			375.8 (973.9)	
✓ COOS BAY, HIGHWAY BRIDGE, NORTH LIGHT	G-6667		43° 25' 39.669"			1224.3 (627.4)	
1945	Pg. 850	"	124° 13' 15.083"			339.3 (1010.3)	
✓	G-6667		43° 25' 40.752"			1257.6 (594.1)	
✓ DUNE (USE) 1945	Pg. 851	"	124° 15' 10.752"			241.8 (1107.7)	
✓ HAY BARN (USE 1907)	G-6667		43° 25' 19.407"			598.9 (1252.8)	
1945	Pg. 841	"	124° 13' 09.146"			205.7 (1144.0)	
✓ HENDERSON 2 (USE)	G-6667		43° 25' 18.164"			560.6 (1291.1)	
1945	Pg. 842	"	124° 16' 20.158"			453.5 (896.2)	
✓ HUB 21 (USE)	G-6667		43° 25' 24.142"			745.1 (1106.6)	
1945	Pg. 851	"	124° 14' 03.364"			75.7 (1274.0)	
✓	G-6667		43° 24' 10.327"			318.7 (1533.0)	
✓ MILL B, STACK, 1945	Pg.849	"	124° 13' 11.246"			253.1 (1097.1)	
✓	G-6667		43° 25' 13.510"			416.9 (1434.8)	
✓ NORTH BEND 2, 1889	Pg. 842	"	124° 13' 02.306"			51.9 (1297.9)	
✓	G-6667		43° 25' 54.689"			1687.8 (163.9)	
✓ NORTH SLOUGH, 1889	Pg. 859	"	124° 14' 18.652"			419.5 (930.0)	
✓ RUSSELL 2 (USE	G-6667		43° 26' 00.928"			28.6 (1823.1)	
1940) 1945	Pg. 842	"	124° 13' 09.500"			213.7 (1135.8)	
✓	Office		43° 24' 30.352"			936.7 (915.0)	unchecked station EHR
✓ RM #2, SHIFT, 1945	Comp.	"	124° 16' 49.676"			1117.7 (232.3)	

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1 FT. = .3048006 METER

COMPUTED BY: F.H. Elrod DATE Dec. 3, 1948 CHECKED BY: M.B. Elrod DATE 11 May 1950

M-2388-12

Photogrammetry

MAP T-8954 PROJECT NO. Ph-23(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
JUNE 1928	Field Comp.	N.A. 1927	43° 29' 25.994" / 124° 15' 30.952"			802.2 (1049.5) / 695.5 (652.7)	Beyond limits of map. Review
NORTH BEND (USE) 1907	G-6667 Pg. 841	"	43° 24' 11.695" / 124° 13' 18.133"			360.9 (1490.8) / 408.1 (942.1)	
SIMPSON (USE) (USE 1917) 1945	G-6667 Pg. 842	"	43° 25' 06.702" / 124° 13' 03.631"			206.8 (1644.9) / 81.7 (1268.1)	
PONY POINT 3 (USE) 1944) 1945	G-6667 Pg. 842	"	43° 24' 51.294" / 124° 15' 19.207"			1583.0 (268.7) / 432.1 (917.8)	
U.S. NAVAL AUXILIARY AIR STATION CONTROL TOWER, 1945	G-6667 Pg. 849	"	43° 25' 03.751" / 124° 14' 47.639"			115.8 (1735.9) / 1071.7 (278.1)	
COOS BAY LIGHT NO. 6, 1945	G-6667 Pg. 850	"	43° 25' 37.747" / 124° 13' 37.221"			1164.9 (686.8) / 837.2 (512.4)	
JARVIS UPPER RANGE FRONT (U.S.E.) 1949	U.S.Eng. Coord.	"	43° 25' 18.592" / 124° 16' 13.906"			573.8 (1277.9) / 312.9 (1037.2)	Shown on map as 4th order station
JARVIS UPPER RANGE REAR BEACON, 1945	G-6667 Pg. 851	"	43° 25' 17.269" / 124° 16' 23.610"			532.9 (1318.8) / 531.1 (818.6)	
JARVIS LOWER RANGE FRONT BEACON, 1945	G-6667 Pg. 851	"	43° 25' 08.245" / 124° 16' 26.971"			254.4 (1597.3) / 606.7 (743.0)	
ROGERS (USGS) 1945 1942)	G-6667 Pg. 837	"	43° 26' 39.504" / 124° 14' 06.954"			1219.2 (632.5) / 156.4 (1192.8)	
NORTH SLOUGH AUXILIARY (USE) 1944	G-6667 Pg. 843	"	43° 26' 04.338" / 124° 14' 07.485"			133.9 (1717.8) / 168.3 (1181.2)	
JARVIS LOWER RANGE REAR BEACON 1945	G-6667 Pg. 852	"	43° 25' 20.950" / 124° 16' 24.309"			646.5 (1205.2) / 546.8 (802.9)	

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1 FT. = .3048006 METER

COMPUTED BY: Elrod, F.H. DATE: Nov. 22, 1948 CHECKED BY: M.B. Elrod DATE: May 11, 1950

M-2388-12

MAP T-8954 PROJECT NO. Ph-23(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
	G-6667	N.A.	43° 25' 13.283"				409.9	(1441.8)		
SIMPSON 1862	Pg. 841	1927	124° 13' 25.495"				573.5	(776.3)		
SOUTHERN PACIFIC CO. DRAWBRIDGE	G-6667		43° 25' 37.082"				1144.4	(707.3)		
LIGHT 1945	Pg. 850	"	124° 14' 05.032"				113.2	(1236.4)		
SOUTHERN PACIFIC CO. NORTH SEMA-	G-6667		43° 26' 00.095"				2.9	(1848.8)		
PHORE, 1945	Pg. 850	"	124° 14' 10.777"				242.4	(1107.1)		
SOUTHERN PACIFIC CO.	G-6667		43° 26' 25.94 "				800.6	(1051.1)		
SEMAPHORE, 1945	Pg. 850	"	124° 14' 07.38 "				166.0	(1183.3)		
SOUTHERN PACIFIC CO. SOUTH SEMA-	G-6667		43° 25' 07.268"				224.3	(1627.4)		
PHORE, 1945	Pg. 851	"	124° 13' 36.249"				815.5	(534.3)		
	G-6667		43° 24' 23.842"				735.8	(1115.9)		
TIGER 1945	Pg. 842	"	124° 15' 45.414"				1021.9	(328.2)		
U.S. NAVAL AUXILI- ARY AIR STATION	G-6667		43° 24' 49.592"				1530.5	(321.2)		
TANK, 1945	Pg. 849	"	124° 14' 48.373"				1088.3	(261.6)		
U.S. NAVAL AUXILI- ARY AIR STATION	G-6667		43° 25' 00.409"				12.6	(1839.1)		
BEACON, 1945	Pg. 849	"	124° 14' 48.019"				1080.3	(269.5)		
	G-6667	"	43 25 35.597				1098.6	(753.1)		
RIDGE 2, 1889	pg. 841		124 15 42.858				964.0	(385.7)		

1 FT. = .3048006 METER

COMPUTED BY: F.H. Elrod DATE Dec. 3, 1948 CHECKED BY: M.B. Elrod DATE May 11, 1950

M-2388-12

Photogrammetry

MAP T-8955 PROJECT NO. Ph-23(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LIN IN METERS FORWARD (BACK)
✓	G-6667	N.A.	43° 24' 00.529"			16.3 (1835.4)	
PIERCE 2, 1945	Pg. 840	1927	124° 11' 45.840"			1031.6 (318.6)	
	Field		43° 27' 11.068"			341.6 (1510.1)	Form 524 filed
✓ TREE ~~(TEMP.)~~ 1948	Comp.	"	124° 11' 59.514"			1338.1 (10.9)	under T-8955
FLAGGED PILE	Field		43° 27' 45.229"			1395.9 (455.8)	Form 524 filed
~~(TEMP.)~~ 1948	Comp.	"	124° 11' 39.285"			883.1 (465.7)	under T-8955
✓	Field		43° 27' 17.427"			537.8 (1313.9)	
DIKE (USE) 1944	Comp.	"	124° 12' 16.949"			381.1 (967.9)	
✓	G-6667		43° 25' 38.118"			1176.4 (675.3)	
MABRY 1862	Pg. 841	"	124° 12' 12.072"			271.5 (1078.1)	
WHITE HOUSE GABLE	G-6667		43° 25' 22.75 "			702.1 (1149.6)	
✓ 1945	Pg. 847	"	124° 11' 58.19 "			1309.0 (40.7)	
	G-5797		43° 27' 49.712"			1534.2 (317.5)	Beyond limits of
HANSEN (USGS) 1942	Pg. 657	"	124° 07' 56.400"			1267.9 (80.9)	map.
✓ FERNDALE LOWER	U.S.		43° 24' 12.890"			397.8 (1453.9)	Form 524 filed
RANGE REAR, 1948 TOPO.	Engr.	"	124° 12' 48.815"			1098.4 (251.7)	under T-8955
✓ FERNDALE LOWER	U.S.		43° 24' 04.092"			126.3 (1725.4)	Form 524 filed
RANGE FRONT, 1948 TOPO.	Engr.	"	124° 12' 48.587"			1093.3 (256.8)	under T-8955

1 FT. = .3048006 METER

COMPUTED BY: F.H. Elrod DATE Nov. 29, 1948 CHECKED BY: M.B. Elrod DATE May 11, 1950

