23-78

Sta

23/18

Sta	+S	HI	-S	Elev	
				16.04	BM
	6.64	22.68			
①			3.60	19.08	
	3.37	22.45			
			6.2	16.2	℄ St & Bdwy
②			9.49	12.96	
	0.78	13.74			
0+00 = 35+04.3			5.38	08.36	Top Pipe Bdwy
1+30 = 33+72.4			3.0	10.74	Top Rail
③			3.43	10.31	
	3.87	14.18			
5+13.1 = 28+91.2			4.90	09.28	
6+00 = 28+04.3			5.40	08.8	
④			4.28	09.90	
	9.00	18.90			
7+60.2 = 26+44.1			9.2	09.7	Side of Flat
8+60	25+44		9.1	09.8	
9+10	24+94		10.0	08.9	
9+50	24+54		10.3	08.6	
9+84	24+20		4.3	14.6	Top Rail
9+86	24+18		10.3	08.6	Ground
Stump ⑤			7.47	11.43	
	3.20	14.63			

RR here bears N 44½° E

23/78

Sta	+S	HI	-S	Elev	Side Slope
		14.63			
23+44			6.0	08.3	Flat
22+94			5.6	09.0	
22+29			5.7	08.9	
21+79			5.6	09.0	Flat
⊕			2.06	12.57	✓
	11.32	23.89	✓		
21+28			13.7	10.2	Flat
21+15			14.9	09.0	" cut 8.6
20+74			1.7	22.2	25%
⊕			1.19	22.70	✓
	1233	35.03	✓		
19+94			4.1	30.9	26%
⊕			5.29	29.74	
	12.99	42.73			
19+34			11.1	31.6	F 10
18+64			3.4	39.3	23%
⊕			00	42.73	
	11.64	54.37	✓		
18+32			7.6	46.8	✓ checked to here
⊕			2.34	52 03	
	12.32	64.35	✓		

✓

NOV 13
NOV 14

Sta					
	12.32		El	52.03	
Sta	±	All	-	Elev	
17+76		64.35	11.1	53.2	Grade
16+69			3.2	64.2	F2.0 .30
			0.62	63.73	
	10.39	74.12			
16+19			8.5	65.6	E 3.2 17%
			0.15	73.97	
	12.55	86.52			
15+70			8.0	78.5	C 8.2 17%
			0.32	86.20	
	12.83	99.03			
			4.3	94.7	C 19.7 J
15+21				H+2.1	C 24.5 J 17%
14+70				101.1	
14+22			2.9	96.1	C 1.2.0 J 15%
			2.92	96.11	
	4.24	100.35			
13+53			4.9	95.5	CUT 14.7 J 17%
12+79	11 COL		12.3	88.1	26%
12+16			3.8	96.6	Grade 22°
			1.59	98.76	
	12.30	111.06			
11+75			9.5	101.6	26%
11+32			4.3	106.8	17%
			0.97	110.09	

Nov 14, 36

23/78

Sta	+S	HI	-S	Elev	
		111.06			
			0.97	110.09	
	12.17	122.26			
10+57			4.8	117.5	3
			0.19	122.07	
	12.03	134.10			
9+57			1.30	132.8	~35°
			1.24	132.86	
	11.00	143.86			
9+18			5.2	138.7	3%
			0.02	143.84	✓
	8.81	152.65			
8+18			1.20	151.4	37%
			0.73	151.92	3
	12.40	164.32			
7+43			1.8	162.5	24%
7+18			0.0	164.3	
			0.68	163.64	
	12.30	175.94			
6+63			4.6	171.3	34%
			1.07	174.87	28°
	13.16	188.03			
6+12.7			10.7	177.3	

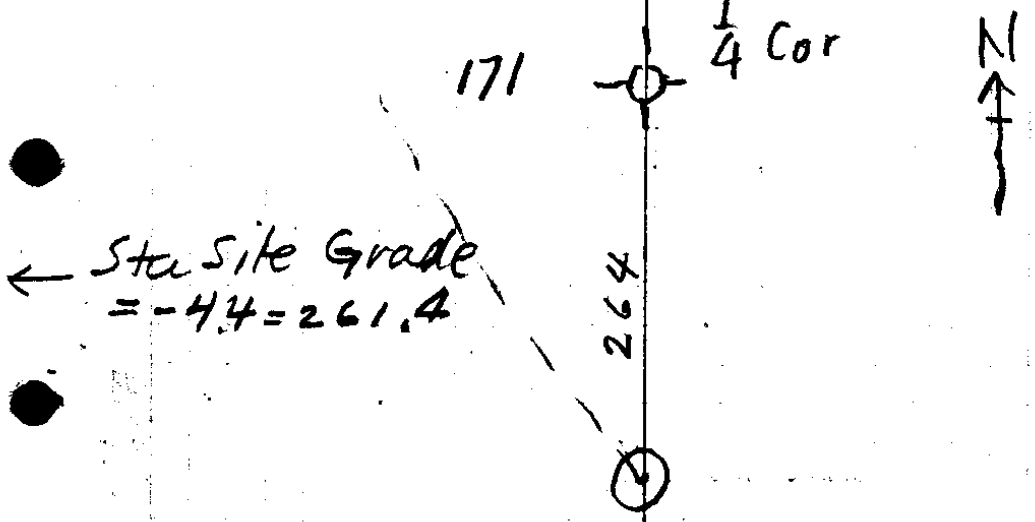
9292
12 17
110.09

Note At 7+00 Set ℄ Point
18' to R. of Line

23/72

Sta	+S	HI	-S	Elev	
		188.03			
5+57			4.4	183.6	35°
			0.21	187.82	
	12.56	200.38			
4+98			7.7	192.7	354
			0.31	200.07	
	10.66	210.73			
3+83			4.0	206.7	338
			0.14	210.59	
	12.86	223.45			
2+96			4.6	218.9	339
			0.0	223.45	
	9.30	232.75			
2+69			9.0	223.8	354
2+05			1.7	231.1	31°
			1.30	231.45	
	11.90	243.35			
1+44			4.7	238.6	269
1+21			0.6	242.7	20°
			0.27	243.08	
	12.46	255.54			
0+65			4.3	251.2	
			0.82	254.72	

Sta	+S	HI	-S	Elev	
				254.72	
	11,072	65.79			
0+0			5.1	260.7	Grade for Sta Site 2040
			0.20	265.59	
	10,832	76.42			
			1.92	274.50	BM, used El 100.00 on sta. Site work



23/78

23/78

23/71

Cross Sec - Sta Site.

Sta	+ S	Ht	- S	Elev	
	0.65			100	6" Spruce
		100.65			
2+00			4.95	95.70	C 6.8 = 8.8
1+77			6.25	94.40	C 5.5 = 7.5
	⊕		5.49	95.16	
	5.10	100.26			
H 20			5.10	95.2	C 6.3 C 8.3
0+77			5.20	95.1	C 6.2 C 8.2
0+50			6.40	93.9	C 5.0 7.0
0+0			11.40	88.86	= 0.0 1.0

℄ = N 25° E

Line Stations

South to N.

Cross Sec. - Station Site

Sta	+S	HI	-S	Elev	
				274.50	B.M. 6" Spruce Abt 80' N Sta 1+20 Station Site
	0.65	275.15			
		275.15			
2+00			4.95	270.20	-261.4 = C 8.8
1+77			6.25	268.90	-261.4 = C 7.5
			5.49	269.66	
	5.10	274.76			
1+20			5.10	269.66	-261.4 = C 8.3
0+77			5.20	269.56	-261.4 = 8.2
0+50			6.40	268.36	-261.4 = 7.0
0+0			11.40	263.36	Grade OK.
			cut → 2.00		
			261.4 ←		

Line Stationed S. to North

261.6
260.7

Nov 12-36

0+0

1+20

0+77

10

0+50

0+0

L. | ℄ R

00 / 49.0	C63			80
00 / 44.0	C62		00 / 41	90
0.0 / 31.0	C5.0	+7.2 / 15.0	00 / 46.0	
	00	+3.7 / 30	+2.8 / 55	00 / 74

23/78

Cross Sec Sta Sit
Stationed S to N.

