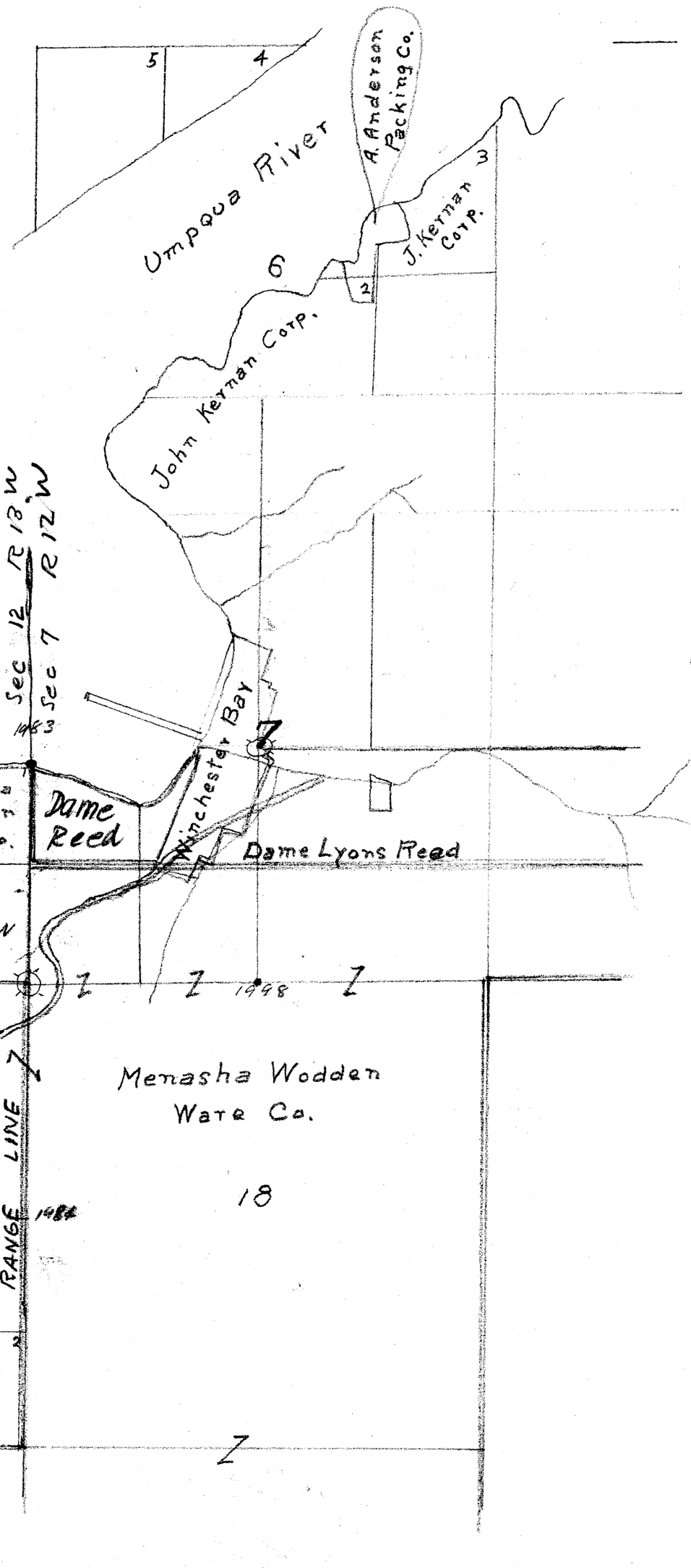
T 22 S R 12 W
" 13 W



All Vol 5

Jan - 8-9- 1937

U S C. Guard

Win Bay

for

W. Coast Power Co

Thru Sec's 6 & 7

T22S : R 12 W.

Boyer

Richardson.

