NOAA FORM 76-35
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Shoreline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Job No.</td>
<td>PH-6607</td>
</tr>
<tr>
<td>Map No.</td>
<td>TP-00213</td>
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<tr>
<td>Classification</td>
<td>Final</td>
</tr>
<tr>
<td>Edition No.</td>
<td>1</td>
</tr>
<tr>
<td>Field Edited</td>
<td>Map</td>
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LOCALITY

<table>
<thead>
<tr>
<th>State</th>
<th>Oregon</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Locality</td>
<td>Umpqua River</td>
</tr>
<tr>
<td>Locality</td>
<td>Umpqua &amp; Smith Rivers</td>
</tr>
</tbody>
</table>

1971 TO 1972

REGISTRY IN ARCHIVES

DATE

© U.S. GOVERNMENT PRINTING OFFICE: 1973-761-775
## Descriptive Report - Data Record

### Photogrammetric Office

**Rockville, Maryland**

**Officer-in-Charge**

Jack Guth

### Date of Instructions Dated

<table>
<thead>
<tr>
<th>1. Office</th>
<th>2. Field</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aerotriangulation-Aug. 11, 1971</td>
<td>Field Support, May 7, 1971</td>
</tr>
</tbody>
</table>

### Datums

**1. Horizontal:**

- [X] 1927 North American

**2. Vertical:**

- [X] Mean High-Water
- [ ] Mean Low-Water
- [ ] Mean Lower Low-Water
- [ ] Mean Sea Level

**3. Map Projection:**

- Polyconic

**4. Grid(s):**

- State: Oregon
- Zone: South

**5. Scale:**

- 1:10,000

### History of Office Operations

<table>
<thead>
<tr>
<th>Operations</th>
<th>Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Aerotriangulation</td>
<td>D. Brant</td>
<td>9/71</td>
</tr>
<tr>
<td>Method: Analytic</td>
<td>LANDMARKS AND AIDS BY</td>
<td></td>
</tr>
<tr>
<td>2. Control and Bridge Points</td>
<td>D. Phillips</td>
<td>9/71</td>
</tr>
<tr>
<td>Method: Coradi</td>
<td>PLOTTED BY</td>
<td>CHECKED BY</td>
</tr>
<tr>
<td>3. Stereoscopic Instrument Compilation</td>
<td>J.C. Richter</td>
<td>9/71</td>
</tr>
<tr>
<td>Instrument: B-8</td>
<td>PLANIMETRY BY</td>
<td>CHECKED BY</td>
</tr>
<tr>
<td>Scale: 1:10,000</td>
<td>CONTOURS BY</td>
<td>CHECKED BY</td>
</tr>
<tr>
<td>4. Manuscript Delineation</td>
<td>J.C. Richter</td>
<td>9/71</td>
</tr>
<tr>
<td>Method:</td>
<td>PLANIMETRY BY</td>
<td>CHECKED BY</td>
</tr>
<tr>
<td>Scale: 1:10,000</td>
<td>CONTOURS BY</td>
<td>CHECKED BY</td>
</tr>
<tr>
<td>5. Office Inspection Prior to Field Edit</td>
<td>J.P. Battley, Jr.</td>
<td>9/71</td>
</tr>
<tr>
<td>6. Application of Field Edit Data</td>
<td>H. Lucas</td>
<td>1972</td>
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<tr>
<td>Method:</td>
<td>HYDRO SUPPORT DATA BY</td>
<td>CHECKED BY</td>
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<tr>
<td>Scale: 1:10,000</td>
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<tr>
<td>7. Compilation Section Review</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>8. Final Review</td>
<td>F.A. Wright</td>
<td>8/75</td>
</tr>
<tr>
<td>9. Data Forwarded to Photogrammetric Branch</td>
<td>N.A.</td>
<td></td>
</tr>
<tr>
<td>10. Data Examined in Photogrammetric Branch</td>
<td>F.A. Wright</td>
<td>8/75</td>
</tr>
<tr>
<td>11. Map Registered - Coastal Survey Section</td>
<td>R.T. Carter</td>
<td>8/75</td>
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### Compilation Sources

#### 1. Compilation Photography

<table>
<thead>
<tr>
<th>Number and Type</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<tbody>
<tr>
<td>71E(C)6975-6978</td>
<td>7-25-71</td>
<td>1400</td>
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<td>71E(C)6949-6951</td>
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<td>71E(C)6855-6859</td>
<td>7-24-71</td>
<td>1300</td>
<td>1:20,000</td>
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<td>71E(C)6833-6877</td>
<td>7-24-71</td>
<td>1313</td>
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</table>

**Remarks:**

1:20,000 scale ratioed to 1:10,000 manuscript scale.