1+77

1+20

0+77

0+50

0+0

Nov 12-36

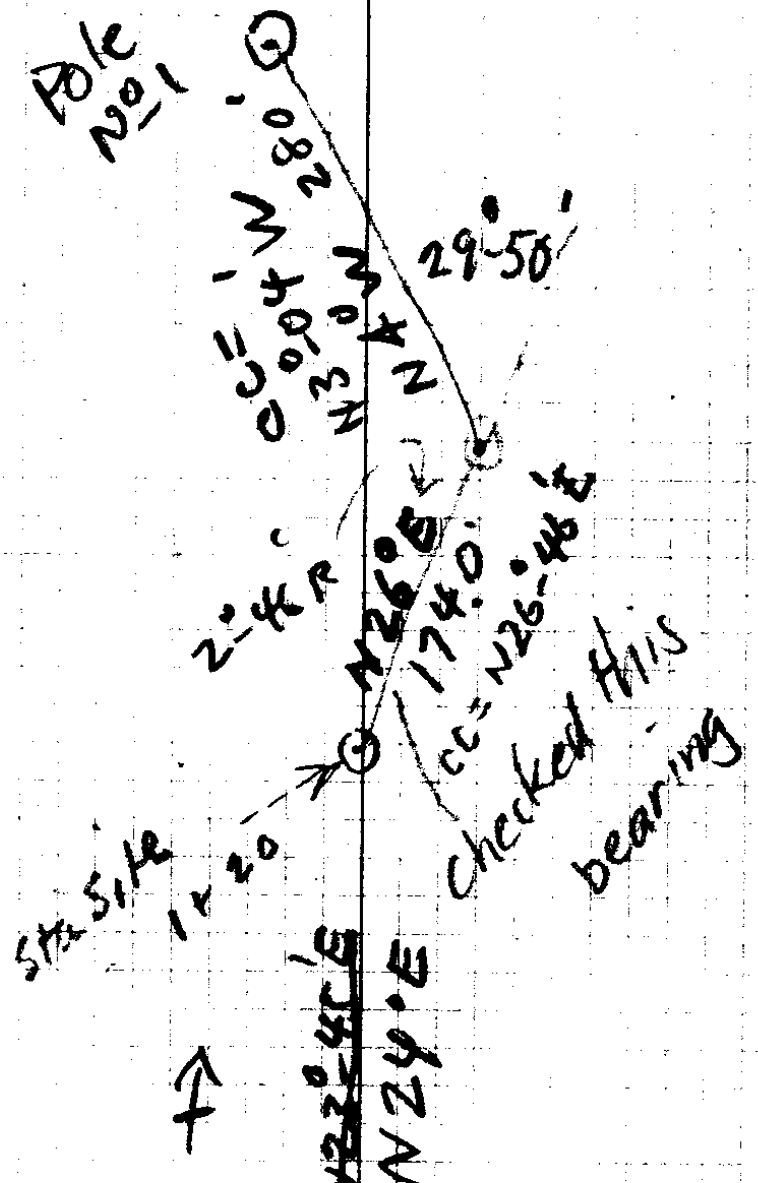
130

00/73	+80/31.0	C.7.5		0.0/29.5
00/53.		C8.3		00/36 = 0+0 Road
00/49.6		C8.2		00/47.6
00/40.0		C7.0	+5.2/15	00/53.5
0.0/9.0		C2.0	+5.7/30	+48/55 00/82.0

23/78

23/24

29-50
26-46
3-04

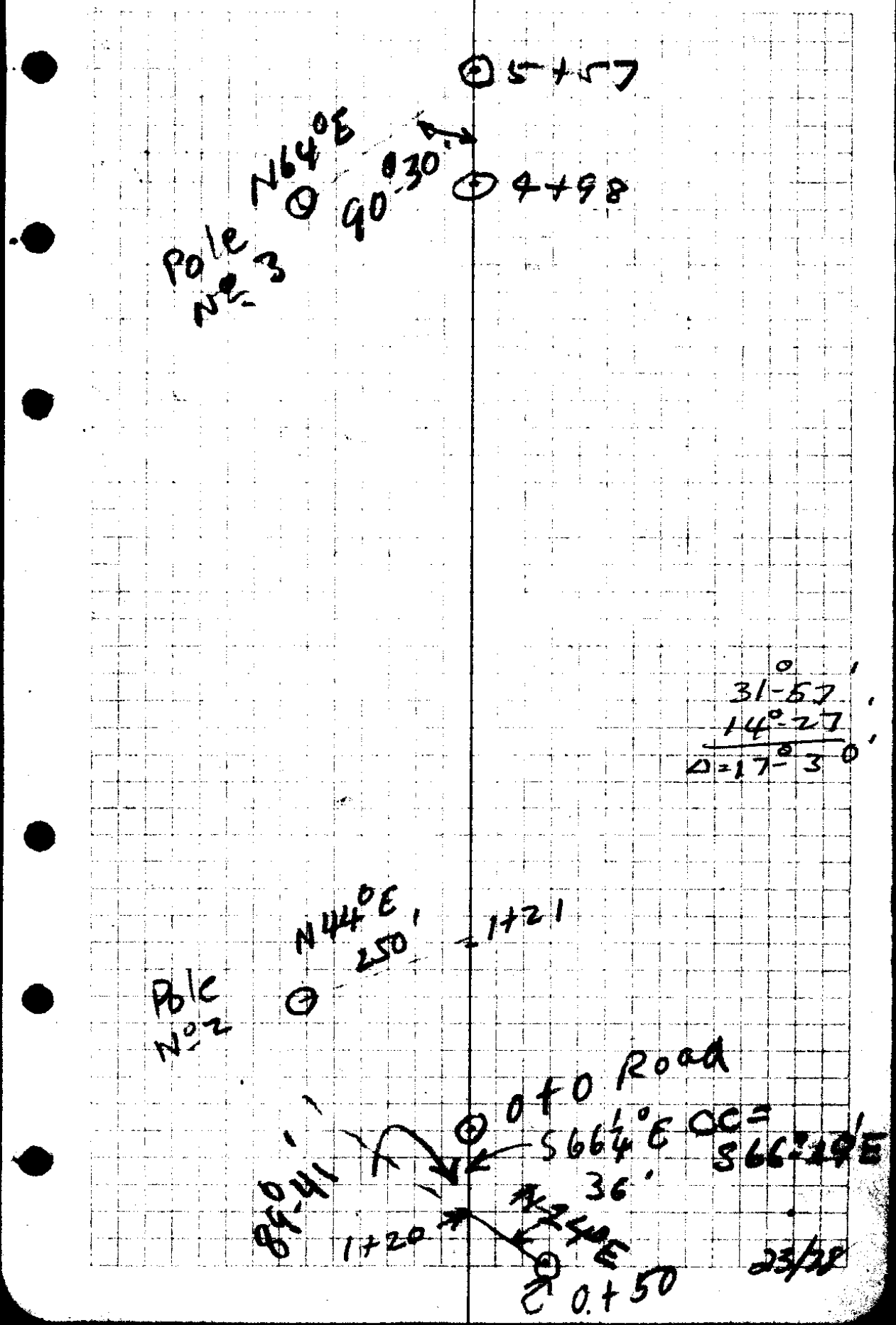


23/28

Point on Sec Line = Hub

6+12	S 20° W, 55.7	N 19½ 59' E	SS
5+57	Δ 45-55 R		28%
557	S 26° E	59 N 25-56 W	
4+98	Δ 34°-53' R		24%
59	S 61° E,	55 N 60°-49' W	
4+43	Δ 19°-08 R		
	S 80° E,	60 N 79°-57' W	
3+83	8°-15 R		24%
60	S 88°-15' E	87 N 88°-12 W	
2+96	Δ 51°-37' L		
57	S 37° E	27 N 36°-35 W	
2+69	Δ 31°-20' L		36%
27	S 5°-15 E	64 N 5°-13' W	
2+05	Δ 30°-30 L		
	S 25° W	61 N 25°-17' E	
1+44	Δ 16°-55 R ✓		26%
61	S 8½° W ✓	23' N 8°-22' E	
1+21	Δ 40°-19 R		20%
	S 32° E	56° N 31°-57' W ✓	
0+66	~~Δ 12°-47 R~~ 17°-30 R	N 14°-27' W = ✓	
	N 14°-30 E	65° ~~N 14°-27' E~~	
0+0	Δ = 51°-52' R		20%
	S 66½° E	36' N 66° 19' W = Tie	
Δ 89°-41' R			
	N 24° E		