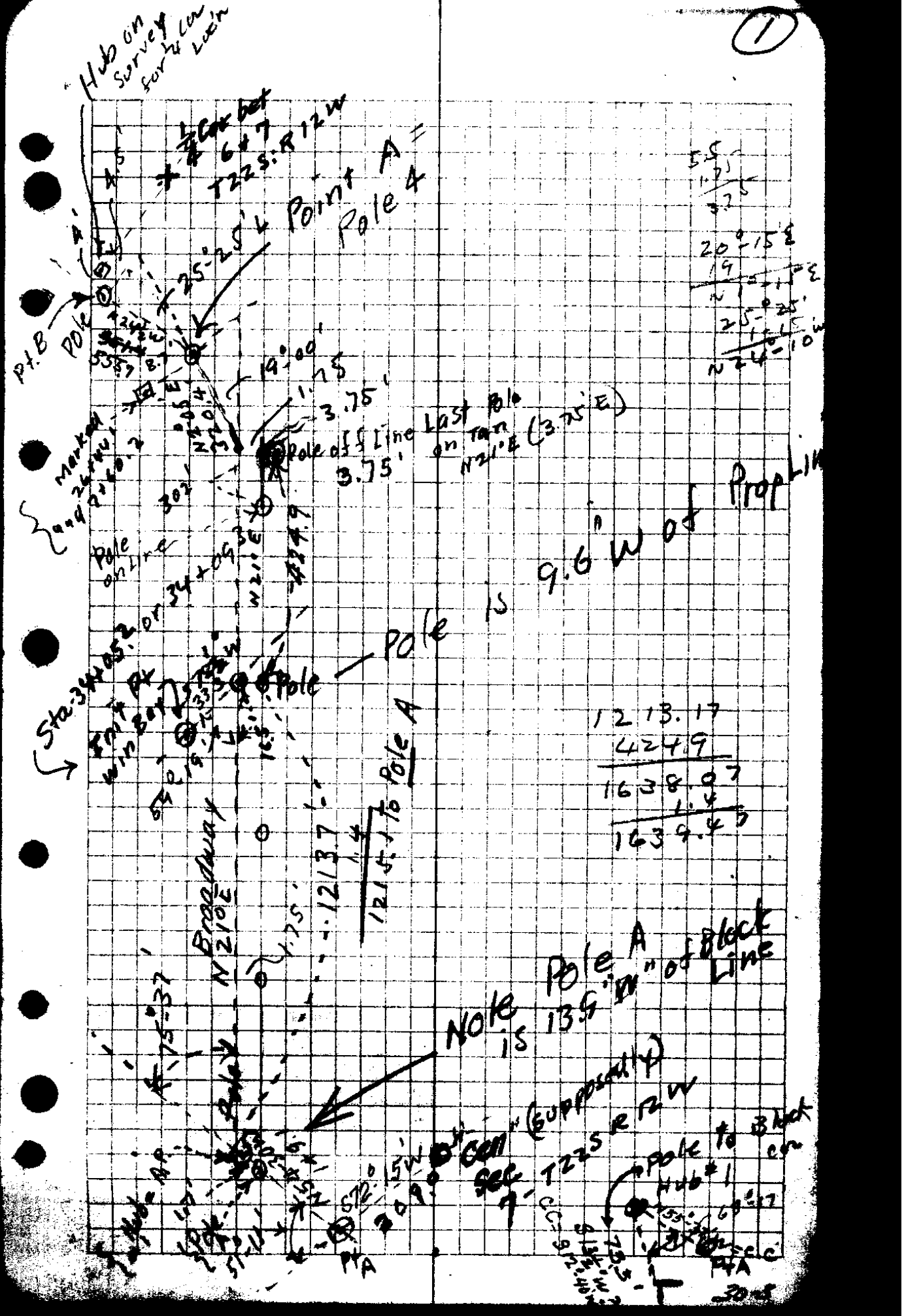
①

Pole-Pt B.		Vert ∠	Correct Dist	
N24½W	32.9	Flat		
N24½W	300.0	9°-31'	295.8	7.5' E of old pt on L RR
P.O.L.				
N24½W	2270	Flat		
Point A.	Δ=25°-25' L			