#### 2. Source of Mean High-Water Line:

Office interpretation from 1:40,000 scale photography on B-8 and checked with 1:10,000 scale ratioed photographs.

#### 3. Source of Mean Low-Water or Mean Lower Low-Water Line:

None

#### 4. Contemporary Hydrographic Surveys (List only those surveys that are sources for photogrammetric survey information.)

<table>
<thead>
<tr>
<th>Survey Number</th>
<th>Date(s)</th>
<th>Survey Copy Used</th>
<th>Survey Number</th>
<th>Date(s)</th>
<th>Survey Copy Used</th>
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</table>

#### 5. Final Junctions

- **North**: TP-00212
- **East**: TP-00215 (1:20,000)
- **South**: No contemporary survey
- **West**: TP-00211

**Remarks**
**HISTORY OF FIELD OPERATIONS**

<table>
<thead>
<tr>
<th>OPERATION</th>
<th>NAME</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. CHIEF OF FIELD PARTY</td>
<td>Unknown</td>
<td>1971</td>
</tr>
<tr>
<td>2. HORIZONTAL CONTROL</td>
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<td>3. VERTICAL CONTROL</td>
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<td>4. LANDMARKS AND AIDS TO NAVIGATION</td>
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<table>
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<tr>
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<td></td>
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<tr>
<td>□ SPECIFIC NAMES ONLY</td>
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<td>□ NO INVESTIGATION</td>
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<table>
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<tr>
<th>PHOTO INSPECTION</th>
<th>CLARIFICATION OF DETAILS BY</th>
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<tr>
<th>BOUNDARIES AND LIMITS</th>
<th>SURVEYED OR IDENTIFIED BY</th>
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**SOURCE DATA**

1. HORIZONTAL CONTROL IDENTIFIED

<table>
<thead>
<tr>
<th>PHOTO NUMBER</th>
<th>STATION NAME</th>
<th>PHOTO NUMBER</th>
<th>STATION DESIGNATION</th>
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*Any data submitted by field party was lost*

3. PHOTO NUMBERS (Clarification of details)

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

<table>
<thead>
<tr>
<th>PHOTO NUMBER</th>
<th>OBJECT NAME</th>
<th>PHOTO NUMBER</th>
<th>OBJECT NAME</th>
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</table>

5. GEOGRAPHIC NAMES: □ REPORT □ NONE

6. BOUNDARY AND LIMITS: □ REPORT □ NONE

7. SUPPLEMENTAL MAPS AND PLANS

8. OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)
## HISTORY OF FIELD OPERATIONS

### 1. FIELD INSPECTION OPERATION

<table>
<thead>
<tr>
<th>OPERATION</th>
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<td>1. CHIEF OF FIELD PARTY</td>
<td>R.P. Hewitt LTJG</td>
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<td></td>
<td>R.B. Melby</td>
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### 2. FIELD EDIT OPERATION

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### 4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

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<tr>
<td>Hewitt</td>
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### 5. PHOTO INSPECTION

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<td>Hewitt/Melby</td>
<td>11/71</td>
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### 6. BOUNDARIES AND LIMITS

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### 7. OTHER FIELD RECORDS

*Sketch books, etc. DO NOT list data submitted to the Geodesy Division*

None
## Record of Survey Use

### I. Manuscript Copies

<table>
<thead>
<tr>
<th>Data Compiled</th>
<th>Compilation Stages</th>
<th>Date</th>
<th>Remarks</th>
<th>Marine Charts</th>
<th>Hydro Support</th>
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<tr>
<td>Shoreline and detail inshore a short distance</td>
<td>Sept. 71</td>
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<td>Date Unknown</td>
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<td>Field edit applied Not checked</td>
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<td>Final Review</td>
<td></td>
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<td>Oct 1 1975</td>
<td>1975</td>
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### II. Landmarks and Aids to Navigation

#### 1. Reports to Marine Chart Division, Nautical Data Branch

<table>
<thead>
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<th>Number</th>
<th>Chart Letter Number Assigned</th>
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<td>1</td>
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<td>None furnished prior to final review</td>
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#### III. Federal Records Center Data

1. Bridging Photographs; Duplicate Bridging Report; Computer Readouts.
2. Control Station Identification Cards; Form Nos. 567 Submitted by Field Parties.
3. Source Data (except for Geographic Names Report) as Listed in Section II, NOAA Form 76-36C.