Nov 11-12, 1936



12+79

S 33° W 63 N 32° 59' E

12+16 Δ 8° 30 R

63

S 24½° W 41 N 24° 29' E

N 55¾ E

11+75 Δ 38° 44' R 11+32 Power Pole

41

S 14° E, 43' N 14° 15' W

11+32 Δ 38° 20 R

43

S 52° 30, E 75' N 52° 35' W

10+57 Δ 6° 59 R

75

S 59° 15 E, 100' N 59° 34' W

9+57 Δ 22° 09 R 37%

100

S 80° 30, E 39' N 81° 48' W

9+18 Δ 19° 35 L

39

S 62° E, 100' N 62° 08' W

8+18 Δ 12° 05 R 36%

100

S 73° 30, E, 75.0 N 74° 13' W ✓

7+43 Δ 107° 05 L 25%

75

S 32° 45, W 80' N 32° 52' E

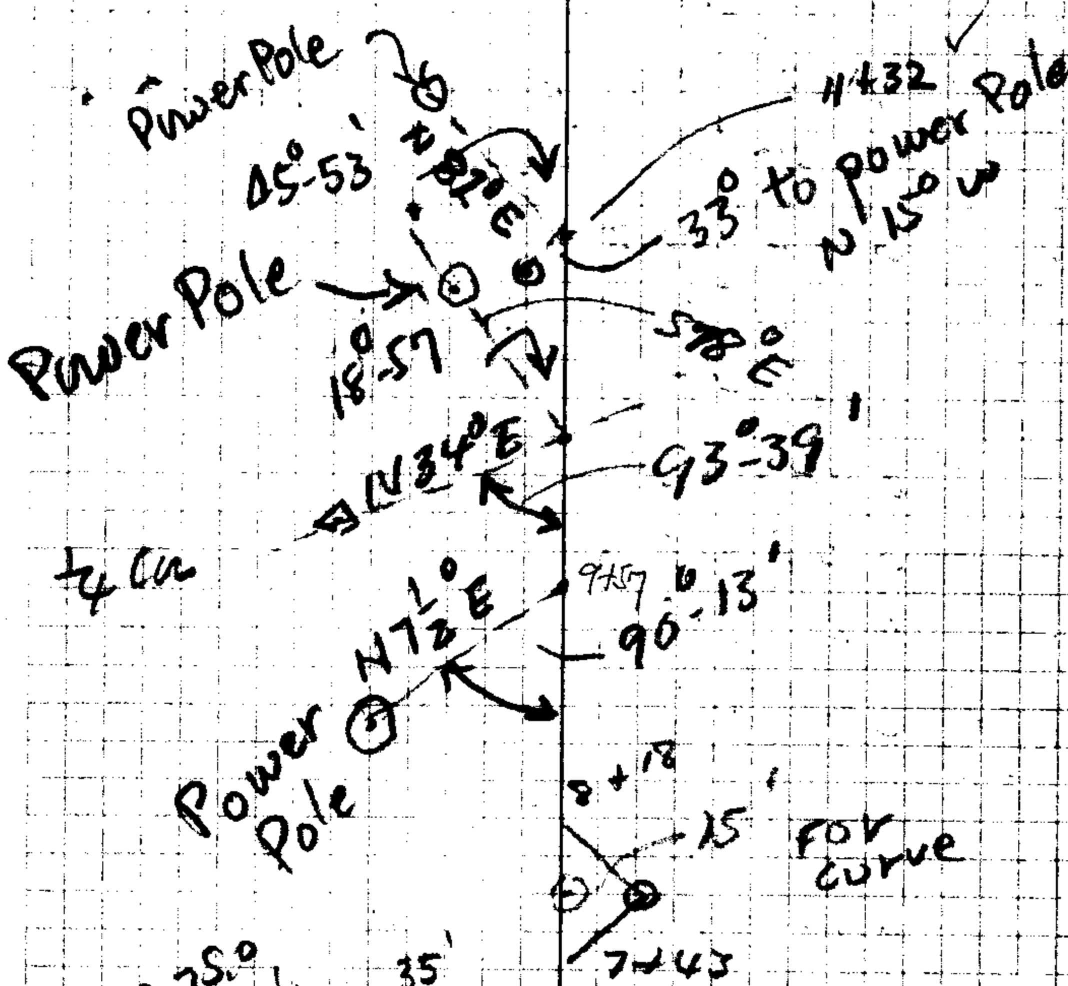
6+63 Δ 12° 25 R L 25%

80

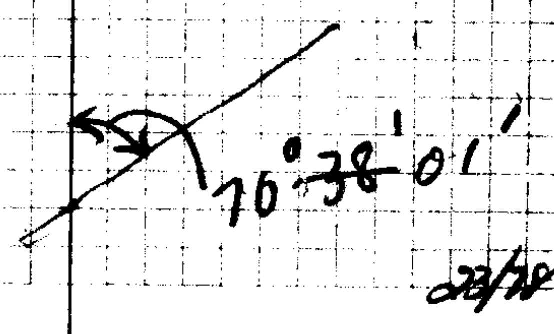
S 45° W 50.3' N 45° 37' E

6+12 Δ = 25° 38' R

50 3 Point on Sec Line



35'
S 73°-30' E 75.0'
7+43 Δ=83°-53' L
S 9°-40' W
7+12.7 Δ 35°-57' L
S 45° W 100'
6+12.7 Δ=25°-38' R



23/20

19+34

N70°45'E 50' N70°41'E

18+84 Δ 38°-33 R

50 N32°E, 108.0 N32°08E

17+76 Δ 30°-17 L

108 N62°E, 107 N62°25'E

16+69 Δ=27°45 R

107 + 50

N34°30'E 50 N34°40'E

16+19 Δ 62°-42 L F 3.2

50 S82°-30'E 49' N82°38'W

2+50

15+70 Δ 53°-57' L C 8.2

49 S28°-45'E, 49.0 N28°-41'W

15+21 Δ 64°-27' L C 19.7 2+00

49 S35°-45'W 51.0 N35°-41'E

14+70 Δ 27°-35 L C 24.5 1+47

51 S63°-15W, 48.0 N63°-16'E

14+22 Δ 13°-34 R C 18.0 1+60

48 S49°-30'W 69.0 N49°-42'E

13+53 Δ 19°-28 R

69 S30°-15W 74.0 N30°-14'E

12+79 Δ 2°-45' L

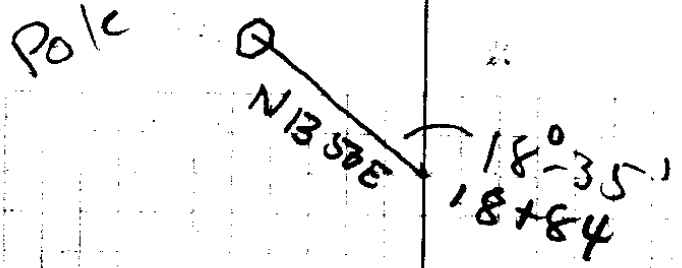
74

13+48

S70°45W 69'