Following transit Pts 21' Left of Poles

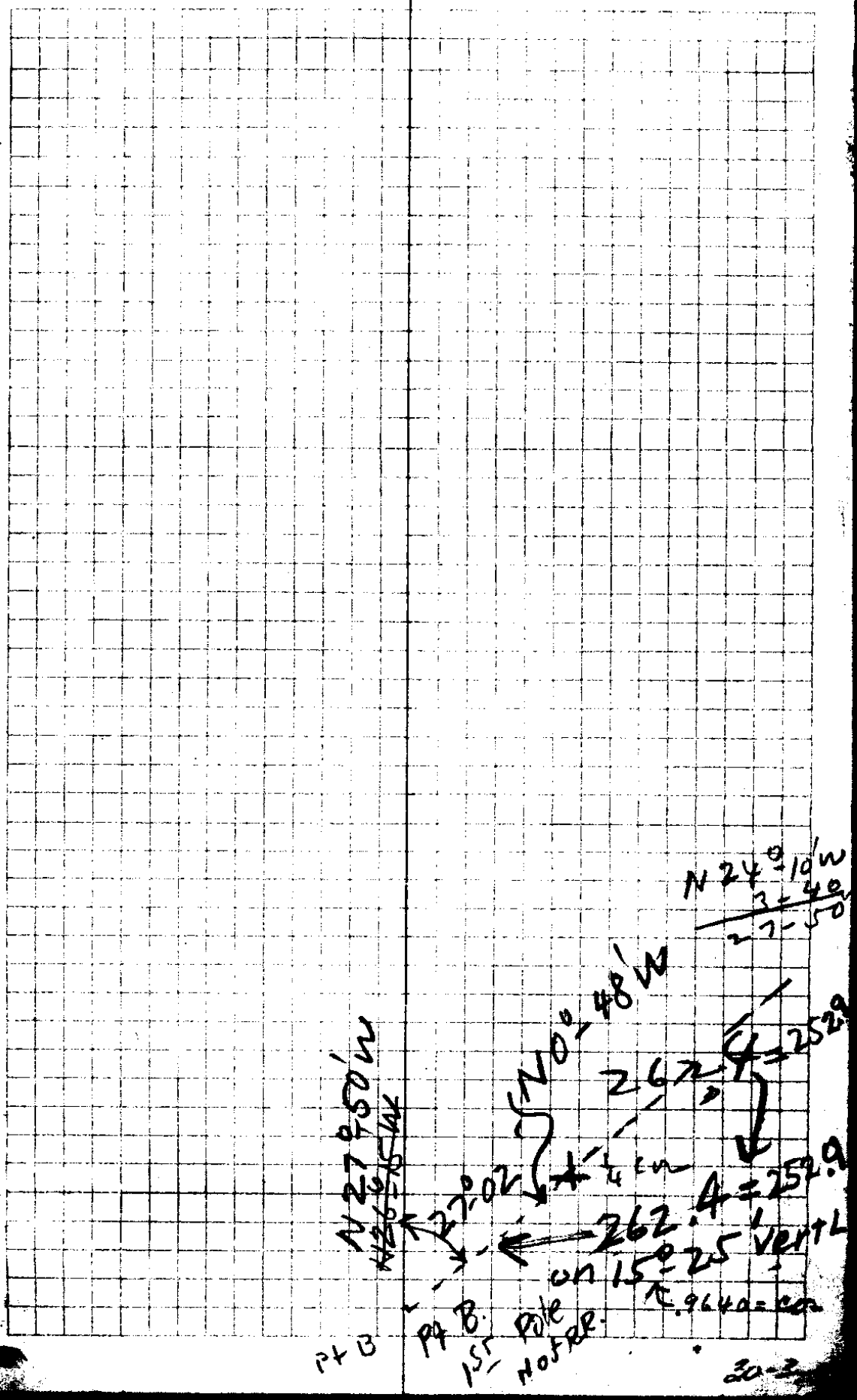
(6)

Point


Hub on survey for 1st Lot Line
Point A
Pole 4
Pt. B
Pole
Marked
Pole at ℄ Line
3.75'
Last Pole on Tan
Prop Line
Pole on Line
Sta. 34+05.2
Pole
9.6' W of
Pole
Pole A
Broadway
N21°E
12137
Pole A
"W" of Block Line
Note
is 13.5'
(Supposed to)
Pole #1
Pt A
Pt A

(2)

	N26°15'W 298	1°12' Vert = 297.9'			
Point B.	Δ	3°40' L			


N 24° 10' W
3 = 40
27 - 50
N 27° 50' W
N 10° 48' W
262.4 = 252.9
262.4 = 252.9
on 15° 25
Pt B
Pt B. Pole
1st Hofer.
20-2