M-2388-12

Photogrammetry

MAP T-8956 PROJECT NO. Ph-23(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
	G-6667	N.A.	43° 21' 56.612"			1747.0 (104.6)	
HUB 20 (USE) 1945	Pg. 854	1927	124° 19' 09.182"			206.7 (1144.2)	
GRASS MOUND	G-6667	"	43° 22' 16.362"			504.9 (1346.7)	
(USE) 1907	Pg. 839	"	124° 19' 05.801"			130.6 (1220.2)	
NELSON 2 (USE	G-6667	"	43° 22' 49.110"			1515.6 (336.1)	
1940) 1945	Pg. 838	"	124° 18' 30.419"			684.8 (665.9)	
CAPE ARAGO LIGHT-	G-6667	"	43° 20' 28.987"			894.6 (957.0)	
HOUSE 1942	Pg. 838	"	124° 22' 26.826"			604.3 (747.2)	
ARAGO HEAD (USGS	G-6667	"	43° 20' 37.569"			1159.4 (692.2)	
1942) 1945	Pg. 844	"	124° 22' 31.815"			716.6 (634.8)	
CHARLESTON 2	G-6667	"	43° 20' 49.486"			1527.2 (324.5)	
(USE) 1945	Pg. 843	"	124° 19' 39.936"			899.5 (451.9)	
	G-6667	"	43° 23' 15.144"			467.4 (1384.3)	
CLAM 2, 1945	Pg. 838	"	124° 18' 01.558"			35.1 (1315.4)	
	G-6667	"	43° 23' 06.901"			213.0 (1638.7)	
GROVE 1889	Pg. 843	"	124° 18' 20.695"			465.8 (884.7)	
HIGH FREQUENCY	G-6667	"	43° 21' 53.345"			1646.3 (205.4)	
DIRECTION FINDER EASTERLY POLE 1945	Pg. 854	"	124° 19' 12.007"			270.3 (1080.7)	
HIGH FREQUENCY	G-6667	"	43° 21' 57.546"			1775.9 (75.7)	
DIRECTION FINDER							
STATION, 1945	Pg. 854	"	124° 19' 29.427"			662.6 (688.4)	
BLUFF (USE 1907)	G-6667	"	43° 20' 48.846"			1507.4 (344.2)	
1945	Pg. 843	"	124° 18' 54.265"			1222.2 (129.2)	
U.S. COAST GUARD	G-6667	"	43° 20' 52.415"			1617.5 (234.1)	
COOS BAY BASE, FLAG-							
POLE, 1945	Pg. 854	"	124° 19' 41.251"			929.1 (422.3)	

1 FT. = .3048006 METER

M-2388-12

COMPUTED BY: F.H. Elrod DATE Nov. 26, 1948 CHECKED BY: M.B. Elrod DATE May 11, 1950

Photogrammetry

MAP T- 8956 PROJECT NO. Ph-23(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
	G-6667	N.A.	43° 21' 40.639"			1254.1 (597.5)	
PIGEON 2, 1889	Pg. 840	1927	124° 18' 13.516"			304.3 (1046.7)	
	G-6667	"	43° 21' 04.115"			127.0 (1724.6)	
COOS HEAD 3, 1909	Pg. 839	"	124° 20' 09.217"			207.6 (1143.7)	
SOUTH SLOUGH DRAWBRIDGE, CENTER LIGHT, 1945	G-6667 Pg. 854	"	43° 20' 20.148" 124° 19' 12.546"			621.8 (1229.8) 282.6 (1068.9)	
	G-6667	"	43° 21' 28.440"			877.6 (974.0)	
FOSSIL 2, 1889	Pg. 839	"	124° 18' 37.053"			834.4 (516.7)	
COOS BAY ENTRANCE RANGE REAR BEACON 1945	G-6667 Pg. 855	"	43° 20' 47.636" 124° 18' 54.720"			1470.0 (381.6) 1232.5 (118.9)	
COOS BAY, INNER RANGE REAR BEACON 1945	G-6667 Pg. 855	"	43° 20' 42.394" 124° 19' 37.122"			1308.3 (543.3) 836.1 (515.3)	
COOS BAY ENTRANCE RANGE FRONT BEACON 1945	G-6667 Pg. 855	"	43° 20' 59.143" 124° 19' 27.257"			1825.1 (26.5) 613.9 (737.4)	
NORTH BEACH 2 (USE 1941) 1945	G-6667 Pg. 843	"	43° 21' 48.520" 124° 19' 48.772"			1497.3 (354.3) 1098.2 (252.8)	
	G-6667	"	43° 21' 32.065"			989.5 (862.1)	
FLY 1928	Pg. 844	"	124° 19' 58.486"			1317.0 (34.1)	
CURVE 2 (USE) 1928	G-6667 Pg. 844	"	43° 21' 27.219" 124° 19' 32.412"			840.0 (1011.6) 729.8 (621.3)	
NORTH JETTY, MONUMENT NO. 331 (USE) 1945	G-6667 Pg. 855	"	43° 21' 26.951" 124° 20' 19.886"			831.7 (1019.9) 447.8 (903.3)	
NORTH JETTY MONUMENT NO. 443 (USE) 1945	G-6667 Pg. 856	"	43° 21' 33.006" 124° 20' 42.644"			1018.6 (833.1) 960.3 (390.8)	

1 FT. = .3048006 METER

COMPUTED BY: F.H. Elrod DATE Nov. 29, 1948 CHECKED BY: M.B. Elrod DATE May 11, 1950

M-2388-12

Photogrammetry

MAP T- B956 PROJECT NO. Ph-23(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
U.S. COAST GUARD	G-6667	N.A.	43° 23' 00.050"			1.5 (1850.1)	
EMPIRE R.C. BASE							
BLACK TOWER, 1945	Pg.853	1927	124° 18' 29.444"			662.8 (687.8)	

1 FT. = .3048006 METER

COMPUTED BY: F.H. Elrod DATE Nov. 29, 1948 CHECKED BY: M.B. Elrod DATE May 11, 1950

M-2388-12

Photogrammetry

MAP T-8957 PROJECT NO. Ph-23(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
SITKA DOCK LIGHT 1945	G-6667 Pg. 854	N.A. 1927	43° 22' 35.967" 124° 17' 46.430"			1110.0 (741.7) 1045.2 (305.5)	
DRIFTWOOD (USE) 1945	G-6667 Pg. 839	"	43° 22' 14.190" 124° 17' 37.169"			437.9 (1413.7) 836.9 (514.0)	
WESTPORT 1906	G-5685 Pg. 643	"	43° 18' 42.372" 124° 14' 27.954"			1307.6 (544.0) 630.0 (722.2)	
CAPE ARAGO LUMBER CO. STACK, 1945	G-6667 Pg. 853	"	43° 23' 48.061" 124° 16' 30.492"			1483.3 (368.4) 686.2 (664.1)	
MARSH 2, (USE) 1945	G-6667 Pg. 843	"	43° 23' 43.722" 124° 17' 33.622"			1349.3 (502.4) 756.7 (593.7)	
SAND BEACH 2 (USE) (USGS 1942) 1945	G-6667 Pg. 838	"	43° 23' 54.991" 124° 17' 09.476"			1697.1 (154.6) 213.2 (1137.0)	
COOS BAY (MARSHFIELD) WATER TANK (USGS 1942) 1945	G-6667 Pg. 848	"	43° 22' 18.114" 124° 14' 15.338"			559.0 (1292.6) 345.3 (1005.5)	
COOS BAY (MARSHFIELD) SILVER TANK (USGS 1942) 1945	G-6667 Pg. 846	"	43° 22' 51.736" 124° 13' 40.097"			1596.6 (255.0) 902.6 (448.0)	
PARK (USGS 1942) 1945	G-6667 Pg. 837	"	43° 22' 58.949" 124° 15' 46.478"			1819.3 (32.4) 1046.2 (304.4)	
U.S. COAST GUARD EMPIRE BASE, WATER TANK, 1945	G-6667 Pg. 852	"	43° 23' 33.872" 124° 16' 38.828"			1045.4 (806.3) 873.9 (476.5)	
COOS BAY (MARSHFIELD) EAST WIRELESS TOWER 1916	G-6667 Pg. 867	"	43° 20' 36.71 " 124° 13' 26.80 "			1132.8 (718.8) 603.7 (747.8)	Sta destroyed. Form 524 Submitted
MIDWAY 3 (EMPIRE SOUTH BASE) 1945	G-6667 Pg. 838	"	43° 22' 44.103" 124° 17' 12.503"			1361.1 (490.5) 281.5 (1069.3)	

1 FT. = .3048006 METER

M-2388-12

COMPUTED BY: F.H. Elrod DATE Nov. 24, 1948 CHECKED BY: M.B. Elrod DATE May 11, 1950

Photogrammetry

MAP T-8957 PROJECT NO. Ph-23(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
CAPE ARAGO LUMBER CO. WATER TANK, 1945	G-6667 Pg. 852	N.A. 1927	43° 23' 51.30 " 124° 16' 24.36 "				1583.2 548.2	(268.5) (802.0)		
COOS BAY PULP CORP. STACK 1945	G-6667 Pg. 853	"	43° 22' 27.563" 124° 17' 33.604"				850.6 756.5	(1001.0) (594.3)		
COOS BAY (MARSH-FIELD) WEST WIRE-LESS TOWER 1916 *	G-6667 Pg. 867	"	43° 20' 36.72 " 124° 13' 36.28 "				1133.2 817.2"	(718.4) (534.3)		
COURT 1945	G-6667 Pg. 839	"	43° 23' 36.720" 124° 16' 34.648"				1133.3 779.8	(718.4) (570.6)		
EMPIRE NORTH BASE 1945	G-6667 Pg. 838	"	43° 23' 31.836" 124° 16' 42.737"				982.5 961.9	(869.2) (388.5)		
MOUNTAIN STATES POWER CO. EASTWARD OF 3 STACKS, 1945	G-6667 Pg. 848	"	43° 23' 42.323" 124° 13' 00.926"				1306.2 20.8	(545.5) (1329.5)		
STAVE MILL (USE 1907) 1945	G-6667 Pg. 840	"	43° 23' 10.818" 124° 13' 14.146"				333.9 318.4	(1517.8) (1032.1)		
WASH, 1945	G-6667 Pg. ~~840~~ 843	"	43° 23' 51.021" 124° 16' 24.736"				1574.6 556.7	(277.1) (793.6)		

* Station destroyed. Form 524 submitted for concrete pier which remains. EHR

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1 FT. = .3048006 METER

COMPUTED BY: F.H. Elrod DATE Nov. 24, 1948 CHECKED BY: M.B. Elrod DATE May 11, 1950