12+79 Δ 22°-24' L

69 S33W 63'


Pole
N13 3/4E
18°-35'
18+64

S 27° 15' E,

24+17.8 = ↩ Δ 5° 56' L

9+88.5 S 12° 15' E, 73.8 N 17° 20' W

23+44 Δ 10° 57 RL,

73.8 S 6° E 50' N 6° 23' W

22 94 Δ 55° 13' RL,

58 S 49° 30' W 65 N 48° 50' E

22+29 Δ 6° 35 R

65 S 43° W 50' N 42° 15' E

21+79 Δ 67° 51 R

50 S 25° E, 51' N 25° 36' W

21+28 Δ 71° 10 R

51 N 83° E 54. S 83° 14' W

20+74 Δ 43° 15 R C 80

54 N 40° E, 80' S 39° 59' W

19+94 9° 42 L

80 N 49° 30 E 60 S 49° 41' W

19+34 Δ 21° L

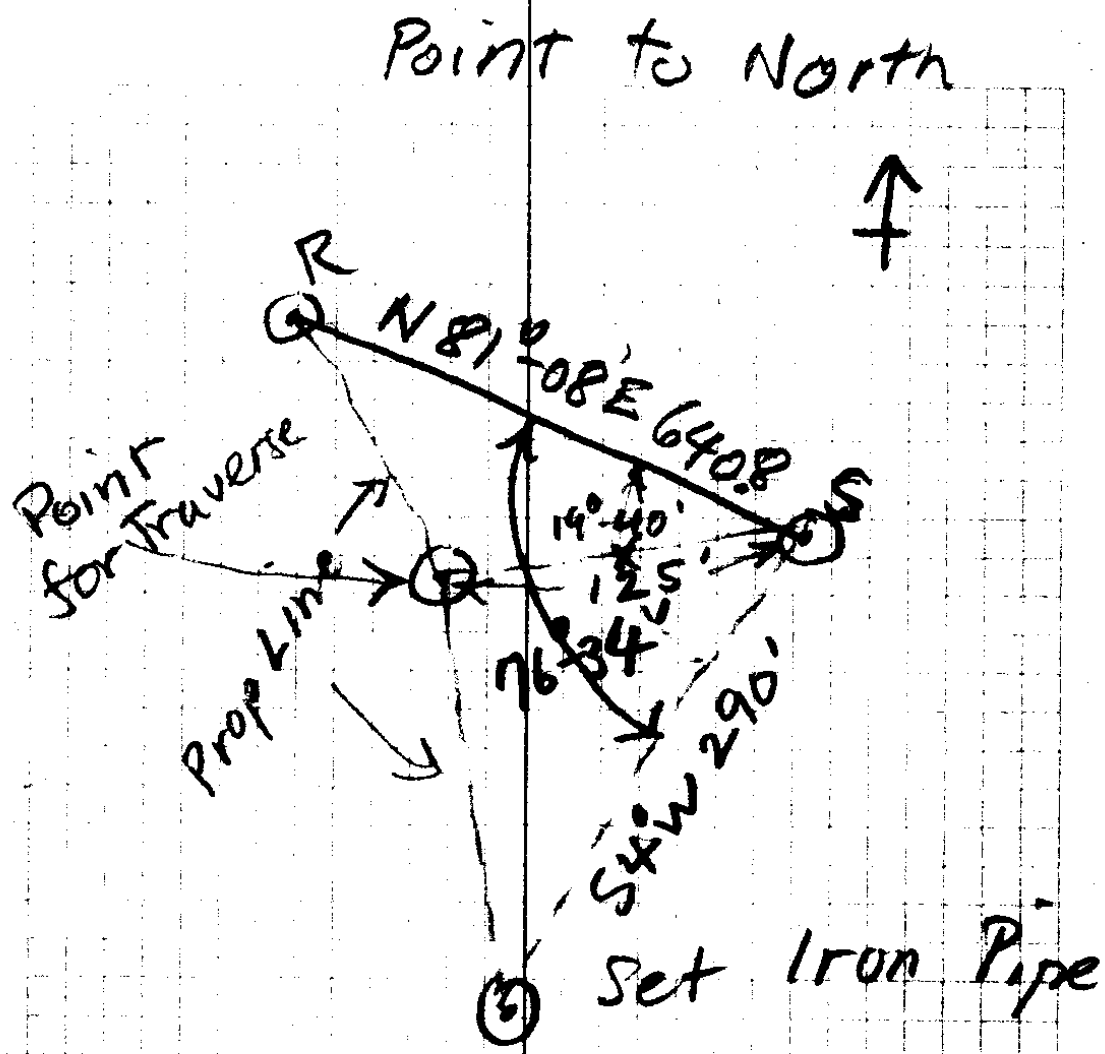
N 70° 45 E 50.0' S 70° 41 W

24+178
2 263
26+441

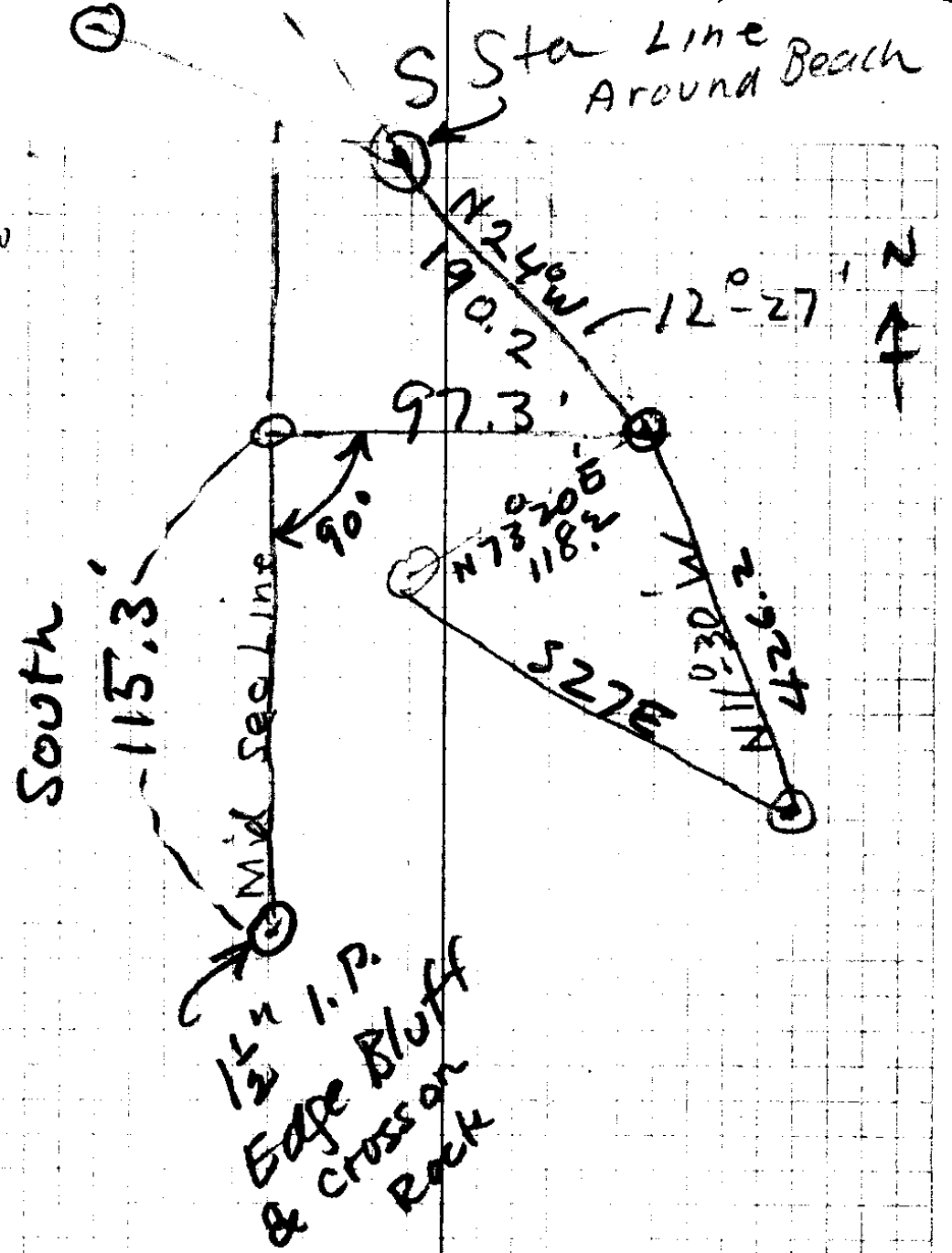
17+76
84
18 3 0

21+28
12" CMP
Pole

23/28


Point to North
R
N81°08'E 640.8'
Point for Traverse
Prop Line
14°40'
125'
76°34'
S41°W 290'
Set Iron Pipe

23/32



Point to North

N11°-30'W
12°-27
N23°57'W

23/78

Upper Switchback

Sta	+S	HI	-S	Elev	
0+0				100	100.0
	13.0	113.0			
T.P			0.0	113.0	
	7.0	120.0			
1+00			5.0	115.0	97.0
+50			0.0	120.0	95.5
2+00			6.3	113.7	94.0
	T.P.		9.0		
	00	113.7	0		C 8.2
2+50			13.0	100.7	92.5
T.P.			8.5	105.2	
	00	105.2			
T.P			8.6	96.6	
	00	96.6			F 3.2
3+00			8.8	87.8	91.0
3+50			10.0	86.6	88.5
					F 2.0