(3) Pt Δ = 46°-37' R
MC N 17½° W 110.3 = 95.5 ×.8660 CC N 17°-53' W
30°-00'
Pt "A" Δ 3°-22' L
MC N 14° W 84.3 = 76.9 ×.9124 CC N 14°-31' W
-24°-10'
Pt Δ 12°-43' R
CC N 27°-14' W N 27°-14' W 236.8 = 209.0 ×.8827
MC N 26-45 W N 27°-12' W 37.4 Flat. CC N 27°-14' W
-28°-02'
Pt 2 Δ = 76°-30' R
CC S 76°-16' W S 77½° W 120.0 Flat 11°-35' = 117.6 ✓
Pt 1 Δ = 11°-47' L End 15-th Jan.
S 88¾° W 33.0' Flat - S. 88°-03' W. ✓
S Pole Δ 53°-38' ½ left on line to Corn. Pt
S Pole Δ = 37°-44' R to Flag Pole (North) CC N 0°-35' W
S Pole Δ = 19°-28' R to N Pole CC N 18°-51' W (N 18° W)
CC = N 38°-19' W N 37½ W 270.6' Flat
Hub Δ 20°-31' L 41-0
N 17° W 58.4' Flat OC N 17°-48' W. ✓
20°-31' ✓
Δ 10°-02' R ✓
Ⓟ hub top hill just S. of S. Pole = Tot 969.6'
10.4 Flat
300.0 12°-52' x.9749 = 292.5
133.0 Flat
91.0 on 26°-36' x.8941 = 81.4'
4+52.3 300 on 11° 9816 = 294.4 ✓
CC N 27°-50' W
N 27° W 160.9 on 9°-10' .9872 = 157.9 ✓
0+0 S Line Sec 6

Jan-15-16

(3)

18° - 51'
0° - 35'
18 - 16

41 - 03

20 - 31

S76° - 18' W

18° - 16' bet
N Pole & Flag Pole

37° - 44'
2
75 - 28

53 - 35
2
118 - 16

11° - 47'
2
23 - 34

N36° - 19' W
37° - 44'
N 0° 35' W

2644
18 - 7.9
4852.3

9872
16.6
59232
9872
159520

8/2
9646
3
28938

50-2

(4)

MC N 7¾° E N 5°-30' E.

Corn. Pt. Δ 37°-02 R to Flag Pole

MC N 11½° W to N Pole N 13°-28' W

Cornwall Pt Δ 32°-04' R = N Pole

MC N 45° W. 19.8 = 11.5' ±5795 CC N45-32'W

Pt Δ 18°-58 R' 54°-35'

across C. Pt. 37.9'

MC N 64° W 40.0 = 23.2 ±9488 CC N64-23'W

Pt Δ = 46°-37' R Left. 18°-25'

MC N 17½ W 28660 = 95.5

CC N17°-58'W

Pt A Δ = 3°-22' L

N5°-30'E
13°-28'
Δ 18°-58'