M-2388-12

MAP T- 8958 PROJECT NO. Ph-23(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
~~BUNKER (USGS)~~							
(BUNKER HILL LOOK-OUT TOWER) 1942	G-5797 Pg. 657	N.A. 1927	43° 21' 08.351" 124° 12' 13.796"			257.7 (1593.9) 310.7 (1040.6)	
NOAH, 1906	G-6667 Pg. 837	"	43° 23' 26.031" 124° 07' 48.453"			803.3 (1048.3) 1090.5 (259.9)	Beyond manuscript limits.
COOS BAY LUMBER CO. TANK, 1945	G-6667 Pg. 844	"	43° 21' 32.389" 124° 11' 46.923"			999.5 (852.1) 1056.6 (294.5)	
EVANS PRODUCTS CO. STACK, 1945	G-6667 Pg. 845	"	43° 21' 26.194" 124° 12' 29.823"			808.4 (1043.2) 671.6 (679.6)	
EVANS PRODUCTS CO. TANK, NO. 2, 1945	G-6667 Pg. 845	"	43° 21' 24.222" 124° 12' 34.907"			747.5 (1104.1) 786.1 (565.1)	
MARSHFIELD RANGE REAR BEACON 1945	G-6667 Pg. 846	"	43° 22' 38.644" 124° 12' 20.528"			1192.6 (659.1) 462.1 (888.6)	
HEAD 1945	G-6667 Pg. 838	"	43° 21' 42.634" 124° 10' 46.257"			1315.7 (535.9) 1041.6 (309.5)	
PULP MILL, STACK 1945	G-6667 Pg. 845	"	43° 21' 24.224" 124° 11' 41.508"			747.5 (1104.1) 934.8 (416.4)	
CRAWFORD POINT 2 (USE 1931) 1945	G-6667 Pg. 840	"	43° 23' 21.763" 124° 11' 09.361"			671.6 (1180.1) 210.7 (1139.8)	
COOS BAY LUMBER CO. STACK, 1945	G-6667 Pg. 844	"	43° 21' 36.945" 124° 11' 41.624"			1140.2 (711.4) 937.3 (413.8)	
COOS BAY (MARSH-FIELD) LUTHERAN CHURCH SPIRE, 1889	G-6667 Pg. 864	"	43° 22' 07.186" 124° 12' 50.567"			221.8 (1629.8) 1138.5 (212.4)	
COOS BAY MUTUAL CREAMERY CO. STACK 1945	G-6667 Pg. 848	"	43° 22' 28.121" 124° 12' 35.304"			867.8 (983.8) 794.8 (556.0)	

1 FT. = .3048006 METER

COMPUTED BY: F.H. Elrod DATE Nov. 22, 1948 CHECKED BY: M.B. Elrod DATE May 11, 1950

M-2388-12

Photogrammetry

MAP T- T-8958 PROJECT NO. Ph-23(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
COOS RIVER LIGHT 1948	Field Comp.	N.A. 1927	43° 21' 34.492" 124° 09' 37.189"			1064.4 (787.2) 837.4 (513.7)	
DREDGE (USE) 1944	G-6667 Pg. 848	"	43° 23' 09.483" 124° 12' 50.015"			292.7 (1559.0) 1125.8 (224.8)	
MARY, 1948	Field Comp.	"	43° 21' 59.613" 124° 09' 42.040"			1839.7 (11.9) 946.5 (404.4)	
MARSHFIELD RANGE FRONT BEACON, 1945	G-6667 Pg. 846	"	43° 22' 35.56 " 124° 12' 21.94 "			1097.4 (754.2) 493.9 (856.8)	
MARSHFIELD CHANNEL BEACON NO. 4, 1945	G-6667 Pg. 846	"	43° 22' 26.403" 124° 12' 11.359"			814.8 (1036.8) 255.7 (1095.1)	
MARSHFIELD CHANNEL BEACON NO. 2, 1945	G-6667 Pg. 846	"	43° 22' 26.716" 124° 12' 20.176"			824.5 (1027.1) 454.2 (896.6)	
LOGGIE, 1889	G-6667 Pg. 858	"	43° 20' 53.825" 124° 09' 39.371"			1661.0 (190.6) 886.8 (464.6)	
MARSHFIELD CHANNEL RANGE, REAR BEACON, 1945	G-6667 Pg. 846	"	43° 22' 28.464" 124° 10' 30.842"			878.4 (973.2) 694.3 (656.4)	
COOS BAY (MARSH-FIELD) CHANDLER HOTEL, CUPOLA, 1945	G-6667 Pg. 847	"	43° 22' 04.46 " 124° 12' 45.70 "			137.6 (1714.0) 1029.0 (322.0)	
NORTH BEND UPPER RANGE REAR BEACON 1945	G-6667 Pg. 847	"	43° 23' 30.94 " 124° 12' 45.35 "			954.9 (896.8) 1020.6 (329.7)	
NORTH BEND UPPER RANGE FRONT BEACON 1945	G-6667 Pg. 847	"	43° 23' 40.84 " 124° 12' 49.25 "			1260.4 (591.3) 1108.4 (241.9)	
MARSHFIELD BENCH MARK (USGS) 1906	G-6667 Pg. 865	"	43° 22' 07.408" 124° 12' 40.338"			228.6 (1623.0) 908.2 (442.7)	

Page 30

1 FT. = .3048006 METER

COMPUTED BY: F.H. Elrod DATE Nov. 22, 1948 CHECKED BY: M.B. Elrod DATE May 11, 1950

M-2388-12

Photogrammetry

MAP T- 8958 PROJECT NO. Ph-23(47) SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
COOS BAY (MARSHFIELD) RADIO STATION KOOS, STEEL TOWER (USGS) 1945 (1942)	G-6667 Pg. 848	N.A. 1927	43° 22' 05.949"			183.5 (1668.1)	
			124° 12' 50.961"			1147.4 (203.5)	
COOS BAY (MARSHFIELD) WEATHER STATION FLAG TOWER, 1945	G-6667 Pg. 848	"	43° 22' 25.054"			773.2 (1078.4)	
			124° 12' 47.264"			1064.1 (286.7)	
EVANS PRODUCTS CO. TANK NO. 1, 1945	G-6667 Pg. 845	"	43° 21' 30.860"			952.3 (899.3)	
			124° 12' 29.046"			654.1 (697.0)	
MARSHFIELD HILL 1889	G-6667 Pg. 837	"	43° 22' 24.566"			758.1 (1093.5)	
			124° 12' 50.529"			1137.6 (213.2)	
WHITE POINT 4, 1922	G-6667 Pg. 840	"	43° 22' 11.516"			355.4 (1496.2)	
			124° 11' 53.303"			1200.1 (150.8)	
COOS RIVER HILL, 1889	G-6667 Pg. 858	"	43° 21' 58.232"			1797.1 (54.5)	
			124° 09' 26.420"			594.9 (756.0)	

Page 21

1 FT. = .3048006 METER

M-2388-12

COMPUTED BY: F.H. Elrod DATE Nov. 22, 1948 CHECKED BY: M.B. Elrod DATE May 11, 1950

COMPILATION REPORT
Map Manuscripts Nos. T-8954 to T-8958
Project Ph-23(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 where necessary.

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. Also see par. 66 & 67

33: SUPPLEMENTAL DATA:

The following, which were used to supplement the photographs are being forwarded with the map manuscripts. Filed in General Files, Div. of Photogrammetry.

Map of Coos Bay, Oregon	(3 copies)
City Planning Commission	Scale 1" = 400'
Map of Coos Bay, Oregon City Engineer Office	Scale 1" = 200'
Map of Empire, Oregon City Engineer Office	Scale 1" = 500'
Map of North Bend, Oregon	Scale 1" = 400'
Coos Bay, Oregon (Haynes Slough) U.S. Engineers	(2 copies) Scale 1:5,000

Coos Bay, Harbor Lines
U.S. Engineers

Scale 1:10,000

Pamphlet: Charter of the City of Coos Bay, Oregon

34: CONTOURS AND DRAINAGE:

Not applicable.

35: SHORELINE AND ALONGSHORE DETAILS:

The mean high-water line was located by the field inspection party on the 1947 photographs. The 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.

The reef areas along the shoreline of the Pacific Ocean south of the south jetty were delineated by office examination of the photographs, with the aid of field inspection in the area. See par. 66

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

Approximate low-water lines were detailed as indicated by field inspection. Refer to side heading 8: "Low-water Line" of the field inspection report.

In Map Manuscript T-8954 a new bulkhead has been built along the shoreline between Lat. 43° 24' 35" and 43° 24' 30", since the time of field inspection in the area. This new bulkhead has been compiled on an overlay from data furnished this office by the Supervisor of the Midwestern District Office, USC&GS. The overlay is attached to Map Manuscript T-8954. Copies of correspondence pertaining to this work are included in this report and a print of a drawing of the area submitted to the U.S. Engineers is included in the original copy of this report. See par. 71

36: OFFSHORE DETAILS:

There are several spoil banks in Coos Bay between Pigeon Point and Empire which are subject to change.* The information shown on the map manuscript for these features was obtained from Captain Green when he visited this office during the summer of 1950.

* Delineated in accordance with office interpretation of 1949 photographs. EHR

The rock and reef areas offshore in the vicinity of Cape Arago were very difficult to delineate because the sea breaks over most of these features in this area. See par 66

37: LANDMARKS AND AIDS:

Forms 567 are being submitted for all Landmarks and Aids in the area of these map manuscripts.

Several of the non-floating aids have been rebuilt since the date the positions were established and also since the date of field inspection in the area. The U.S. Engineers, Portland District were consulted and furnished this office their latest positions on Oregon State Coordinates for several of these rebuilt aids. These coordinates were changed to geodetic positions and then entered on the Forms 567 being submitted. See par 68

38: CONTROL FOR FUTURE SURVEYS:

Forms 524 are being submitted for ~~71~~ 74 EHR recoverable topographic stations distributed over the 5 map manuscripts as follows:

T-8954 - ~~18~~ 19 EHR
T-8955 - 17
T-8956 - 10
T-8957 - 5 *
T-8958 - ~~21~~ 23

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

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

No photo hydro stations were established.