Used 3 To

Son

00

3 .83

C 18.0

C 24.5

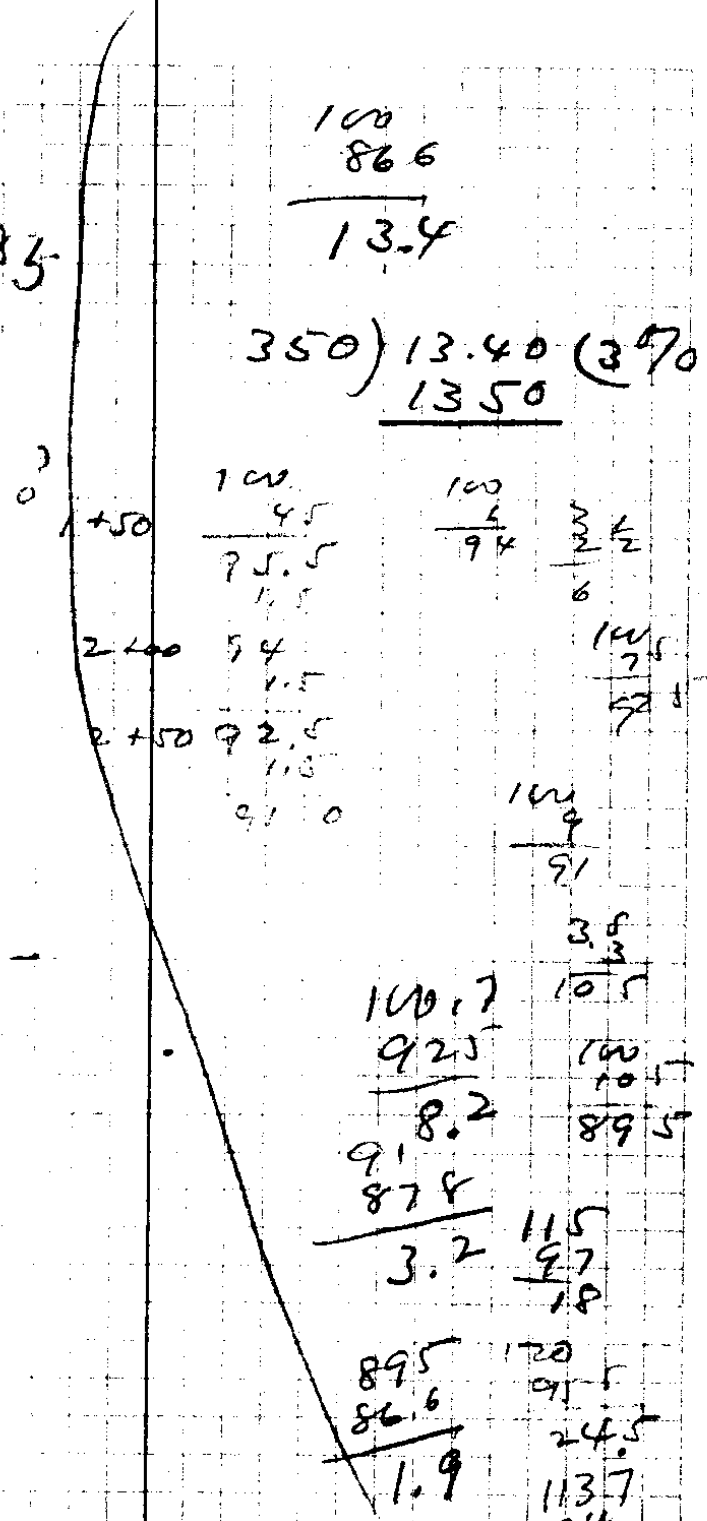
C 19.7

C 8.2

F 3.2

F 2.0

Length Rd to Flat at Bott 2 1/2 +-

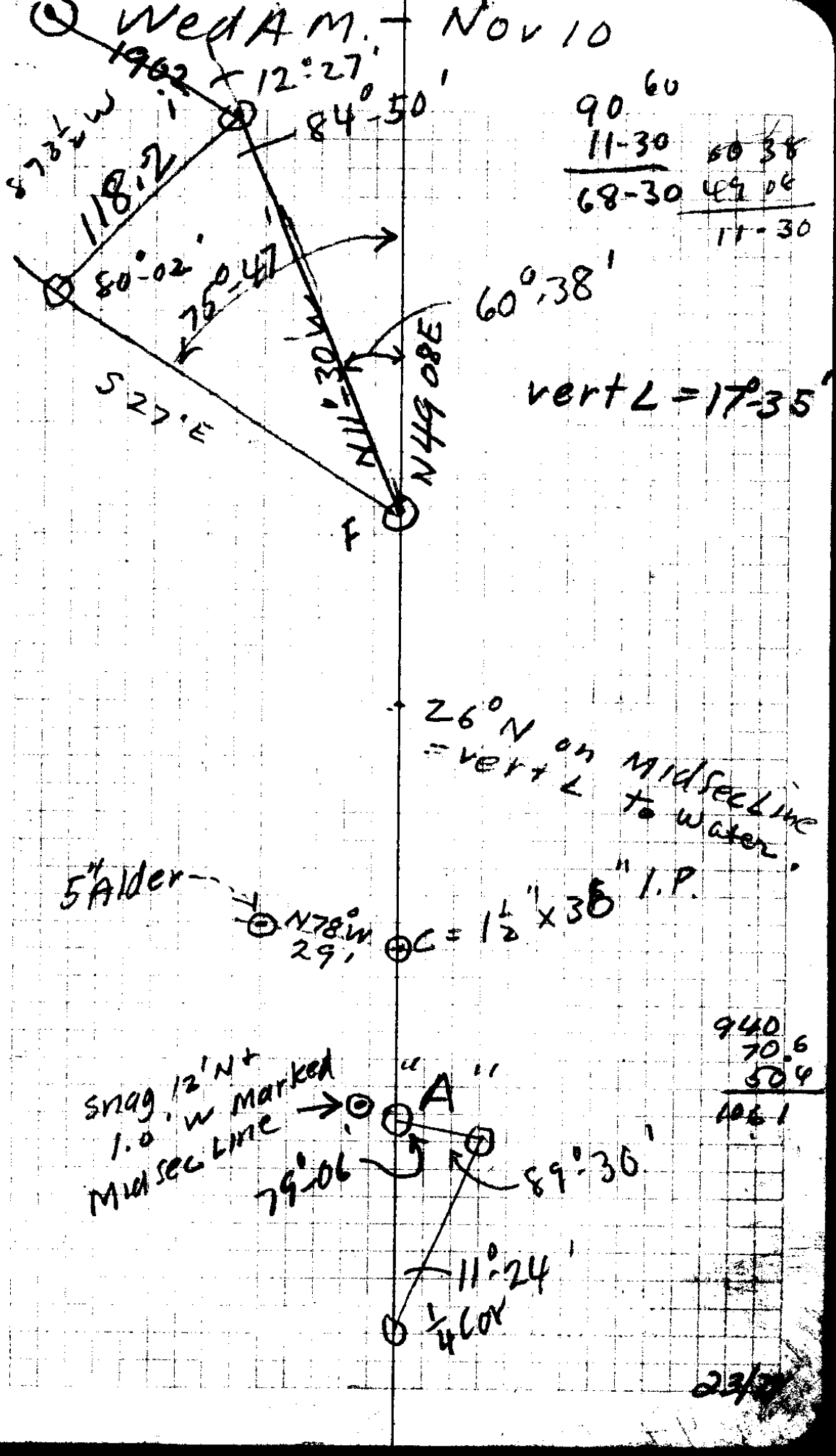


23/24

East Line

	Dist	Vert∠	Mag Brg	
F				
Tot 240.9'	17'	Flat		
CC=223.9	241.0	On	N 49° 14' E	=223.9
E Δ=49°08' R				
	59.3	23°-06'		=54.5'
D.				
	59.2	16°-45'		=56.6'
C = Iron Pipe				
	50.4	Flat	North	
B				
	71.5	8°-55'	North	=70.6'
A = 940' N of S¼ Cor Sec 6				

70.6
50.4
121.0


Wed AM. – Nov 10
1962
12:27'
84°-50'
S78½°W
118.2'
80°-02'
75°-47'
S27°E
N11°-30'W
N49°30E
F
60°,38'
vert ∠ = 17°-35'
90 60
11-30
68-30
60 38
49 06
11-30
26° N
= vert ∠ on MidSec Line
to water.
5" Alder
N78°W
29'
C = 1½" x 36"
I.P.
940
70.6
50 4
406.1
snag 12' N+
1.0' W marked
MidSec Line
"A"
79°-06'
89°-30'
11°-24'
¼ COR