Account for Exceptions:

- None available

#### IV. Survey Editions

(This section shall be completed each time a new map edition is registered)

<table>
<thead>
<tr>
<th>Edition</th>
<th>Survey Number</th>
<th>Job Number</th>
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<th>Revised</th>
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NOAA Form 76-36D
Summary to Accompany
Descriptive Report TP-00213

TP-00208 through TP-00213 at 1:10,000 scale and TP-00214 through TP-00216 at 1:20,000 scale comprise Project PH-6607, Umpqua and Smith Rivers, Oregon. The purpose of this project is to provide hydro support, new topography, and shoreline for use in constructing Nautical Chart 669-SC. Refer to the project diagram for the location of each sheet in the project.

The only field work preceding compilation was the premarking of control necessary for bridging. See Photogrammetric Plot Report for details.

Compilation and field edit was broken into two phases in this project with sheets 00208 through 00213 being compiled on the Wild B-8 plotter in September and October 1971.

Stable base copies and ratio color prints were furnished for hydro support and field edit. Field edit was accomplished in November 1971 on these sheets.

Compilation of TP-00214 through TP-00216 was accomplished on the Wild B-8 plotter in May 1972. Copies of map manuscripts and ratio color prints were furnished for field edit.

Field edit of these sheets was accomplished in September - October 1972.

Final review was accomplished in the Washington Office in 1974. Copies of the final reviewed map were forwarded for record and registry.
JOB PH-6607
UMPQUA & SMITH RIVERS,
OREGON

Chart Topography &
Shoreline Mapping
SCALE 1:10,000 & 1:20,000

OFFICIAL MILEAGE
For Cost Accounts

Sheet No.  Sq. Miles
TP-00173  5
TP-00208  4
TP-00209  5
TP-00210  1
TP-00211  8
TP-00212  1
TP-00213  8
TP-00214  8
TP-00215  5
TP-00216  6

Total .... 51

Not Compiled
PHOTOGRAMMETRIC PLOT REPORT  
Umpqua and Smith Rivers, Oregon  
Job PH-6607  
May 1972

21. Area Covered

This report covers the area east from the mouth of the Umpqua and Smith Rivers to longitude 123° 40'. Control was extended for the compilation of six (6) 1:10,000 scale maps (TP-00208 thru TP-00213) for hydro support and four (4) 1:20,000 scale maps (TP-00214 thru TP-00216 and TP-00173) for chart compilation.

22. Method

Strips 1 and 2 (1:40,000 scale photography) and Strip 3 (1:30,000 scale photography) were bridged using analytic aerotriangulation methods. Sketch 1 shows the placement of control and the flight lines of the photography. Ties were made between all strips. Compilation points were located in strips 2 and 3 for the 1:20,000 scale compilation. Common points were located between the bridging photography and the 1:20,000 scale hydro support photography to determine the ratio for the 1:10,000 scale compilation. Sketch 2 shows the flight lines of the hydro support photography.

Natural objects (tanks, stacks, etc.) visible during bridging were located as aids for the hydro support party. All data for ruling projections and plotting of points for the compilation office were furnished to the Coradomat on the Oregon State (south zone) Plane Coordinate System.

23. Adequacy of Control

Horizontal control was premarked and was adequate for bridging.

24. Photography

The following RC-8 color photography was used in bridging:

1:40,000 scale

Strip 1 - 71-E(C)-6947 thru 6942
Strip 2 - 71-E(C)-6969 thru 6980

1:30,000 scale

Strip 3 - 71-E(C)-7757 thru 7774
31. **Delineation**

The 1:40,000 scale color photography was set on the B-8 stereoplotter and compiled at 1:10,000 scale. Shoreline and alongshore detail and detail inshore a short distance, along with points common with the 1:10,000 color ratioed photographs, were plotted for hydro support.

32. **Control**

Horizontal control was adequate for density and placement.

Vertical control was from U.S.C&GS quadrangles and water level.

33. **Supplemental Data** - None

34. **Contours and Drainage**

Contours are inapplicable. Drainage is only compiled a short distance from the shoreline.