N 42°-45' W
13°-28'
Δ 29-17

N42°45'W
32°04'
N74-49'W
N10-41W

N45°-32'W
32-04
N13-28W

31 | 53°-05'
51-02

51-02
2
102°04
102-02

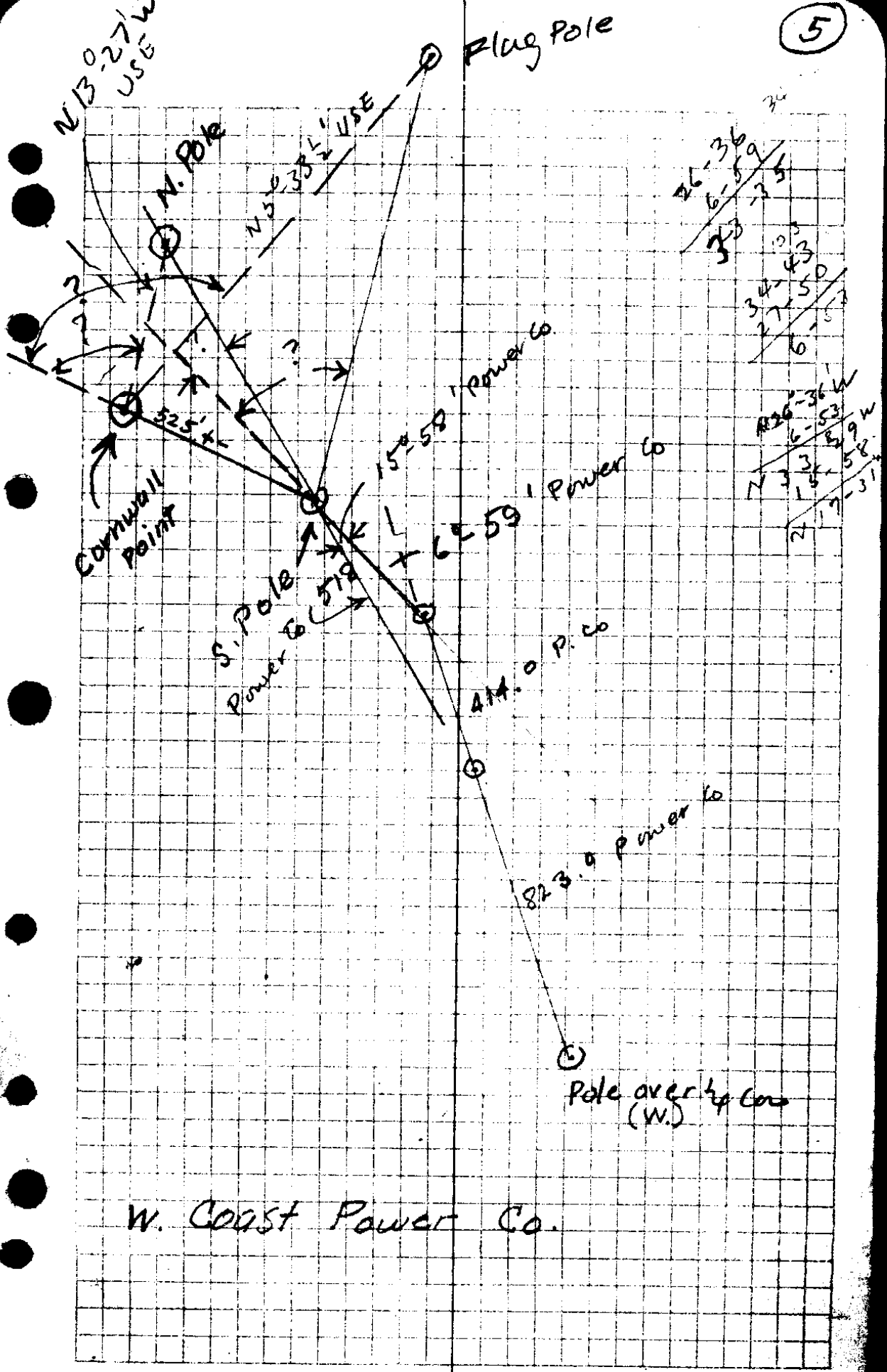
46°-32'
2
93-14

37°-56'

15-58
2
37-56

31 | 96°-12'
32-04

51°-62'
N45°-32'W
N5-30E


Flag Pole
N 13° 27' W
USE
M. Pole
N 5° 33' E
USE
Cornwall Point
325'
S. Pole
Power Co
519'
15-58
Power Co
L
L 6-59
Power Co
414.0 P. Co
82-3 Power Co
Pole over 4th Con
(W.)
W. Coast Power Co.
N 26° 36' W
6-53
N 3° 15' E
5-8
2-17-31
N 26° 36' W
6-53
N 3° 15' E
5-8
2-17-31

(6) 134.3 on 29°-05'