Line from N End
W. Bay to 1/4 cor

1/4 Cor Stake N5°03'E

N6°E 259.9 on 15°-0' cos .9659

corr. = 251.04

13+25? Δ=27°30R Power Pole

N21½W N22°27'W

MC. N25°W + 39.0 Flat

N25°W on 9°-20' 300± 335.0

corr=296.0

9886± Δ=1°49' R

N23¼°W, 226.3 N24°-16'W

760.2= Δ=13°51 L

26+44.1 N9½°W 160.2 N10°25'W

6+00= Δ = 30°25 L

28+04.3 86.9 N21°E = ℄ Bdwy N20°E

600 513.1' = 26+91.2

0+0 5th ℄ Bdway

=34+04.3

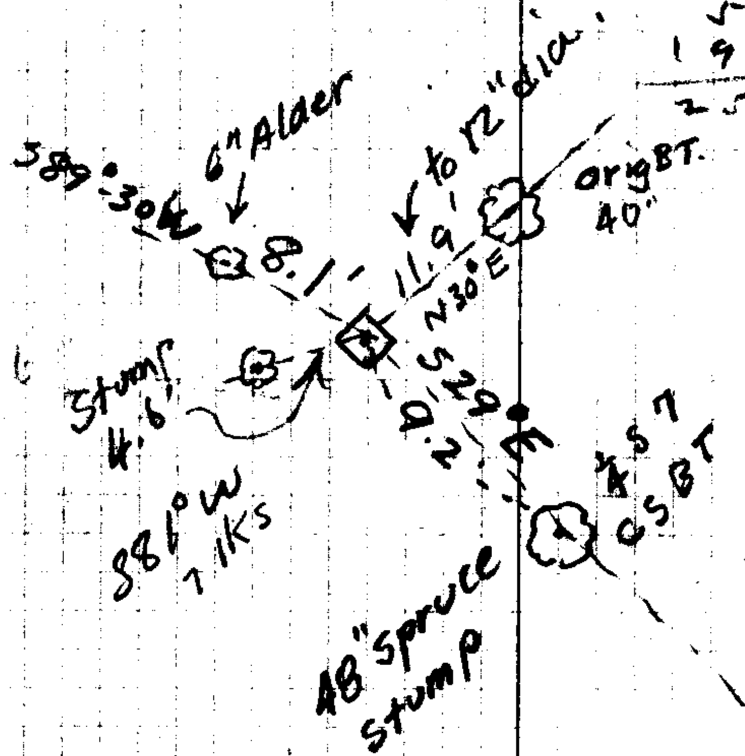
Sun

.66
4.6

94
8.2
1.N
22.6

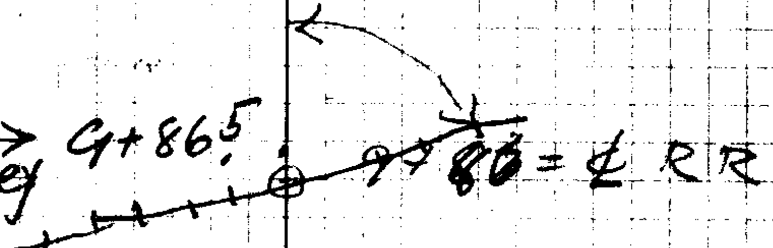
966
260
96
57
1932
25.1.1

12+86
39
13 25



600
513.1
86.9

7+60.3
2 26.3
9+86.5



26+44.1
1 60.2
83.9
28+04.3

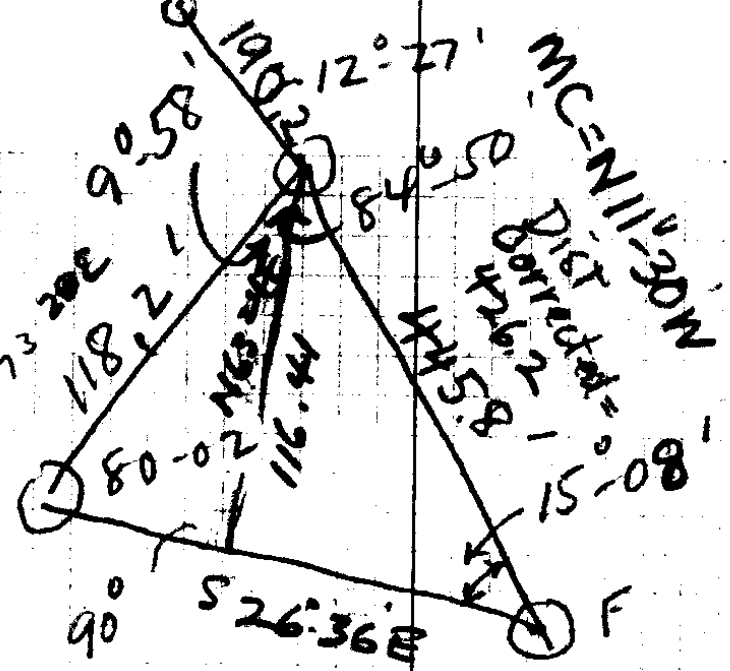
23/28

445.8 3
952 2
26748 (6)
22290
40122
426.1848 1

90 73-20
27 63
63 10
64-50
11-30
73-26

11-30 90 60
15 98 26-36
26 36 63-24

9
73-20
63 24
9-56



75 47
60 38
15-09

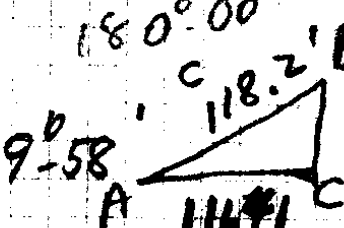
84 50
80 02
15 09
180-01

180 60
80-02
99-58

90 60
80-02
9 58
80-02
90
180°00

cos
.958=.9849
118.2
19698
78792
9849
9849
116.41518

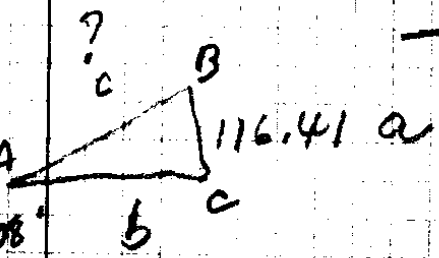
4 3
2611)116.41(445.8
104 44
11970
10444
15260
13055
22050
20888
1162
4456
-4176
280



Sin A = a/c

Cos A = b/c

b = Cos A x c



Sin A = a/c

c = a / Sin A

116.41
-2611

23/28

89-36

179 00

11-24

89-30

100-54 Cos 13° =

180 60

100-54

79-06

79° 06' 190.7 10° 54'

36.06' 187.26

928.6'

11° 24'

B

11° 24' 187.26' a

A C

b

Tan A = a/b

b = a/tan A

98196 = Cos 10° 54'

190.7

687372

883740

98196

18725972

97437

964.7

682059

389748

584622

576933

93997439

90° 79.06

10-54

C

10° 54' 190.7 B ?