35. **Shoreline and Alongshore Detail**

Shoreline was compiled on B-8 by office interpretation. Piles and dolphins that are used for log booms could not be seen and will be located by field edit.

Shoal line will have to be determined by field edit.

36. **Offshore Details** - None

37. **Landmarks and Aids**

Two aids to navigation were located by photographs and one will have to be located by the field party. No landmarks.

38. **Control for Future Surveys** - None

39. **Junctions**

Refer to form 76-36b.
40. **Horizontal and Vertical Accuracy**

See photogrammetric plot report.

41. thru 45. Inapplicable

46. **Comparison with Existing Maps**

Comparison was made with USGS quadrangle Reedsport, Oregon, scale 1:62,500, dated 1956.

47. **Comparison with Nautical Charts**

Comparison was made with Nautical Chart No. 6004, scale 1:20,000 36th edition, dated Aug. 15, 1970.

Items to be Applied to Nautical Charts Immediately - None

Items to be Carried forward - None

Respectfully submitted,

[Signature]

John C. Richter
Carto(Photo)

Approved and forwarded:

[Signature]

J. P. Battley, Jr.
Chief, Coastal Mapping Section
13 August 1975

GEOGRAPHIC NAMES
FINAL NAME SHEET
PH-6607 (Oregon)

TP-00213

Blacks Island
Brainard Creek
Butler Creek
Dean Creek
East Gardiner
Frantz
Frantz Creek
Hakki Creek
Hudson Slough
Oar Creek
Otter Creek
Otter Slough
Scholfield Creek
Smith River
Southern Pacific Lines
Umpqua River

Approved by

Chas. E. Harrington
Staff Geographer-C51x2
FIELD EDIT REPORT

CHART TOPOGRAPHY AND SMALL CRAFT FACILITIES INVESTIGATION

Umpqua and Smith Rivers, Oregon

September - October 1972

Map Manuscripts TP-00213 thru TP-00216

Project PH-6607
FIELD EDIT REPORT

Chart Topography and Small Craft Facilities Investigation
Umpqua and Smith Rivers, Oregon
September - October 1972
Map Manuscripts TP-00213 thru TP-00216
Project PH-6607

This report covers an area of the Umpqua and Smith Rivers from
the vicinity of the town of Reedsport eastward to the limits of small
boat travel.

The entire shoreline was inspected from a small boat. The field
edit copies (discrepancy sheets) of the map manuscripts were used as
the index for the field corrections and the photographs containing the
bulk of the corrections. However, minor corrections and deletions
may only appear on the photographs and the cross referenced to the
map manuscripts will be by photo number only.

Both rivers pass through narrow, steep sloped, wooded canyons,
with narrow low lands and marshes along shore. Small farms and cattle
grazing areas are in evidence where the land is suitable to support
such activities.

Logging operations are in evidence along both rivers. Sand-
gravel dredges and their transporting barges can be found in certain
areas of the Umpqua River, recovering bottom aggregates.

Numerous piling and dolphins can be found along the shoreline of
both rivers. Apparently the piling was and is used to secure log rafts.

The majority of the piling is old and untreated and it is in
various stages of decay, but they still constitute a hazard to navigation.

Piers and wharves are few. Most of the along shore mooring
features are floating piers secured to the shore and are able to compen-
sate for the rise and fall of the rivers due to tidal and spring
freshet influence.

All fixed aids to navigation were investigated and located
photogrammetrically. One aid, Echo Island Lower Light A, was not on
station during the initial field edit in September 1972. The site
was revisited in October 1972 and the light, which had been rebuilt
was then located. They have been listed on form 76-40.

No landmarks, worthy of listing on form 76-40, were found, although,
several features were indicated on the photography as being of landmark
value.

Numerous power cable crossings over both rivers were found,
except in a few cases the crossings were minor, overhead wires leading
to dwellings.
Small craft facilities were investigated and each one has been entered on form 77-3, also cross-referenced to the photos and field edit sheets.

The shoreline along the Umpqua River is usually rocky, sand-mud or boulders with adjacent or overhanging trees. In the vicinity of Scottsburg, numerous bottom and shoreline rocks are evident, also rapids. This was the extent of the upstream skiff travel during the month of September 1972. The shoreline along the Smith River is mostly of an "earth" composition (sand-mud), near the upstream limits of skiff travel, scattered boulders and a rocky bottom were observed.