+0.3

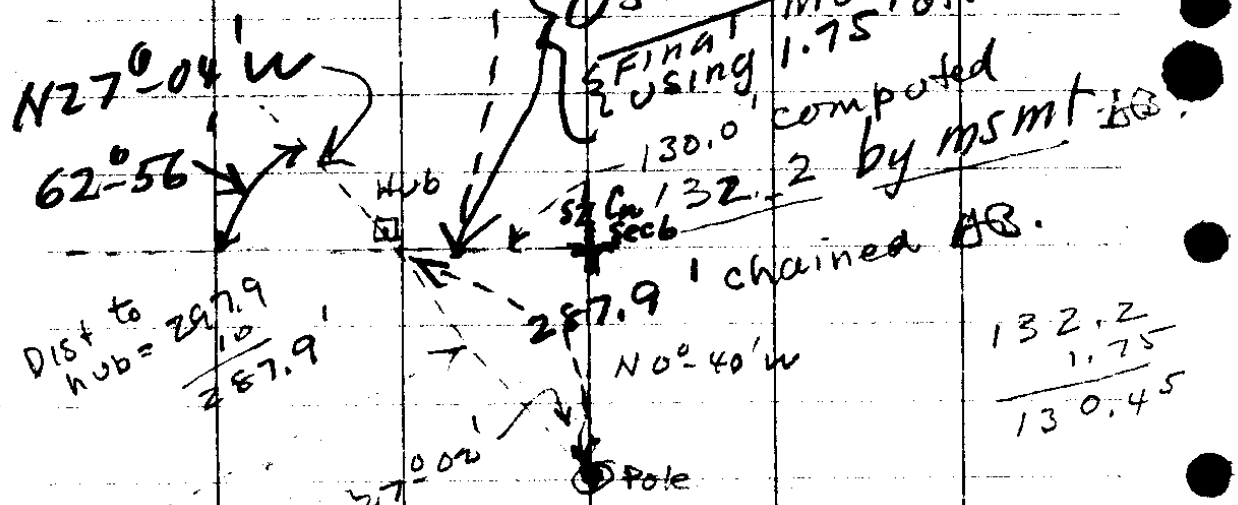
Less -1.75' +15.0

Use 130.9' chained

Final using 1.75' offset msmt.

130.0 computed

132.2 by msmt.



Dist to hub = 297.9
10
287.9'

132.2
1.75
130.45

285.5 computed

297.9
285.5
12.4

Hub back to Line
10.0 by msmt.
= 287.9'

Note 117.2' ℄ Cor to stump. West
15.0
132.2'

134.6
15

96 60
62 56
27-04
26-36
0.28'

W. Coast Power Co.

Jan 21, 1938.

Mr O.L.Spath, Manager
West Coast Power Co;
Reedsport, Oregon.

Dear Sir,-

I hope you will kindly pardon the delay in getting the enclosed information to you, which has to do with the right of way for your lines over the frac. S.W.¼ of section 6 at Winchester Bay; my father in law with whom my daughter and I have been making our home, passed away the day after my return from Reedsport; I tried to get this work out when I promised it to you but could not do so.

Enclosed ypu will find the right of way notes which describe the line from one angle pole to the next one and not from each pole to the next one; a blue print is also enclosed which shows the tie from the center of section seven, which is an iron pipe back of the Shircliff store, over to your line which was requested; the line from there to the N. line of section 7 which is the S. line of section 6 is shown but the right of way for this portion of the line has not been worked up, however it could be done if desired.

A copy of the right of way notes and also the blue print copy the same as the one enclosed for you, is being mailed to Mr Fourchy, Engineer for the U.S.Coast Guard, at Oakland, Calif.

Thanking you for the courtesies which you extended to Mr Richardson and and myself while we were in Reedsport, I am,

Very truly yours,

Arthur Boyer
Dep. Co. Surveyor

C. S. File No. 10/3

Jan 21, 1937

Mr Andre Fourchy, Assoc. Civil Engineer,
U.S. Coast Guard, Govt. Island, Oakland, Calif.

Dear Sir,-

Enclosed is a copy of right of way data which I prepared for the West Coast Power Co; showing their line through the Fractional S.W.¼ Sec.6, T.22S; R.12 W; which is at Winchester Bay. There is also enclosed a blue print copy of the map which shows this same line from the center of section 7 North, which I thought would perhaps be of interest to you; it traverses the road which you have proposed to run from Winchester Bay north.

Acknowledgement is made of the receipt of a letter from your office dated the 18th of January which advised that the check for our contract will reach us in a few days; While it has not reached us yet we will look for it to arrive soon.

Very truly yours,

Arthur Boyer
Dep. Co. Surveyor.

C. S. File No. 20/2

OFFICE OF
ASSOCIATE CIVIL ENGINEER
CONSTRUCTION AND REPAIR

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

Room 219, Administration Building,
Government Island, Oakland, Calif.
December 2nd, 1936.