* Two additional Forms 524 were submitted at time of review and are listed under par. 49. EHR See par. 70

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 subnormal in horizontal accuracy. Vertical accuracy is not applicable to this project. See par. 66

46: COMPARISON WITH EXISTING MAPS:

A visual comparison was made with the U.S.G.S., Coos Bay, Oreg., 30-minute quadrangle, Scale, 1:125,000, Edition of May 1900 reprinted 1937.

A visual comparison was made with U.S.G.S. Coos Bay, Oreg. 15-minute quadrangle, Scale, 1:62,500, edition of 1945.

A visual comparison was made with U.S.G.S. Empire, Oreg., 15-minute quadrangle, Scale, 1:62,500, edition of 1944.

47: COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Nautical Chart No. 5984, Scale, 1:20,000, 39th Edition, published April 1947, last printed 4/28/47, hand corrected 6/48.

"ITEMS TO BE APPLIED TO NAUTICAL CHART IMMEDIATELY"

NONE

Approved:
Charles W. Clark
Charles W. Clark
Officer-in-Charge

Respectfully submitted:
J. Edward Deal Jr.
J. Edward Deal, Jr.
Cartographer

Form T-2

PHOTOGRAMMETRIC OFFICE REVIEW

T-8954 thru T8958

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. Planetable 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. Rea H Barron — Reviewer

J Edward Deal Jr — Supervisor, Review Section or Unit

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.

Compiler

Supervisor

43. Remarks:

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ~~OR LANDMARKS FOR CHARTS~~

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

Empire, Oregon July 19 43

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

The positions given have been checked after listing by Charles W. Clark

Charles W. Clark
for: R.A. Earle
Chief of Party.

STATE Oregon

CHARTING NAME	DESCRIPTION	1950 Light List Number / SIGNAL NAME	POSITION LATITUDE ° '	LATITUDE D.M. METERS	LONGITUDE ° '	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	Cape Arago Light	776	43 20	894.6	124 22	604.3	U.A. 1927	Triang.	1942				5934
	Coos Bay Entrance Range Front Light (Coos Bay, entrance range, front beacon, 1945)	780	43 20	1025.2	124 19	613.9	"	"	1945				"
	Coos Bay Entrance Range Rear Light (Coos Bay, entrance range, rear beacon, 1945) (Same structure as No. 780)	781	43 20	1470.1	124 18	1232.5	"	"	"				"
	Coos Bay Inside Range Front Light	785	43 20	1825.2	124 19	613.9	"	"	"				"
	Coos Bay Inside Range Rear Light (Coos Bay, inner range, rear beacon, 1945)	786	43 20	1308.3	124 19	836.1	"	"	"				"
	South Slough Channel Light 2	786.5	43 21	323.1	124 19	112.0	"	Radial Plot Ph-23(47)	1948				"
	Sitka Dock Light	791	43 22	1110.0	124 17	1045.3	"	Triang.	1945				"
	Coos Bay Light 5	794	43 24	510.5	124 16	1020.7	"	U.S. Engineers	1950				"
	Jarvis Lower Range Front Light (Jarvis, lower range, front beacon, 1945)	795	43 25	254.4	124 16	606.7	"	Triang	1945				"
	Jarvis Lower Range Rear Light (Jarvis, lower range, rear beacon, 1945)	796	43 25	646.5	124 16	546.8	"	"	"				"
	Jarvis Upper Range Front Light	798	43 25	573.8	124 16	312.8	"	U.S.E. Traverse	1949				"
	Jarvis Upper Range Rear Light (Jarvis, upper range, rear beacon 1945)	799	43 25	532.9	124 16	531.1	"	Triang.	1945				"
	Coos Bay Fog Signal (Near Southern Pacific Co., drawbridge, light, 1945)	800	43 25	1144	124 14	113	"	"	"				"
	North Slough Light 1	800.5	43 25	1846.5	124 14	101.5	"	Radial Plot Ph-23(47)	1948				"

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids, if undetermined, shall be reported on this form. The data should be considered for the charts of the area and not by [illegible] should be given.

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

~~REDETERMINED~~ | STRIKE OUT ONE

Empire, Oregon July 19 48

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

The positions given have been checked after listing by Charles W. Clark

Charles W. Clark
For: R.A. Earle
Chief of Party.

STATE Oregon

CHARTING NAME	DESCRIPTION	1950 Light ~~1947~~ List number	POSITION LATITUDE ° ′	LATITUDE D.M. METERS	LONGITUDE ° ′	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	Coos Bay Light 6 (Coos Bay Light No. 6, 1945)	801	43 25	1164.9	124 13	837.2	N.A. 1927	Triang.	1945				5984
	North Bend Lower Range Front Light 7	802	43 25	936.4	124 12	1278.2	"	Radial Plot Ph-23(47)	1948				"
	North Bend Lower Range Rear Light	802.5											
	North Bend Range Rear Light	804	43 25	887.3	124 12	1160.1	"	"	"				"
	North Bend Range Front Light	803	43 25	739.2	124 12	1185.9	"	"	"				"
	North Bend Wharf Light	805	43 24	766.0	124 13	180.5	"	"	"				"
	North Bend Upper Range Front Light (North Bend, upper range, front beacon 1945)	806	43 23	1260.4	124 12	1108.4	"	Triang.	1945				"
	North Bend Upper Range Rear Light (North Bend, upper range, rear beacon, 1945)	807	43 23	954.8	124 12	1020.6	"	"	"				"
	Ferndale Lower Range Front Light	808	43 24	126.3	124 12	1093.3	"	U.S. Engineers	1948				"
	Ferndale Lower Range Rear Light	809	43 24	397.8	124 12	1098.4	"	"	"				"
	Ferndale Upper Range Front Light	810	43 22	701.8	124 12	492.9	"	"	"				"
	Ferndale Upper Range Rear Light	811	43 22	564.4	124 12	370.9	"	"	"				"
	Marshfield Range Front Light (Marshfield Range, front beacon, 1945)	812	43 22	1097.4	124 12	493.9	"	Triang.	1945				"
	Marshfield Range Rear Light (Marshfield Range, rear beacon, 1945)	813	43 22	1192.6	124 12	462.1	"	"	"				"
	Isthmus Slough Light 9	813.5	43 21	1546.9	124 12	663.1	"	Radial Plot Ph-23(47)	1948				"

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

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ~~OR LANDMARKS FOR~~ CHARTS

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

Empire, Oregon — July, 1948

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

The positions given have been checked after listing by Charles W. Clark

Charles W. Clark
For: R.A. Earle
Chief of Party.

STATE Oregon

CHARTING NAME	DESCRIPTION	SIGNAL NAME 1950 Light List Number	POSITION LATITUDE ° ′	LATITUDE D.M. METERS	LONGITUDE ° ′	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	Marshfield Channel Range Front Light	814	43 22	878.3	124 10	1137.4	N.A. 1927	Radial Plot Ph-23(47)	1948				5954
	Marshfield Channel Range Rear Light (Marshfield Channel Range rear beacon 1945)	815	43 22	878.4	124 10	694.3	"	Triang.	1945				"
	Coos River Entrance Light	816	43 22	1248.4	124 10	1037.4	"	Radial Plot Ph-23(47)	1948				"
	Coos River Channel Light	816.5	43 22	314.0	124 10	793.4	"	"	"				"
	Catching Slough Light	817	43 21	1398.6	124 10	506.5	"	"	"				"
	Coos River Light	818	43 21	1064.4	124 09	837.4	"	Triang. Ph-23(47)	"				"
	North Jetty Wharf Light	Not Listed	43 21	1064.0	124 12	263.1	"	Radial Plot Ph-23(47)	"				"
	South Slough Daybeacon 3	p.413	43 20	1747.4	124 19	61.0	"	"	"				"
	South Slough Daybeacon 4	p.413	43 20	1417.8	124 19	146.4	"	"	"				"
	North Slough Daybeacon 2	p.413	43 26	236.3	124 13	1294.0	"	"	"				"
	North Slough Daybeacon 4	p.413	43 26	373.2	124 13	1296.7	"	"	"				"
	North Slough Daybeacon 6	p.413	43 26	614.5	124 14	68.5	"	"	"				"
	North Slough Daybeacon 8	p.413	43 26	811.4	124 14	49.3	"	"	"				"
	North Slough Daybeacon 10	p.413	43 26	1184.5	124 13	1448.0	"	"	"				"

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 surveys. Information under each column heading should be given

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ~~OR LANDMARKS FOR CHARTS~~

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

Empire, Oregon, July, 19 48

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

The positions given have been checked after listing by Charles W. Clark

Charles W. Clark
For: R.A. Earle
Chief of Party.

STATE Oregon

CHARTING NAME	DESCRIPTION	SIGNAL NAME List Number 1950 Light List	POSITION LATITUDE °	'	D.M. METERS	POSITION LONGITUDE °	'	D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	North Slough Daybeacon 12	p. 413	43	26	~~1755.6~~ 1773 ENR	124	13	1137.6 *	N.A. 1927	Radial Plot Ph-23(47)	1948				5984
	North Slough Daybeacon 13	p. 414	43	27	129.3	124	13	1147.8	"	"	"				"
	North Slough Daybeacon 15	p. 415	43	27	502.0	124	13	1086.4	"	"	"				"
	Haynes Slough Daybeacon 1	p. 413	43	26	364.0	124	13	827.5	"	"	"				"
	Haynes Slough Daybeacon 2	p. 413	43	26	539.6	124	13	256.3	"	"	"				"
	Haynes Slough Daybeacon 4	p. 413	43	26	1192.2	124	12	1136.8	"	"	"				"
	Haynes Slough Daybeacon 5	p. 413	43	26	1537.2	124	12	1113.2	"	"	"				"
	Haynes Slough Daybeacon 7	p. 413	43	26	1663.3	124	12	632.2	"	"	"				"
	Haynes Slough Daybeacon 8	p. 413	43	26	1775.3	124	12	97.5	"	"	"				"
	Marshfield Channel Daybeacon 2	Not Listed	43	22	824.5	124	12	454.2	"	Triang.	1945				"
	Marshfield Channel Daybeacon 4	Not Listed	43	22	814.8	124	12	255.7	"	"	"				"

* Position from one photograph. Accuracy probably not as high as that for topo. station. ENR

NOTE: U.S. Engineers report numerous changes in positions of above lights in progress January 1951.