The Smith River also contains several islands near its confluence with the Umpqua River. These islands are usually of a marshy composition and subject to inundation during the higher tides or spring freshets.

A formal geographic names report is not being submitted. New names or deletions appear on the field edit sheets.

Pertinent information pertaining to each individual discrepancy sheet will be entered under that specific sheet.

Sheet TP-00213

The 1971 field edit indicated lines of piling over bare islands. These islands are "marshy" with tall grass and are subject to periodic inundation.

Hinsdale Light 18 was compiled as Light 15. Hinsdale Light 15 was not compiled. See photo 71E 6951 for location of both of the above mentioned lights.

Sheet TP-00214

A silo of landmark value is noted on this sheet. It is not listed on form 76-40. The extent of the upstream travel by skiff has been indicated on this sheet.

Sheet TP-00216

The rapids as compiled on this sheet are correct. Numerous rocks, boulders, and similar bottom characteristics are in evidence. Upstream of the fixed span, highway bridge a small groin was compiled. Apparently this feature was disturbed during a spring freshet and only a gravel flat remains at this date. The upstream extent of small boat travel has been indicated. At a higher river stage, further upstream travel may be possible but hazardous due to rocks, etc.
Respectfully Submitted,

[Signature]

Robert B. Melby
Chief, Photo Party, PNC
FIELD EDIT REPORT
UMFPQUA RIVER, OREGON
JOB PH 6607

OPR 498 - DAVIDSON
NOVEMBER, 1971

Field edit was accomplished in accordance with OPORDER, Pacific Marine Center (in conjunction with OPR 498) and current Photogrammetry Instructions.

Features, obstructions, aids and landmarks were located by intersection from triangulation stations and by sextant resections from triangulation, topographic and photo positions. All changes, deletions and additions to the manuscript are indexed on the field ozalid (paper) in violet ink with the exception of green ink for deletions. The cronaflex print contains all control used for hydrography and field edit as well as fix positions. Many items have been photo-identified, so labeled on the appropriate photograph and indexed on the field ozalid.

The Army Corps of Engineers maintains many dredge signals and ranges in this area which can be a useful aid to navigation if charted; these items, where so noted on the manuscript, should be charted and labeled but not in a landmark status.

The log rafts shown on photographs are in temporary storage areas; a storage area being any one of the piling and dolphin lines delineated on these manuscripts, from Gardiner Inter. Paper Co. eastward up the Umpqua River and Smith River.

All work may be considered correct as of November 20, 1971.
52. ADEQUACY OF COMPILATION

Compilation was adequate considering no previous field inspection. A boat pier at Lat. 43°44.0', Long. 124°04.75' was not delineated and the dolphin line to the east was only partially mapped. Numerous pilings and dolphin lines were not mapped, but visible on the photos; these have been identified and indexed to the appropriate photograph.

54. RECOMMENDATIONS

See TP 00211

56. GEOGRAPHIC NAMES

A specific names investigation revealed no changes.

57. FIXED AIDS TO NAVIGATION AND LANDMARKS

Three fixed aids appear on this manuscript; two were office identified and verified and one was resected by sextant from photo control. There are no landmarks.

58. ADDITIONAL INFORMATION

One bridge clearance and 3 overhead cable clearances were measured and recorded. Sextant fixes and delineated man detail were used to show where overhead cables cross the mapped shoreline.

Sextant resections were also employed to delineate 3 lines of broken and submerged piles. The remaining additions and corrections are visible on the photos and are indexed to the appropriate photograph on the field ozalid. All roads were classified. Photos 6826, 57, 58 and 6873 and 6874 contain field edit notes.

Respectfully submitted,

Roger P. Hewitt  LTJG/NOAA

Gerald C. Saladin  CDR/NOAA
C.O. NOAA Ship DAVIDSON
52. ADEQUACY OF-compilation

Compilation was only fair even considering that there was no previous field inspection. Four triangulation stations were not plotted: AT, GRAHAM, GARDINER INTERNATIONAL PAPER CO. STACK, and THREEMILE DIRECTIONAL LIGHT. U.S. HIGHWAY 101 bridge over the Umpqua River at Reedsport is a swing bridge, as indicated on chart 6004. Two stacks exist at Gardiner International Paper Co., one of them being a triangulation station; this stack is the taller and has been recommended for a landmark. Fourmile Light was mis-identified; see cronaflex print for correct location as determined by theodolite intersection. Channel Daybeacon "22" was not delineated or reported on the compiler-originated 76-40; it has been photo-identified and indexed. Roads and several large buildings in the area of Gardiner International Paper Co., have been delineated wrong or omitted; see photo 6866 for correct delineation. The railroad bridge at Reedsport contains 8 spans north of the swing span, not five as mapped; see photo 6860.