A b C a

Sin A = a/c

a = Sin A x c

.1891

190.7

13237

17019

1891

36.06137

Cos A = b/c

.20164) 187.260 (928.6

181476

57840

40328

175120

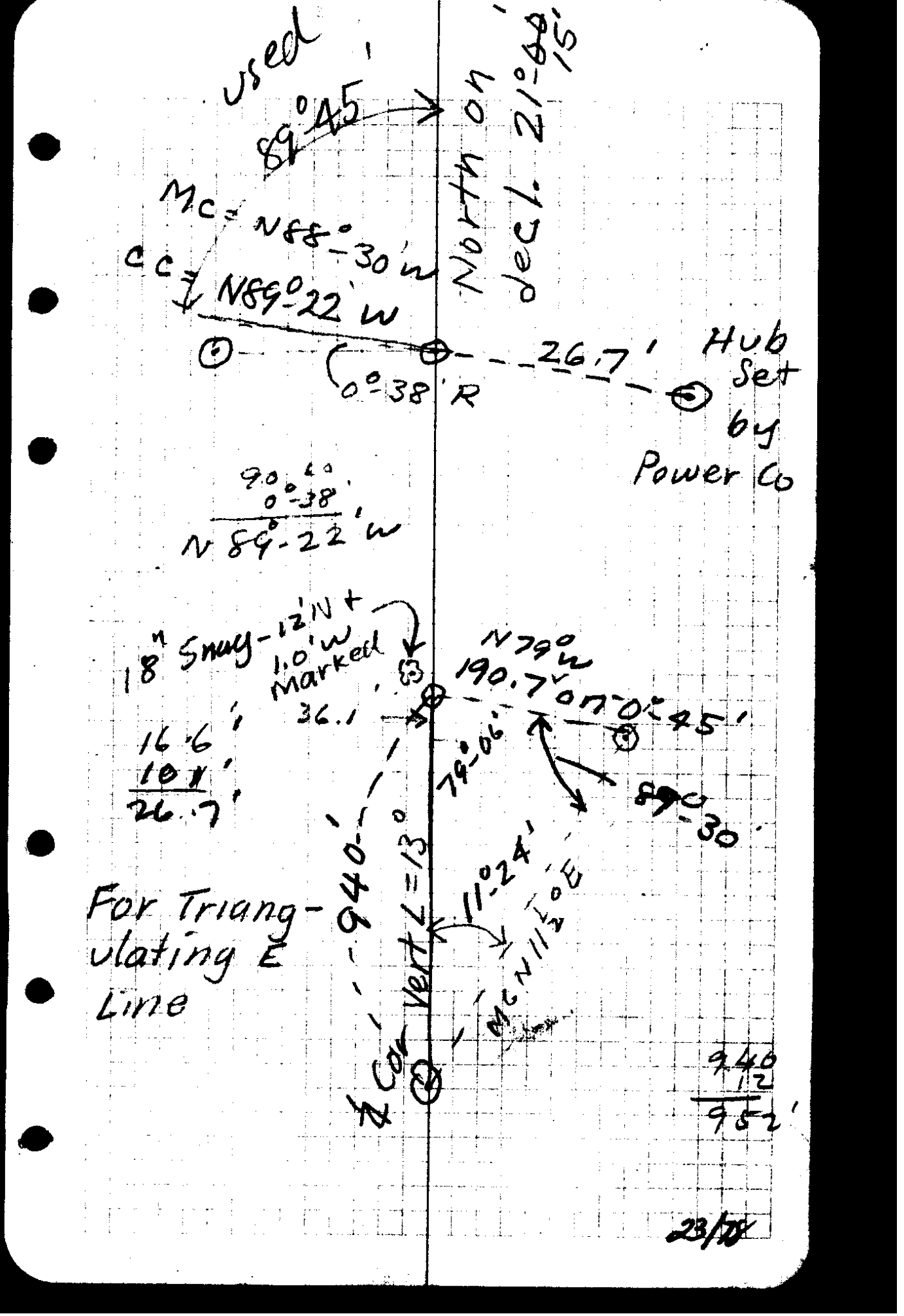
161312

13808

928.6

36.1

964.7

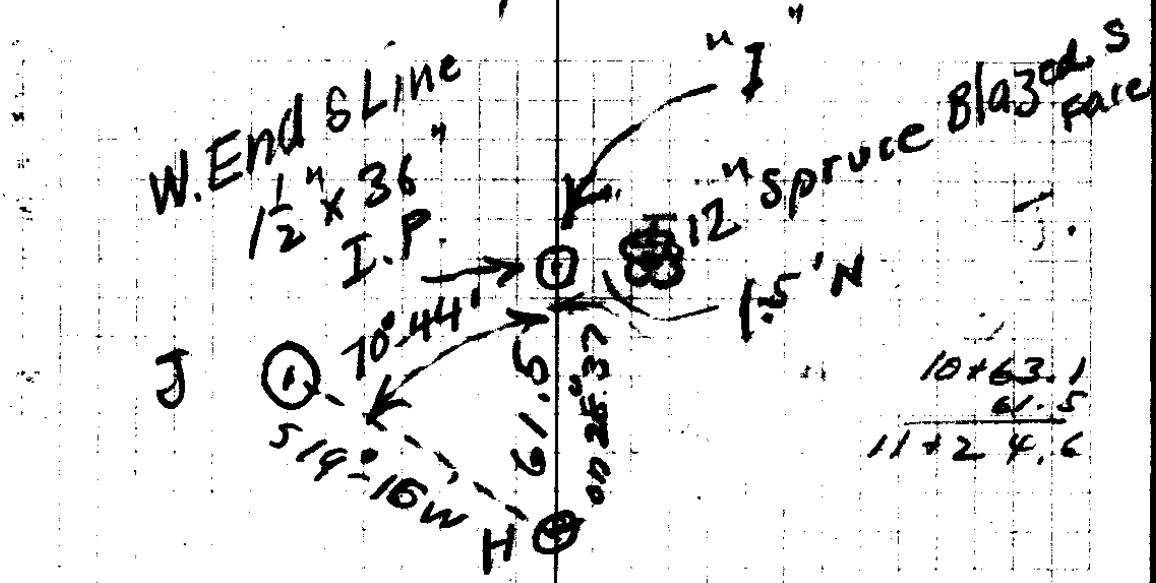

used
89°45'
Mc = N88°-30'W
cc = N89°-22'W
North on
decl. 21°-00'
15
26.7'
Hub
Set
by
Power Co
0°-38' R
90°-00'
0°-38'
N 89°-22'W
18" Snag-12'N+
1.0'W
Marked
36.1'
N 79°W
190.7'
0°7'-0°-45'
16.6'
10.1'
26.7'
79°-06'
89°-30'
940'
11°-24'
Mc N11½°E
For Triang-
ulating E
Line
N Cor
Vert ∠ = 13°
940
12
952'
23/58

S. Line. —

Sta	Dist	Vert ∠	Mag. Brg	
" " West End. I - S. Line				
	61.5	28°-37'		54.0
H = 10+63.1				
	136.5	-24°-45'		123.9
G				
	76.7	-11°-15'		75.2
F				
	107.6	Flat		107.6
E				
	51.4	-18°-35'		48.7
D				
	165.3'	-25°-33'	W.	149.1
C				
	24.2	Flat		24.2
B on old Trail	(534.4' W. of ¼ Cor			Summit
	145.2	+20°-47'		135.8
P.O.T.	300.	+20°-16'	West	=281.4
A - Top Stump				
	131.0'	26°-28'	West	117.2'
		.895		
0 to = ¼ Cor.				

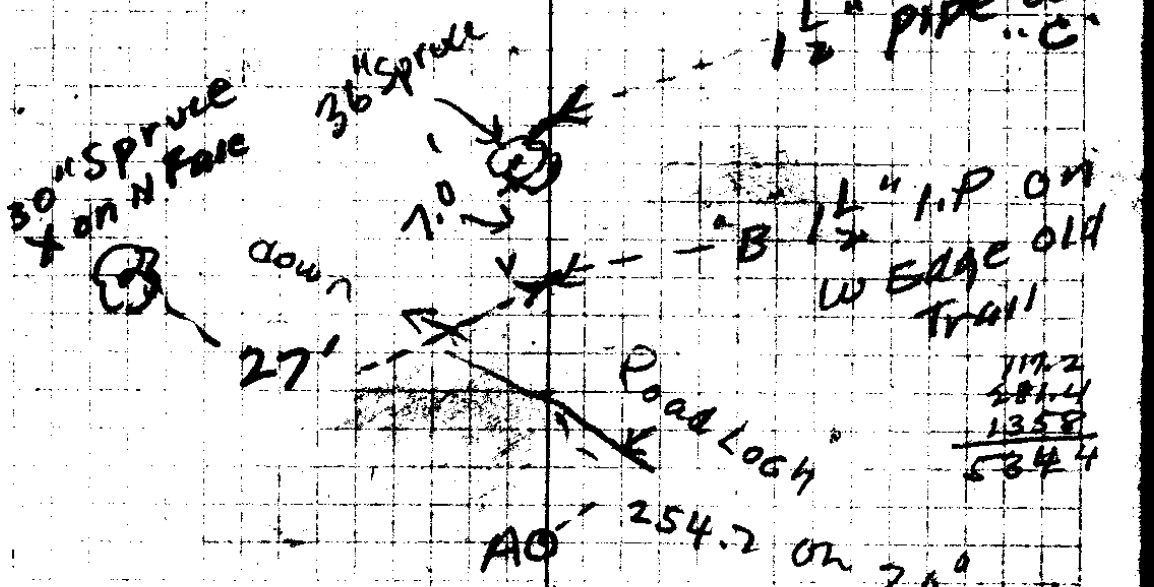
Mon Nov 9 9nn

Tues Nov 10



10+63.1
6.5
11+24.6

E 100' N of water



117.2
281.4
1358
5844

2389
117.2
3 5 6.8

23/18

S	Δ 84°-18' R		S16°-15' E 349.1	
	640.8		N8U½E	CC N81°-08' E
R	Δ 15°-34' R			
	270.5		N65°-00'-34' E	N65°-34' E
Q	Δ 10°-05' R			
	212.7		N55° E	N55°-29' E
P	Δ 2°-47' R			
	128,8		N52° E	N52°-42' E
O	Cornwall Point Δ 23°-23 R			
	342.3		N28°-30 E	N25°-20' E
N	Δ 18°-0 R			
	573.8		N10°-45 E	N11°-20' E
M	Δ 40°-18' R			
	427.2 F		N29°-30 W	N28°-58' W
L	Δ 27°-14' L			
	300'	Fl	N2°-15 W	N1°-40' W
K	Δ 42°-28' R			
	132.0'	Fl	N44°-45 W	N44°-08' W
J.	on Beach Δ 116°-36' R			
	132.0 - 46°-24' corr=91.3		S19°-15 W	S19°-16' W
H				

[redacted]