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

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

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

Empire, Oregon — July, 1948

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

The positions given have been checked after listing by Charles W. Clark

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Chief of Party.

STATE Oregon

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LATITUDE D.M. METERS	LONGITUDE ° ′	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
TANK	Tank, elevated, 212 feet high (Coos Bay Lumber Co., tank, 1945)		43 21	999.6	124 11	1056.7	N.A. 1927	Triang.	1945				5964
STACK	Stack, 137.5 feet high (Coos Bay Lumber Co. Stack, 1945)		43 21	1140.2	124 11	937.3	"	"	"				"
STACK	Stack, 200 feet high (Pulp Mill stack, 1945)		43 21	747.6	124 11	934.8	"	"	"				"
STACK	Stack, 175 feet high (Evans Products Co., stack, 1945)		43 21	808.4	124 12	671.6	"	"	"				"
TANK	Tank, elevated, 70 feet high (Evans Products Co., tank No.1, 1945)		43 21	952.4	124 12	654.1	"	"	"				"
CUP.	Hotel cupola, 100 feet high. (Coos Bay (Marshfield) Chandler Hotel Cupola, 1945)		43 22	137.6	124 12	1029.0	"	"	"				"
STACK	Stack, 60 feet high (Coos Bay Mutual Creamery Co., stack, 1945)		43 22	867.8	124 12	794.8	"	"	"				"
FLAG TOWER	Flag Tower, 40 feet high. (Coos Bay (Marshfield) Weather Station, flagtower, 1945)		43 22	773.2	124 12	1064.1	"	"	"				"
STACK (EAST (ON THREE)	Stack, East of 3, 80 feet high (Mountain States Power Co., eastward of 3 stacks, 1945)		43 23	1306.1	124 13	20.8	"	"	"				"
STACK	(Cape Arago Lumber Co., stack, 1945)		43 23	1483.2	124 16	686.2	"	"	"				"
STACK	(Coos Bay Pulp Corp., stack, 1945		43 22	850.6	124 17	756.5	"	"	"				"
TOWER	(U.S. Coast Guard Empire R.C. Base, black tower, 1945)		43 23	1.5	124 18	662.8	"	"	"				"
TANK	Tank, elevated, 1948, 125 feet high.		43 19	1712.9	124 11	885.5	"	Radial Plot Ph-23(47)	1948				"
TANK (EAST OF TWO)	Tank, eastward of two, 1948 30 feet high.		43 23	1107.2	124 16	882.7	"	"	"				"

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.

U. S. GOVERNMENT PRINTING OFFICE: 1948 O - 855418

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

AERONAUTICAL LANDMARKS FOR CHARTS

TO BE CHARTED / ~~REDETERMINED~~ } STRIKE OUT ONE

Empire, Oregon July, 1948

I recommend that the following objects which ~~have~~ *(have not)* been inspected from the air to determine their value as landmarks be charted on ~~(redetermined)~~ the charts indicated.

The positions given have been checked after listing by Charles W. Clark

Charles W. Clark
for: R.A. Earle
Chief of Party.

STATE Oregon

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LATITUDE D.M. METERS	LONGITUDE ° ′	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
RADIO TOWER	(Coos Bay (Marshfield) radio station KOOS, steel tower, (USGS) 1942)		43 22	183.6	124 12	1147.4	N.A. 1927	Triang.	1942				~~5984~~
	U.S. Naval Auxiliary Air Station Beacon, 1945		43 25	12.6	124 14	1080.3	"	"	1945				"
	CAPE ARAGO LIGHT, 1942		43 20	894.6	124 22	604.3	"	"	1942				"

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.

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

~~NONFLOATING AIDS OR~~ LANDMARKS FOR CHARTS

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

Empire, Oregon — July, 1948

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

The positions given have been checked after listing by Charles W. Clark

R.A. Earle
Chief of Party.

STATE	Oregon		POSITION					METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
			LATITUDE		LONGITUDE		DATUM						
CHARTING NAME	DESCRIPTION	SIGNAL NAME	° ′	~~″~~	° ′	~~″~~							
	OLD TOWER		43° 21′	28″	124° 19′	58″							
	TOWER		43° 21′	34″	124° 19′	21″							
	C.G. Lookout		43° 21′	04″	124° 20′	09″							

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

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ~~OR LANDMARKS~~ FOR CHARTS

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

Washington, D. C. 26 June, 1951

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

The positions given have been checked after listing by Everett H. Ramey

S.V.Griffith,Washington ~~Office~~

STATE Oregon

CHARTING NAME	DESCRIPTION	Light List Number	POSITION LATITUDE ° ′	LAT. D.M. METERS	LONGITUDE ° ′	LONG. D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	Ferndale Lower Range Rear Light	809	43 24	397.8	124 12	1098.4	N.A. 1927	USE	1948	x			5984

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.

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS ~~OR LANDMARKS~~ FOR CHARTS

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

Washington, D. C. 26 June, 1951

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

The positions given have been checked after listing by Everett H. Ramey, Wash. Office

S.V.Griffith,Wash. ~~Office~~

STATE Oregon

CHARTING NAME	DESCRIPTION	Light List Number	POSITION LATITUDE ° ′	LATITUDE D.M. METERS	LONGITUDE ° ′	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
	Ferndale Lower Range Rear Light	809	43 24	392	124 12	1030	N.A. 1927	radial plot	1949	x			5984

*Light was interpreted on 1949 office photographs without field inspection.

Form 524 on file in General Files, Division of Photogrammetry under T-8955

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. Information under each column heading should be given

P. 45

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

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

Washington, D. C. 12 July, 1951

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

The positions given have been checked after listing by Everett H. Ramey

S.V.Griffith,Wash.Office *Chief of Party.*

STATE Oregon

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LATITUDE D.M. METERS	LONGITUDE ° ′	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
CUP	Cupola on building in North Bend		43 24.3		124 13.5		N.A. 1927	#		x			5984
	Office interpretation of U.S.C.&G.S. photography (1949) during the review of survey T-8954 revealed that building is almost wholly destroyed.												

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

WEYERHAEUSER TIMBER COMPANY

C
O
P
Y

North Bend, Oregon

November 2, 1950

Mr. A. Newton Stewart
U.S. Coast & Geodetic Survey
502 Panama Building
Portland 4, Oregon

Dear Mr. Stewart:

Thank you very much for your letter of November 1, and I am sorry that I have not been able to forward to you the desired information but I have been away from the office for some three weeks with illness.

(red) I am returning to you the Drawing 10-L-909 upon which, with a green arrow, I have indicated the approximate position of the end of the completed bulkhead. The remainder of the bulkhead will not be constructed as the distance from the low water line made it unnecessary to complete this portion. I have shown, with a blue line, the approximate high water line as sketched from the bridge, this representing the line of debris as washed up by the tide. The fill has been completed on all the bulkhead and, therefore, the bulkhead can represent the high water line.

Your reference in the last paragraph of your letter to the location of Harbor Point 104 has been checked with the engineers. It appears that the point is located incorrectly on the drawing but that the bulkhead location was established by coordinates which have the same relation to the true position of Harbor Point 104 as the bulkhead shown on the sketch.

I hope this information will be of sufficient use to you to complete your nautical charts.

Yours very truly,

WEYERHAEUSER TIMBER COMPANY

/S/

Harold G. Taylor
Land Agent
Coos Bay Branch

HGT:nh

DEPARTMENT OF COMMERCE
U.S. Coast and Geodetic Survey
Midwestern District Headquarters
502 Panama Building
Portland 4, Oregon

COPY

6 November 1950

To: Director
U.S. Coast & Geodetic Survey
Washington 25, D.C.

Subject: Correction to Chart 5984

There are transmitted herewith correspondence and other information relative to a correction to Chart 5984. This change was learned about through the Corps of Engineers' Public Notice, and further information was had from the Weyerhaeuser Timber Co.

A plan showing the full extent of the bulkhead was obtained from the Weyerhaeuser Company. Information concerning its south end, and the position of Pier 11 near the northwest end, is contained in a letter from them dated 19 September. The only information concerning the location of the extreme northwest end, the short section on the west side of the bridge between the pier and shore, is the sketch on typewriter size paper which accompanied the notice of public hearing.