54. RECOMMENDATIONS

It is respectfully recommended that the paper ozalids should be printed with detail in black, as have been in the past, rather than blue. Violet ink used in field edit does not have as much contrast on the blue-printed ozalids.

56. GEOGRAPHIC NAMES

A specific geographic names investigation revealed no changes.

57. FIXED AIDS TO NAVIGATION AND LANDMARKS

Fourteen aids to navigation appear on this map; eight were office identified and field verified; three are triangulation and field recovered; two were located by theodolite intersection and one by sextant resection (also photo-identified).

Three Landmarks were recommended for charting; one triangulation and two office identified. Two landmarks were recommended for deletion.
Review Report  
TP-00213  
August 1975

61. **General Statement**

See summary, page 6 of this report.

62. **Comparison with Registered Topographic Surveys**

T-8951, T-8953, July 1952, scale 1:10,000

Discrepancies exist in the position and amount of pilings. They are not visible on the photography and were not mentioned by the field editor.

Except for the above-mentioned pilings, that portion which is covered by this sheet is superseded for charting.

63. **Comparison with Maps of other Agencies**

No comparison made; only 1:52,500 quad available.

64. **Comparison with Contemporary Hydrographic Surveys**

H-9238, Oct-Nov. 1971, scale 1:10,000.

Class I manuscript has been applied. Shoreline change at lat. 124°04'45", long. 43°42'00".

65. **Comparison with Nautical Charts**

Chart 6004, 38th edition, July 1974, scale 1:20,000

Same discrepancies noted as on Topographic Surveys.

66. **Adequacy of Results and Future Surveys**

This map complies with the project instructions and meets the National Standards of Map Accuracy.

Submitted by,

Frank A. Wright  
Cartographer

Approved by:

Chief, Photogrammetric Branch

Chief, Coastal Mapping Division
<table>
<thead>
<tr>
<th>Charting Name</th>
<th>Description</th>
<th>Latitude</th>
<th>Longitude</th>
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<td>D.F. Meters</td>
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<td>Macey Sands Light 8</td>
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<tr>
<td></td>
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<td>1522.0 876.0</td>
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Hinsdale lt. 12 reported to have been moved approx. 600 yds due west in Sept. 1974, per Mr. Harrison. 313c.g. Dist. Position not listed. Info. from J.M. Dailey 9-20-74.
By photogrammetric methods.

**PHOTOGRAHMNET FIELD POSITIONS ARE DETERMINED BY FIELD OBSERVER.**

8-12-75

**EXAMPLE:** V-115, Entser, V-115, and date.

**FIELD POSITION VERIFIED VISUALLY ON PHOTOGRAHAM**

8-12-75

**EXAMPLE:** Trring, Arc.

arc, with date or recovery,

recovery station is recovered, enter **TRrring.**

When a landmark or a marker is also set.

**TRrringATION STATION RECEIVED.**

79(C/0019)

8-12-75

**EXAMPLE:** P-6-8, A.

graph used to identify of identity of object.

date of field work and number of the photo

entry of method of location or verification.

**PROTOGRAPHMETRIC FIELD POSITIONS ARE DETERMINED BY FIELD OBSERVER.**

1. NEW POSITION DETERMINED OR VERIFIED

2. FIELD DETERMINED AND LOCATED OBJECTS

Office

<table>
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<th>REPEATEDLY</th>
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</tbody>
</table>

1. Keating

R: Hewlett 46 & R. Moty

OBJECTS INSPECTED FROM LAST WEEK

RESPONSIBLE PERSONAL

NAME

ACTIVITY

PREPARED

FORMS ORIGIONATED BY QUALITY CONTROL

FORMS REVIEWED AND FINAL REVIEW

ACTIVITIES AND REVIEW GROUP AND FINAL REVIEW

Office Activity Representative

FIELD ACTIVITY REPRESENTATIVE

REPEATEDLY

QUALITY CONTROL AND REVIEW GROUP

REVIEWER

OBJECTS INSPECTED FROM LAST WEEK

RESPONSIBLE PERSONAL

NAME

ACTIVITY

PREPARED