County Surveyor,
Roseburg, Oregon.

ATTENTION: Mr. Arthur Boyer.

Dear Sir:

Your field notes and plat of survey of proposed Coast Guard lands and road near Winchester Bay, Ore. received; after checking up same with plat of the power line of West Coast Power Co. and description of the 100 ft. strip acquired by said company from the John Kiernan Corporation, as per their deed, it appears that the company's poles are outside of their 100 ft. strip, or else there is an error in the survey.

The deed stipulates that the starting point of the center line of said 100 ft. strip is in the Southerly line of the S.W. 1/4 of Section 6, at a point 171.6 ft. West from the S.E. corner of said S.W. 1/4 of Sec. 6, and runs N. 33° W. 921.9 ft., etc. It is presumed that this center line of the 100 ft. strip is also the line of the power line poles, as indicated on the blue print of the Power Co., copy inclosed.

I have taken up the matter with Power Co. to have them check up their line, to see if it agrees with their blue print.

The inclosed contour map is from an enlargement of the U.S. Geological Survey (Reedsport Quadrangle, 1923), about 52 times the size of said Geological Map; it appears to correspond fairly well with your survey, however if you have a more accurate contour map of the above area, this office would appreciate a copy of same.

According to the countour, it looks as if a more desirable site for dwellings would be about 600 ft. Northerly from the one selected. The extension of road would be practically on a level grade.

If you have any data as to the relative position and distance of the U.S. Engineer monument at Cornwall Point to the 1-1/2" pipe and cross on rock near Westerly end of the Sixteenth line, please mark same on inclosed contour map and return to me as soon as possible.

This office desires another copy of your survey, but same should be signed by you, in your official capacity as Deputy Surveyor.

C. S. File No. 30/3

Dec. 7th 1936

Mr Andre Fourchy, Associate Civil Engineer, U.S.C.G;
Government Island, Oakland, Calif

Dear Sir,-

Receipt is acknowledged of your letter of Dec.2nd, together with two vouchers to be signed, your contour map and blue print showing West Coast Power Co's line; with reference to the location of the pole line as spotted on the map sent from this office, this work has been rechecked and no error has been found, each pole was located separately and not as part of a surveyed pole line and when platted lined up as they appeared in the field; the poles were located in the field from points on the road survey which in turn was tied in to the quarter corner (SE cor frac SW cor sec. 6) with an angle and distance from one point and with an angle tie from another point and was also tied in to the Initial Point of the town of Winchester Bay, which is tied in to the quarter corner.

The only topographic map of that area in this office is of the Reedsport Quadrangle sheet which you used; when setting the pipe on the east line of the property, 1081 ft, N. of the quarter corner, it seemed that from there over to the south and west the contours flattened out so that in that vicinity a building site would be,no doubt, more suitable and with less excavation, this would be well worth investigating futther.

I regret very much that I am unable to furnish a tie from our survey over to the U.S.Engineer's monument on Cornwall Point, this tie was not made.

Enclosed is a signed copy of my survey which you requested and also your contour map which I am returning, and the blue print showing the Power Co's survey; The two signed vouchers are also enclosed.

Very truly yours,

Arthur Boyer
Dep. Co Surveyor.

C. S. File No. 20/3

March 16, 1937.

Mr O.L.Spath, Mgr.
West Coast Power Co;
Reedsport, Oregon.

Dear Mr Spath,-

While locating the land lines for the U.S. Coast Guard in the frac. S.W.¼ sec. 6 at Winchester Bay, it was found that, in order to relocate these lines back where they were originally set by the U.S.Land Office, true N. & S. and true E.& W. lines could not be followed although they were supposed to be so and were described that way. The map prepared by this office for the U.S.Coast Guard describes these lines as they are given in the old Land Office notes which is N. & S and E.& W. and all the physical features on the map are correctly tied together for distances and bearings and they are also correctly tied to the section corner (quarter sec. cor.) and to the meander corners corners where the section lines run out to the river. These bearings which are shown on the enclosed map for the right of way across this property ,SW¼ sec. 6, should be used for the deed description .

A blue print copy of the map which we furnished the U.S. Coast Guard is enclosed and also a written description of the right of way for your pole line across their property.

Very truly yours,

Arthur Boyer,
Deputy Co. Surveyor.