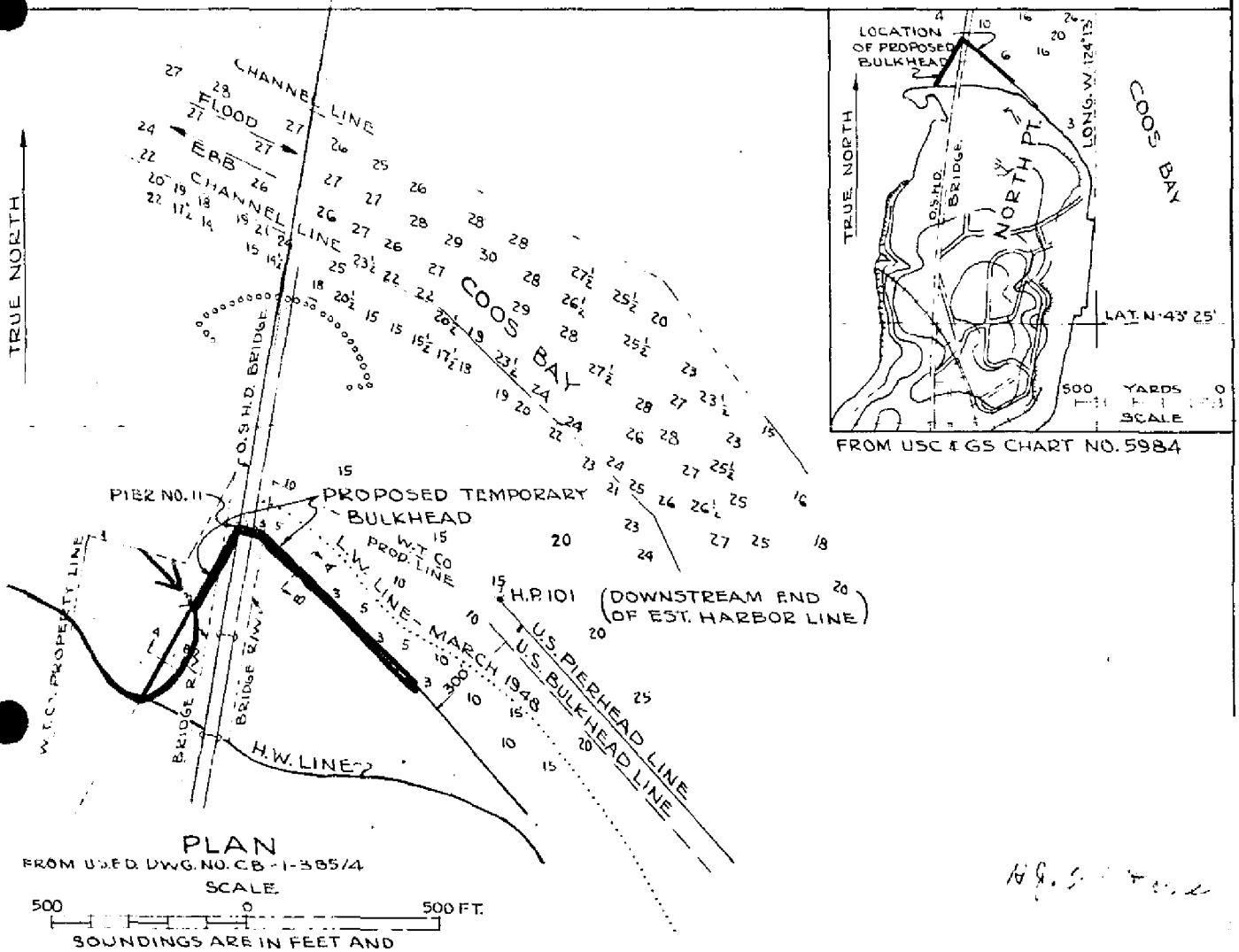
Since topographic sheet T-8954 was being compiled in the Portland Photogrammetric Office from photographs taken prior to the construction of the bulkhead, information concerning this change was sent to that office. The Weyerhaeuser sketch was reduced to 1:10,000 scale on accompanying acetate sheet No. 1, and a discrepancy was found near the south end of the Old Town Mill Dock. Upon investigation it was found that on the Weyerhaeuser map the position of H.P. 104 was plotted in error. A correction in the reduction was made and is shown on accompanying acetate sheet No. 2. This seems to make the topographic features agree closely with the Photo Office compilation. A tracing of the latter is being forwarded, and acetate sheets may be laid over it for comparison.

It is noted in the last paragraph of the Weyerhaeuser letter dated 19 September that the extent of completion of the south end of the bulkhead is in doubt. Further inquiry was made. The reply failed to give direct answer to questions, but by inference the south end appears to be complete. However, the reply did give information concerning a change in the northwest end of the bulkhead. Lieut. Comdr. Clark is being informed of this. The change on acetate sheet No. 2 forwarded herewith should be made in the Washington Office.

A. Newton Stewart
Commander, USC&GS
Supervisor, Midwestern District

cc: Lt. Comdr. Chas. W. Clark

To clerk



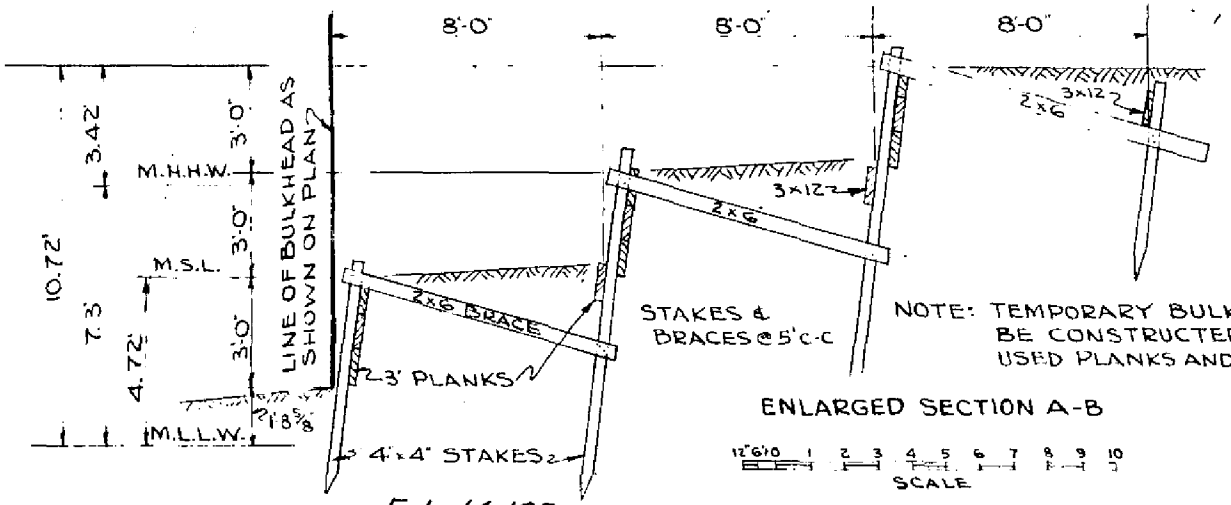
PLAN

FROM U.S.E.D. DWG. NO. CB-1-385/4

SCALE

500 0 500 FT.

SOUNDINGS ARE IN FEET AND REFER TO MEAN LOWER LOW WATER



ENLARGED SECTION A-B

12' 6" 10 1 2 3 4 5 6 7 8 9 10

SCALE

APPROVAL RECOMMENDED Feb. 14 1950

PORT OF COOS BAY

Edwin Lund
V PRESIDENT

J. N. Wasley
SECRETARY

PROPOSED TEMPORARY BULKHEAD ON COOS BAY IN THE CITY OF NORTH BEND, OREGON

APPLICATION BY

WEYERHAEUSER TIMBER COMPANY

COOS BAY BRANCH

DATE _____

W.T.CO. DWG. NO. 10-L-909 : 1-16-50

T-8954

48: GEOGRAPHIC NAME LIST:

The following geographic names were obtained from the final name sheets for Project Ph-23(47) furnished this office by the Washington Office:

- Coos Bay
- Haynes Inlet
- Jordan Cove
- Jordan Point
- North Bend
- North Point
- North Slough
- Pacific Ocean
- Pony Point
- Pony Slough
- Russell Point
- Southern Pacific R.R.
- U.S. Highway 101
- Utter Rock — not shown on manuscript. EHR
- Chickses Creek
- Coos Bay Bridge
- Henderson Marsh
- Oregon Coast Hy.

The following names were submitted by the FIELD INSPECTION unit:

- Broadway Street
- California Avenue
- Connecticut Avenue
- Hillcrest Grammar School
- Madrone Street
- Marian Street Avenue (on manuscript)
- Montana Avenue
- North Bend Junior High School
- North Bend Municipal Airport
- Union Avenue
- Virginia Avenue
- McPherson Avenue
- Myrtle Street

Names underlined in red are approved
5-24-51
L. Heck

T-8955

48: GEOGRAPHIC NAME LIST:

The following geographic names were obtained from the final name sheets for Project Ph-23(47) furnished this office by the Washington Office.

- Coos Bay
- Glasgow
- Glasgow Point
- Haynes Inlet
- Haynes Slough
- Kentuck Creek
- Kentuck Inlet
- Kentuck School
- Kentuck Slough
- Larson Slough
- Oregon Coast Highway U.S. No. 101
- Pierce Point
- Sunny Hill School
- U.S. Highway 101
- Willanch Inlet
- Willanch Slough

- Nettman Creek

Names underlined in red are approved.
5-29-57
L. Heck.

T-8956

48: GEOGRAPHIC NAME LIST:

The following geographic names were obtained from the final name sheets for Project Ph-23(47) furnished this office by the Washington Office:

Baltimore Rock — Not shown on this survey. EHR
Barview
Bastendorff Beach
Big Creek
Cape Arago Lighthouse Reservation
Charleston
Charleston School
Colliver Point
Coos Bay — Coos Head
Coos Head State Park
Fossil Point
Gregory Point
Guano Rock
Haywood Creek
Institute of Marine Biology Field Station
Joe Ney Slough
Lighthouse Beach
Miner Creek
Mussel Reef
North Beach
North Jetty
North Spit
Norton Gulch
Pacific Ocean
Pigeon Point
Shore Acres
South Jetty
South Slough
Squaw Island
Sunset Bay
Tarheel Reservoir
The Cribs
Tunnel Point
Yoakam Point
Younker Point
Seven Devils Road
Coast Guard No. 320

Names underlined in red are approved 5-29-51. L. Heck.