OC = N 14°46' E in cove

S ⊙ S15°-15'E — Hub

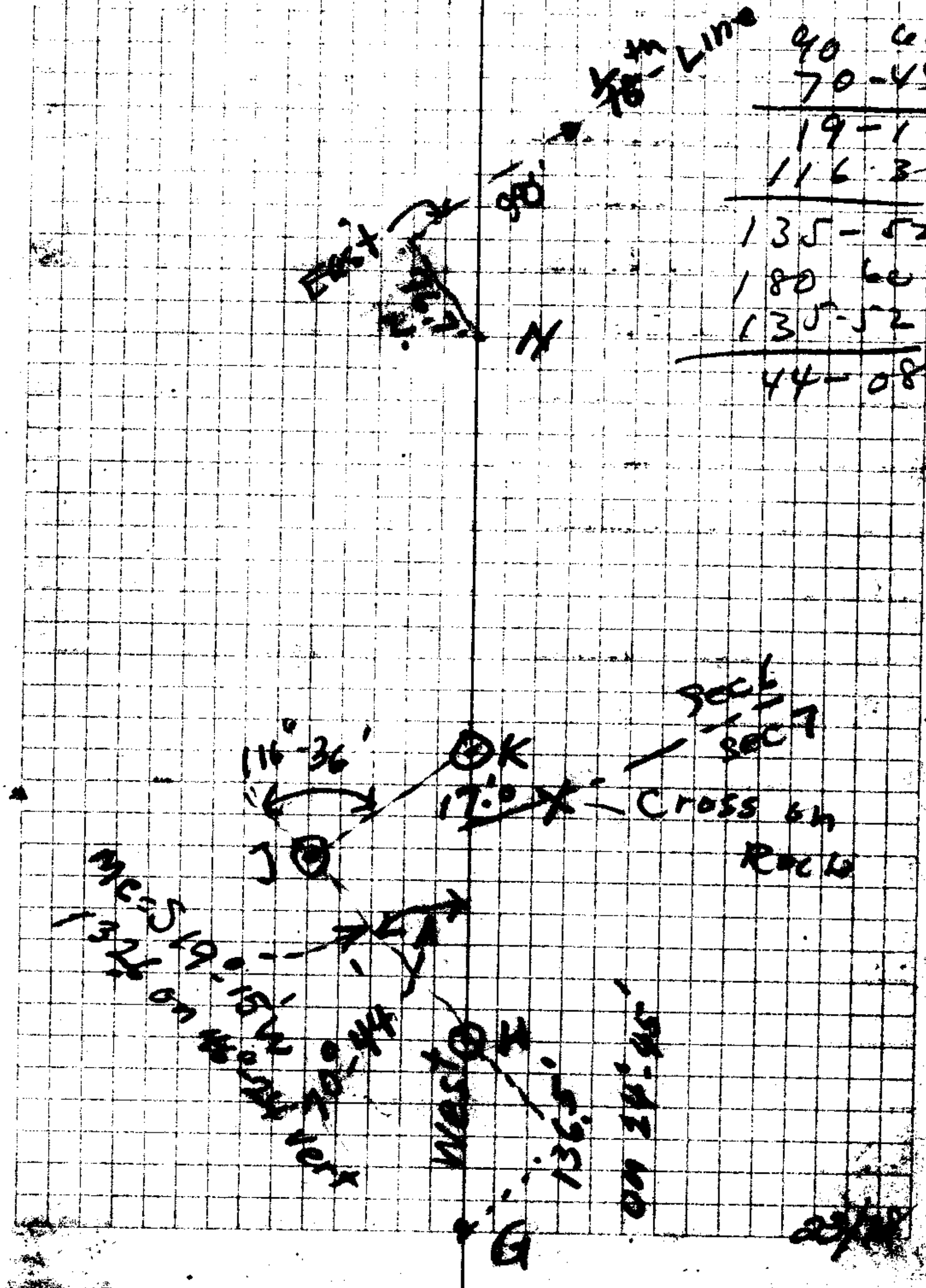
349.1

90	60
70	44
19 -	16

48 - 78
29 - 30

N 10 - 48 E

90	60
70	44
19 -	16
116	36
135 -	52
180	60
135 -	52
44 -	08



1+00	Grade	
+25	C 0.18 =	C 2 1/4"
+50	F 0.3 =	F 3 5/8"
+75	C 0.05 =	C 5/8" / 1/4"
2+00	C 0.03 =	C 3 5/8"

P58 - 1931

El. 16.043

90 60
20-44

19-16
116-36

135-52
180 60

N 44-68 W
42-28

N 1-40 W
~~29-30~~

~~31-40~~

132.6
.689

11934
10608
7956

91.36154

929
241

929
3716
1858

223889

116-36
19-16

135-52
180 60
135-52

N 44-68 W
42-28

N 1-40 W
27-14

N 28-58 W

40-78
28-58

N 11-20 E
10-41

35

.9999
190.7

69993
89991
9999

190.680993

169-40

84-52

169-40

23/24

17 + 26
56
18-32
18-52

S 19-16 W
116-36
135-52
180 60
135 52
44-68
42-28
2-48
27 14
30-02

40-18
30-02
10-16

44 68
42-28
1-40
27-14
28-54

N 11°-20' E
18°
N 29°-20' E
23 22
52-42
52 42
1 1 29

255
87.6
167.4 from
S west to
E Line

116-36
19-15
135-51
180 60
135-51
44-69
42-28
N 1-41 W

N 55 29 E
10 05
N 65 34
15-34
81-08

223.9
1
240.9

Amon Tourchy
Civil Engineer
U.S. Coast Guard
Government Island
Oakland, Calif.

15-27
147.6
5.1

23/24

John Ashburn

Debelvis

86.9
513.1
600.0

77
43
120

cos 22°05' = .9267

66
8
528

√.556.0200
528
28.
16

26°-28'	.895	131.0	117.2
28°-16'	.938	300.0	281.4
20°47'	.935	145.2 - 135.7	

534.3

.895
131
895
2685
895
117.245

.938
300
281.400

145.2
935
7260
4356
13068
135.7620

66
8
528

~~N 26° E~~ -

		Cos	Sin
N 26° 46' E	174.0'	.8928	.4504
N 3° 04' W	280.0'	.9986	.0535

N	E	W
151.78	76.56	
3.57	1.80	
155.35	78.36 ✓	.457
279.60	14.98 ✓	
434.95 ✓	63.380	
	43495	
	198850	
	173980	
	248700	
	217475	

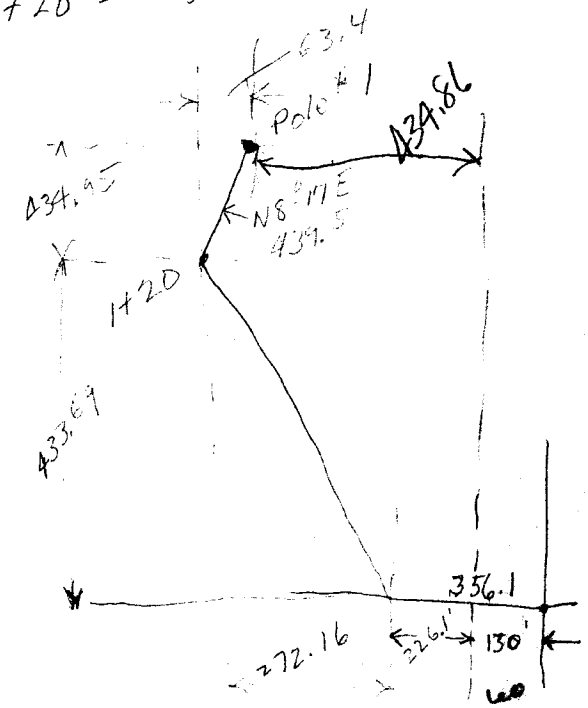
N	E	W
155.35	7837	
279.60		
434.95		

$N 8^{\circ} 17' E$

434.95

0 + 0 = 6 + 12.7

1 + 20 = 433.69 N W 272.16



$90^{\circ} - 63^{\circ}\ 34' = N 26^{\circ} 36' W$

$434.95^2 = 189181.5025$

$63.38^2 = 4017.0244$

193198.5269 | 434.95

4^2 16

331

83 249

8298

869 7821

47752

878

3561

130

226.1

356.1
272.16
628.26
63.4
564.86
130
434.86 W

433.69
434.95
868.64 N

434.86 | 868.640 | 1.997

43486

433780

391374

424060

391374

326860

304402

$434.86^2 = 189103.2196$

$868.64^2 = 754535.4496$

943638.6692

$943638.6692 \mid 971.45$

81

1336

187 1309

2738

1841 1841

89366

19424 77696

116709

19428

$943638.6692 \mid 971.4$

81

1336

187 1309

2738

1841 1841

89766

19424 77696

C. S. File No. 93/78

OFFICE OF
ASSOCIATE CIVIL ENGINEER
CONSTRUCTION AND REPAIR

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

Room 219, Administration Building,
Government Island, Oakland, Calif.
February 11th, 1937.

Mr. Arthur Boyer,
Deputy County Surveyor,
Douglas County,
Roseburg, Oregon.

Dear Sir:

Your letter of 9th inst. relative to survey of Coast Guard reservation and road in Sections 6 and 7, Near Winchester Bay, Oregon, received.

The tracing of survey of the S.W. quarter of Section 6 was received when I was away from the office. In view of the necessity of having plat show the accurate location of the West Coast Power Co. right of way across said S.W. quarter of Section 6, no action could be taken to prepare the deed, for transferring the property to the Coast Guard.

The blue print of your later survey, showing the power line across the S.W. quarter of Section 6 does not tie with either the station site survey, station 1 plus 20, or initial starting point, or station 0 plus 0, of road survey to Winchester Bay. I am returning the tracing, and it is requested that you complete same by showing exactly where and how the 100 ft. strip of the power company is located; also indicate the relative position of Pole No. 1 of power line, to station 1 plus 20 of Coast Guard Station site survey, giving distance and bearing, also acreage in power line strip. According to my measurements this pole No. 1 is 438.3' from station 1 plus 20 but according to your revised plan showing power line, it appears to be only 426.15' from station 1 plus 20.

The above information is needed to prepare the deed, and it is essential to know just where the Coast Guard property is.

Please return the tracing which I am sending under separate cover, with above corrections, so that I can have several prints made of the official survey for recording, and I will return the tracing for your files.

I regret that the receipt of tracing of Coast Guard Survey, and of blue print of power line was not acknowledged before.

Please expedite the information and oblige.

I presume you received your check all right.

Yours truly,
André Fourchy
Andre Fourchy,
ASSOCIATE CIVIL ENGINEER.

AF:Jo. C. S. File No. 23/75

CS FILE FOLDER

CONTAINS

MORE

INFORMATION