C.S. File No. 30/2

March 19, 1937

Mr Andre Fourchy, Assoc.Civil Engineer,
U.S.Coast Guard, Oakland, California.

Dear Sir,-

The enclosed copy of a letter mailed yesterday to Mr Spath, manager for the West Coast Power Co; at Reedsport, will explain the difference between the right of way alignment for the Power Co's. line, as shown on the map prepared for that company and for the one prepared for you. A copy of the right of way alignment notes which I mailed to Mr Spath with his letter, is also enclosed.

Very respectfully yours,

Arthur Boyer,
Dep. Co. Surveyor.

C. S. File No. 30/3

WEST COAST POWER COMPANY

RIGHT OF WAY THROUGH FRAC.S.W.¼ Sec.6 (Lots 1 & 2) T.22S;R.12 W.

A strip of land 100.0 ft. wide through Lots 1 and 2 or through the Fractional S.W.¼ of section 6, T.22S; R.12W., Willamette Meridian, the CENTER LINE of which is described as follows;-

Beginning at a point which is 130.0 ft West of the South quarter corner of section 6, T.22S. R.12 W; W.M., on the south line of the fractional S.W.¼ of said section 6, which is also the south line of Lot 1 of said section, thence through said Lot 1, N.27°-50'W.,969.6 ft. to an angle point, thence N.34°-43'W. 525.9 ft. to an angle point known as the South Pole, from which Cornwall Point bears N.42°-45'W.,517.1 ft. and the U.S.Coast Guard Flag Pole bears N.0°-35'W.,3640.5 ft., thence on a line which crosses the Umpqua River to the North Pole, N.[illegible]°-51'W.,205.6 ft. to the line between Lots 1 and 2, said section, thence continuing N.18°-51'W;364.9 ft., through Lot 2, to a point on the Meander Line of the Left or South bank of the Umpqua River said point on the Meander Line bearing N.29°-16'W., 1908.9 ft. from the South quarter corner of said section 6, all the above in the Fractional South West Quarter of Section 6, T.22 S; R. 6 W; Willamette Meridian, Douglas County, Oregon.

Copy to Mr Andre Fourchy,
Room 219, Administration Bldg;
Government Island, Oakland California.

C.S. File No. 30/3

Corrected Right of Way Description for West Coast Power Co's
Pole Line through the Frac. SW¼ sec 6, T.22S;R.12W.

100 ft. right of way width

Beginning at a point on the South line of section 6, T.22S; R.12W; Willamette Meridian, said point being 130 ft. W. of the S¼ corner of said Section 6, Thence N. 26° 36' W, 971.4 ft. to a point indicated by a power pole, thence N. 33° 29' W. 325.9 ft. to a point indicated by the (South) pole, thence N. 17° 37' W. 570.5 ft. to a point on the meander line for the left bank of the Umpqua River, said point being N 47° 22' E. 231.2 ft. from a 1½ in. iron pipe at Cornwell point. The total acreage being 4.7 acres, or 3.4 acres in Lot 1 and 1.3 acres in Lot 2 of said Fractional SW¼. All the above in Sec. 6, T. 22S; R. 12W. W. M., Douglas County, Oregon.

C. S. File No. 90/3

March 16, 1937

Mr O.L.Spath, Mgr.
West Coast Power Co;
Reedsport, Oregon.

Dear Mr Spath,-

While locating the land lines for the U.S. Coast Guard in the frac. S.W.¼ sec. 6 at Winchester Bay, it was found that, in order to relocate these lines back where they were originally set by the U.S.Land Office, true N.& S. and true E.& W. lines could not be followed although they were supposed to be so and were described that way. The map prepared by this office for the U.S. Coast Guard describes these lines as they are given in the old Land Office notes which is N. & S. and E.& W. and all the physical features on the map are correctly tied together for distances and bearings and they are also correctly tied to the section lines and also to the section corner and to the meander corners where the section lines run out to the river. These bearings which are shown on the enclosed map for your right of way map across this property, SW¼ sec 6, should be used for any deed description.

A blue print copy of the map which we furnished to the U.S.Coast Guard is enclosed and also a written description of the right of way for your pole line across your property.

Very truly yours,

Arthur [illegible]yer
Deputy Co, Surveyor.