T-8957

48: GEOGRAPHIC NAME LIST:

The following geographic names were obtained from the final name sheets for Project Ph-23(47) furnished this office by the Washington Office:

Names underlined in red are approved.
5-29-51.
L. Heck

- Blossom Gulch
- Coalbank Slough
- Coos Bay
- Coos Bay (City)
- Coos Bay Memorial Park
- Empire
- Empire Lakes
- Englewood
- First Creek — Ferndale
- Fourth Creek
- Joe Ney Slough
- Libby
- North Bend
- Pony Slough — Pony Creek (upper section of waterway)
- Second Creek
- Snedden Creek
- Southern Pacific R.R. — Shingle House Slough
- Tarheel Reservoir
- Third Creek
- U.S. Highway 101 — Oregon Coast Hy.
- Chickses Creek

The following names were submitted by the FIELD INSPECTION Unit:

- California Street (Englewood)
- Central Avenue (Coos Bay)
- Coos Bay High School
- Coos Bay Pulp Corp.
- Dakota Street (Englewood)
- Delezan Boulevard (S. of Empire)
- Hemlock Avenue (Coos Bay)
- Idaho Street (Englewood)
- Illinois Street "
- Kellog Boulevard (E. of Empire)
- Libby Road
- Lincoln Avenue (Empire)
- Mcauley Hospital
- Memorial Park Cemetery
- Michigan Avenue (Empire)
- Mingus Lake
- Englewood school
- Coos Bay Yacht Clubs
- Empire School
- Grinnell Road
- Mingus Park
- Minnesota Street (Englewood)
- New Market Avenue (Empire)
- North Commercial Street (")
- North Washington Street (Empire)
- Oregon Street (Englewood)
- Pacific Avenue (Empire)
- Shingle House Slough Road
- Smith Boulevard (S. of Empire)
- South Broadway Street
- South Market Street (Empire)
- South Wall Street (Empire)
- Spaw Boulevard (S. of Empire)
- St. Monicas School
- S.W. Boulevard — not found?
- Washington Street (Englewood)
- 10th St. North (Coos Bay)
- North ~~Commercial~~ Wall St (Empire)
- North Market St. (")
- North Broadway (")
- Tenth St (Coos Bay)

T-8958

48: GEOGRAPHIC NAME LIST:

The following geographic names were obtained from the final name sheets for Project Ph-23(47) furnished this office by the Washington Office:

- Bay City
- Bay Park
- Bunker Hill
- Catching Slough
- Cleo
- Coalbank Slough
- Coos Bay
- Coos Bay (City)
- Coos River
- Cooston
- Cooston Channel (new name in general local use: part of Coos R. below Graveyard Pt.)
- Crawford Point
- Eastside
- Graveyard Point
- Isthmus Slough
- Lillian Canal — Lillian Creek
- Marshfield Channel
- McCormac
- Millington
- Ross Slough
- Southern Pacific R.R.
- Sunset Cemetery
- U.S. Highway 101 — Oregon Coast Hy.
- Vogel Creek
- White Point
- Willanch Slough
- Shingle House Slough Road

The following names were submitted by the FIELD INSPECTION Unit:

- Bunker Hill School
- Coos Bay Lumber Co.
- Eastside Elementary School
- McKenna Mill (on chart 5984)
- Millington School

Street names.

- Alder St. (Millington)
- D St (Eastside)
- E St.
- First, Second, 4th, 5th, 6th Aves (Eastside)
- Broadway South (Coos Bay)
- Broadway North " "
- Central Ave

Names underlined in red are approved. 5-29-51 L. Heck

T-8954

49: NOTES TO THE HYDROGRAPHER:

Forms 524 are submitted for recoverable topographic stations as follows:

ABLE
BEST
COOS BAY 5 LIGHT
DONG
HAIR
HAYNES SLOUGH DAY BEACON 1
HAYNES SLOUGH DAY BEACON 2
IRON
NORTH BEND WHARF LIGHT
NORTH SLOUGH DAY BEACON 2
NORTH SLOUGH DAY BEACON 4
NORTH SLOUGH DAY BEACON 6
NORTH SLOUGH DAY BEACON 8
NORTH SLOUGH DAY BEACON 10
NORTH SLOUGH DAY BEACON 12
NORTH SLOUGH DAY BEACON 13
NORTH SLOUGH DAY BEACON 15
NORTH SLOUGH 1 LIGHT
JARVIS UPPER RANGE FRONT LIGHT

T-8955

49: NOTES TO THE HYDROGRAPHER:

Forms 524 are submitted for recoverable topographic stations as follows:

BARN
BOOM
EAST
FERNDALE LOWER RANGE REAR LIGHT
FERNDALE LOWER RANGE FRONT LIGHT
FLAGGED PILE
HAYNES SLOUGH DAY BEACON 4
HAYNES SLOUGH DAY BEACON 5
HAYNES SLOUGH DAY BEACON 7
HAYNES SLOUGH DAY BEACON 8
NORTH BEND LOWER RANGE FRONT 7 LIGHT
NORTH BEND RANGE REAR LIGHT
NORTH BEND LOWER RANGE REAR LIGHT
NORTH BEND RANGE FRONT LIGHT
TREE
WELL
WEST
YARD

T-8956

49: NOTES TO THE HYDROGRAPHER:

Forms 524 are submitted for recoverable topographic stations as follows:

(CALL) ROCK POINT
JILL
LAMP
NORTH JETTY WHARF LIGHT
PEAK
SHIP
SOUTH SLOUGH CHANNEL 2 LIGHT
SOUTH SLOUGH DAY BEACON 3
SOUTH SLOUGH DAY BEACON 4
YOKE

T-8957

49: NOTES TO THE HYDROGRAPHER:

Forms 524 are submitted for recoverable topographic stations as follows:

COOS BAY CITY LIMITS, (Northwest Corner)
~~IRON PIPE~~ (Property Corner)
NORTHEAST CORNER, COOS BAY MEMORIAL PARK
SECTION CORNER 19-20-29-30
TANK, (Eastward of 2)
CONCRETE PIER
CONCRETE PIER

T-8958

49: NOTES TO THE HYDROGRAPHER:

Forms 524 are submitted for recoverable topographic stations as follows:

BARN (Northeast Gable)
BARN (South Gable)
BARN (West Gable)
CATCHING SLOUGH LIGHT
COOS RIVER CHANNEL LIGHT
COOS RIVER ENTRANCE LIGHT
HOUSE (West Gable)
ISTHMUS SLOUGH 9 LIGHT
LIGHT (Red Pierhead Warning)
MARSHFIELD CHANNEL RANGE FRONT LIGHT
MEANDER POST
MILL SHED (Northwest Corner)
NORTH POLE
PILE ~~No. 5~~
PROPERTY CORNER (South of Eastside)
PROPERTY CORNER (Southwest of Eastside)
RAILROAD TRESTLE (Southeast Corner)
SHED (North Gable)
SOUTHEAST END OF ELEVATED WALK
SOUTH POLE
TANK (Elevated)
FERNDALE UPPER RANGE FRONT LIGHT
FERNDALE UPPER RANGE REAR LIGHT

REVIEW REPORT
SHORELINE SURVEYS T-8954 THROUGH T-8958
16 July 1951

62. Comparison with Registered Topographic Surveys:

T-846	1:10,000	1861
T-927	1:20,000	1863
T-1877	1:10,000	1888
T-1970	"	1889
T-1971	"	"
T-2460	"	1890
T-3922	1:20,000	1922
T-4111	1:10,000	1924
T-4419	1:20,000	1928
T-4420	1:10,000	"
T-4421	1:20,000	"

Except for the area westward from Yoakam Point, appropriately labeled on T-8956, the surveys of this project supersede these prior surveys for nautical charting purposes for common areas. It was noted that some shoreline has changed considerably near the entrance to Coos Bay since the dates of these prior surveys (i.e. Bastendorff Beach built-up by approximately 200 meters). See also par. 66.

63. Comparison with Maps of Other Agencies:

Coos Bay, Oregon (USGS)	1:62,500	1945
Empire, Oregon (C.of E.)	1:50,000	1947

64. Comparison with Contemporary Hydrographic Surveys:

None

65. Comparison with Nautical Charts:

5984	1:20,000	Apr.1947 corr. to 50-10/30

This chart shows a cable area in Isthmus Slough which was not field inspected. Also the cable area opposite Empire appears in disagreement. The field party located only the western end of the submerged cable and indicated a direction of the crossing. The position of the western end as shown by survey T-8957 agrees with the chart but the direction does not. Evidence of an error in the chart is not conclusive.

These surveys show various changes in low-water areas and reclaimed marsh land. See par. 66.

66. Adequacy of Results and Future Surveys:

It was noted during this review that the area along the Pacific Ocean southwesterly from Yoakam Point on T-8956 was largely in disagreement with prior surveys and maps. The field inspection of the area appeared incomplete in comparison with these sources and the 1949 photographs and was accomplished using a photograph with poor definition and with much of the shoreline detail obscured by breakers. Also photographic coverage and density of control were inadequate to insure an accurate radial plot for the area. This area has been appropriately indicated on the manuscript.

The use of triangulation station June 1928 for controlling the radial plot along the Pacific Ocean at the north limit of the project might be questioned. The Division of Geodesy did not publish the position of this station because difficulty was experienced in adjusting the 1928 triangulation for this area. However, the radial plot was not extended far from a well-controlled area to reach this station and no weaknesses were noted. Also the 1928 stations were used for controlling Survey No. T-4419 which was the most recent survey of this area. Consequently, Survey No. T-8954 of this project should be used for nautical charting of this area.

The field inspection was not complete for offshore features. Also the surveys are incomplete for low-water areas (see par. 31). Features office-interpreted on the 1949 photographs include some spoil areas (T-8956 and T-8957) shown in part with mean high-water line. These areas, however, are subject to frequent changes by dredging operations.

Except details noted above, these surveys meet the National Standards of Map Accuracy and comply with project instructions. Details below the plane of mean high-water are subject to change or verification by hydrographic surveys.

67. Control:

Reference: Paragraph 23.
T-8954

It was noted during this review that station "Coos Bay Lumber Co., stack, 1945" fitted the identification sketch while station "Coos Bay Pulp Corporation, stack, 1945" did not. The position for station Simpson (USE 1917) 1945 sub. pt. was recomputed referencing to this former station and the computed position plotted within 0.3 mm. of the radial plotted position. Referencing the computation to station "Coos Bay Pulp Corporation , stack, 1945" gave a position for the

sub. pt. which plotted approximately 85 meters from the radial plotted position, not 15 meters as noted in paragraph 23.

The office identified point for station "Jarvis Upper Range Rear Beacon, 1945" agrees more closely with the field identification sketch and has characteristics more like a light than does the point identified in the field. The two points are approximately 25 meters apart.

T-8956

Other identifiable photograph points fell at the computed positions of substitute points for stations "Coos Head 3, 1909" and "Fly 1928", indicating identification errors by the field party.

The 1949 photographs differ with the 1947 field photographs to the extent that the substitute point for station "North Beach 2 (USE 1941) 1945" could not be positively identified.

The substitute point for station "Fossil 2, 1889" appeared correctly identified but the radial plotted position was in disagreement along the computed direction to the sub. pt. indicating a 10-meter error in the measured distance.

The substitute point for station Bluff (USE 1907) 1945" could not be positively identified on the 1949 photographs but station "Coos Bay Entrance Range Rear Beacon 1945" which was positively identified and was only approximately 40 meters distant held in the plot.

All of the above stations are in an area which has an abundance of control all of which held to form a strong radial plot.

T-8957

The radial plotted position for the substitute point for station "Marsh 2 (USE) 1945" was in disagreement with the computed position along the observed direction for the sub. pt. indicating the possibility of a 10-meter error in measured distance. Other control in the area held.

68. Landmarks and Aids:

Forms 567 submitted by the field party did not include "CUP" and "HOTEL" in the City of North Bend. Office interpretation of the 1949 photographs during this review revealed

that "CUP" has been destroyed. Another Form 567 was submitted to the Nautical Chart Branch, copy of which is attached. Landmark "HOTEL" appeared on the 1949 photographs but it may have lost its value as a landmark by the erection of other buildings in the area.

The compiler had shown the two lights of the Ferndale Lower Range (on T-8955) at positions as furnished by the U. S. Engineers (1948). It was noted during this review that the compiled range fell in an obstructed area. The lights were then office-interpreted on the 1949 photographs and a new position was determined for Ferndale Lower Range, Rear Light. Using this position, the range plots in the channel. A new Form 567 was submitted to the Nautical Chart Branch, copy of which is attached.

69. Bridges:

The U.S.E. Bridge Book shows the Kentuck Inlet highway bridge as bascule type whereas the field party shows it as a fixed bridge. The Bridge Book shows the horizontal clearance as 32 feet; the field shows 35.6 feet.

The vertical clearance of the U.S. 101 highway bridge at North Bend was not furnished by the field party.

70. Topographic Stations:

Forms 524 were submitted at the time of this review for two stations named "Concrete Pier, 1948" both of which are on Survey T-8957. Forms are filed in General Files, Division of Photogrammetry.

71. Shoreline and Alongshore Details:

The overlay referred to in paragraph 35 showing the construction of a new bulkhead at North Bend was compared during this review with Survey T-8954. A discrepancy of approximately 10 meters exists for the south end of the bulkhead which could not be resolved. This bulkhead was not included as part of this survey because the same data are available to the Division of Charts for chart construction and is included in Nautical Chart Letter 878 (1950).

Submitted by:

Everett H. Ramey

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Approved:

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Triangulation to be smooth-drafted

T-8954

Bench 1945
Bridge (USGS 1942) 1945
Haybarn (USE 1907) 1945
North Bend (USE 1907) 1945
Henderson 2 (USE) 1945
North Bend 2 1889
Mill B, Stack 1945
Dune (USE) 1945
Hub 21 (USE) 1945
Coos Bay, Highway Bridge, North Light 1945
North Slough 1889
Russell 2 (USE 1940) 1945
Simpson (USE 1917) 1945
Pony Point 3 (USE 1944) 1945
U.S. Naval Auxiliary Air Station, control tower 1945
" " " " " beacon 1945
" " " " " tank 1945
Coos Bay, light No. 6 1945
Jarvis, upper range, rear beacon 1945
Jarvis, lower range, front beacon 1945
Rogers (USGS 1942) 1945
North Slough Auxiliary (USE 1944) 1945
Jarvis, lower range, rear beacon, 1945
Simpson 1862
Southern Pacific Co., drawbridge, light 1945
" " " north semaphore, 1945
" " " semaphore, 1945
" " " South semaphore, 1945
Tiger 1945
Shift RM 2 1945
Ridge 2 1889

T-8955

Mabry 1862
Pierce 2 1945
White house, gable 1945
Dike (USE) 1944

Triangulation to be Smooth Drafted

T-8956

Nelson 2 (USE 1940) 1945
South Slough, drawbridge, center light 1945
Pigeon 2, 1889
U. S. Coast Guard, COOS Bay Base, flagpole 1945
Grove 1889
Clam 2 1945
North Jetty, Monument No. 331 (USE) 1945
" " " No. 443 (USE) 1945
Curve 2 (USE) 1928
Coos Bay, entrance range, front beacon, 1945
Coos Bay " " rear " 1945
Coos Bay inner " " " 1945
Charleston 2 (USE) 1945
Arago Head (USGS 1942) 1945
Mab 20 (USE) 1945
High Frequency, Direction Finder, station 1945
" " Direction Finder, easterly pole, 1945
Grass Mound (USE) 1907
U.S. Coast Guard Empire R. C. Base, black tower 1945
Cape Arago Lighthouse 1942
Coos Head 3 1909
Bluff (USE 1907) 1945
Fossil 2, 1889
North Beach 2 (USE 1941) 1945
Fly 1928

Triangulation to be Smooth Drafted

T-3957

Sitka Dock, light 1945
Empire North Base 1945
Midway 3 (Empire South Base) 1945
Coos Bay Pulp Corp., Stack 1945
Coos Bay (Marshfield) silver tank (USGS 1942) 1945
Mountain States Power Co., eastward of 3 stacks, 1945
Coos Bay (Marshfield) water tank (USGS 1942) 1945
Stave Mill (USE 1907) 1945
Court 1945
Wash 1945
Sand Beach 2 (USE) (USGS 1942) 1945
Marsh 2 (USE) 1945
Cape Arago Lumber Co. Stack 1945
" " " " Water tank 1945
Driftwood (USE) 1945
Park (USGS 1942) 1945
U.S. Coast Guard Empire Base, water tank 1945

Triangulation to be Smooth Drafted

T-8958

Crawford Point 2 (USE 1931) 1945
Loggie 1889
Marshfield Channel, beacon No. 2, 1945
" " " No. 4, 1945
" Range, front beacon, 1945
Coos River Hill 1889
Marshfield Hill 1889
Marshfield Channel Range, rear beacon 1945
White Point 4, 1922
Dredge (USE 1944) 1945
Bunker (USGS) (Bunker Hill Lookout Tower) 1942
Coos Bay (Marshfield) Chandler Hotel, cupola, 1945
North Bend, upper range, front beacon, 1945
" " " " rear " 1945
Marshfield benchmark 1906
Coos Bay Lumber Co., stack 1945
" " " " tank 1945
Head 1945
Marshfield Range, rear beacon 1945
Evans Products Co., stack 1945
" " " tank No. 1 1945
" " " tank No. 2 1945
Coos Bay (Marshfield) Lutheran Church, spire 1889
Pulp Mill, stack 1945
Coos Bay (Marshfield) weather station, flag tower 1945
" " " radio station KOOS, steel tower (USGS 1942) 1945
Coos Bay, Mutual Creamery Company, Stack 1945
Mary, 1948 and Coos River Light 1948

Topographic Stations to be Smooth Drafted

T-8954

Able 1948
North Slough Light 1, 1948
Best 1948
Coos Bay Light 5 (USE) 1950
Dong 1948
Hair 1948
North Bend Wharf Light 1948
Haynes Slough Daybeacon 2, 1948
Iron 1948
Haynes Slough Daybeacon 1, 1948
Jarvis Upper Range Front Light (USE) 1948
North Slough Daybeacon 2 1948
" " " 4 "
" " " 6 "
" " " 8
" " " 10 "
" " " 12 "
" " " 13 "
" " " 15 "

Topographic Stations to be Smooth Drafted

T-8955

Haynes Slough Daybeacon 4, 1948
" " " 5 "
" " " 7 "
" " " 8 "
North Bend Range Front Light 1948
" " " Rear " " } one station
" " Lower Range Rear Light 1948 }
" " " " Front 7 " 1948
Ferndale Lower Range Front Light 1948
" " " Rear " 1949
Tree 1948
Barn 1948
West 1948
East 1948
Flagged Pile 1948
Boom 1948
Well 1948
Yard 1948

Topographic Stations to be Smooth Drafted

T-8956

Gable (Peak) 1948
Rock Point (Cell) 1948
Yoke 1948
Ship 1948
Lamp 1948
Jill 1948
South Slough Channel Light 2 1948
North Jetty Wharf Light 1948
South Slough Daybeacon 3 1948
" " " 4 "

T-8957

Concrete Pier 1948
" " "
Section Corner 19/20 , 1948
30/29
Northeast Corner, Coos Bay Memorial Park, 1948
Tank, Eastward of Two
Property corner 1948
Coos Bay City Limits, NW corner 1948

Topographic Stations to be Smooth Drafted

T-8958

Marshfield Channel Range Front Light 1948
Ferndale Upper Range Rear Light 1948
" " " Front " 1948
Light (Red, Pierhead Warning) 1948
Isthmus Slough Light 9, 1948
Coos River Channel Light 1948
" " Entrance Light 1948
Barn, W. Gable 1948
Property Corner 1948
" " 1948
Meander Post 1948
North Pole 1948
South Pole 1948
Pile 1948
Catching Slough Light 1948
Shed, N. Gable 1948
House, W. Gable 1948
Barn, NE Gable 1948
Mill Shed, NW Corner 1948
Barn, South Gable 1948
SE End of Elevated Walk 1948
Railroad Trestle, SE Corner 1948
Tank, Elevated 1948

NAUTICAL CHARTS BRANCH

SURVEY NO. T8954 -5-6-7-8

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
Oct. 1952	Reconst. 5984	JPWalker et al.	~~Before~~ After Verification and Review Completely - Note: Used plastic M53 & duplicate Des. Reports. - JPW 10/17/52
10/25/66	5802	F. Pavlat	Exam. No corr. ~~Before~~ After Verification and Review
5/20/81	18580	Diane Larson	~~Before~~ After Verification and Review Fully applied to Drwg. 21
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.