

43125
138.6

use N 29 1/2 W or S 29 1/2 W

U.S. Coast Guard Road

Caples Camp Ground to
Boat House Dock

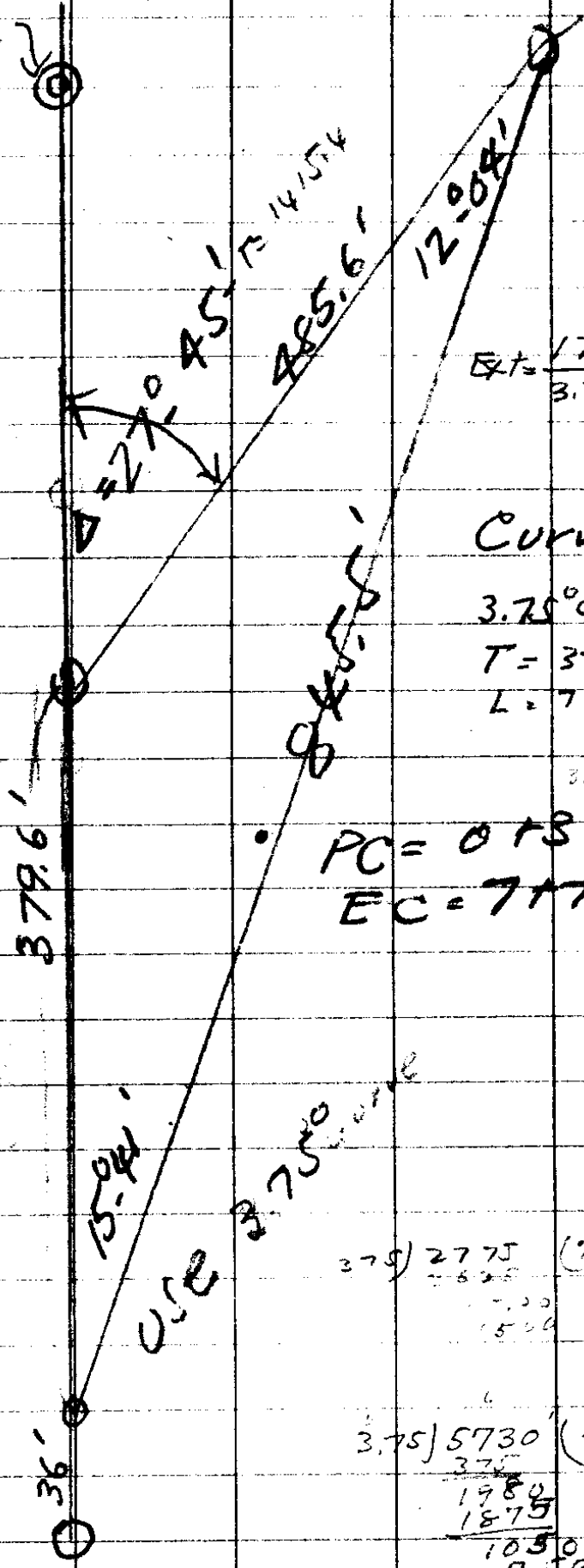
June 23 to 29-1939 incl.

also of Dock for Creech Bros.

C.S. File No. 30-62 B

CS FILE contains
un-scanned maps
& other correspondence

3/4" pipe



$$E.T. = \frac{172.2}{3.75} =$$

Curve #1

3.75° Curve

T = 377.4 ✓

L = 740.0 ✓

3.75

PC = 0 + 38.9

EC = 7 + 78.9

NEW COUNTY RD R/W

$$\begin{array}{r} 3.75 \overline{) 2775} \quad (740 \\ \underline{- 825} \\ 1500 \\ \underline{- 1500} \\ 0 \end{array}$$

$$\begin{array}{r} 3.75 \overline{) 5730} \quad (1528 \\ \underline{- 1125} \\ 4605 \\ \underline{- 4605} \\ 0 \end{array}$$

MOVE P.C. 293¹S.

0+36
29

Curve No 1
3.75° curve

0+38.9

$\frac{.3}{11.25}$ per ft
 $\frac{50}{56.250}$ per 50'

60 | 112.50' L 1° 52⁵/₂ 1+00
 $\frac{60}{52}$

2° 48.75 = 1+50
45.00

11.25
28.9
101.25
900 ⊙
2250
32.5725

0+38.9 = B.C.

7+42

7+78.9

7+50 = 0° 32' 1"
 $\frac{56 \frac{1}{4}}{56 \frac{1}{4}}$

6° 09¹/₂
 $\frac{56 \frac{1}{4}}{56 \frac{1}{4}}$
7-05³/₄

7+00 1° 28¹/₄
 $\frac{56 \frac{1}{4}}{56 \frac{1}{4}}$

6+50 2° 24¹/₂
 $\frac{56 \frac{1}{4}}{56 \frac{1}{4}}$

6+00 3° 20³/₄
 $\frac{56 \frac{1}{4}}{56 \frac{1}{4}}$

5+50 4° 17'
 $\frac{56 \frac{1}{4}}{56 \frac{1}{4}}$

5+00 5° 13¹/₄
 $\frac{56 \frac{1}{4}}{56 \frac{1}{4}}$

4+50 6° 09¹/₂

0° 56 $\frac{1}{4}$ ' per 50'

1° 52 $\frac{1}{2}$ ' " 1400
 2° 48' " 1750
 3° 45' " 2100
 4° 48' " 2450
 5° 37' " 3100

168
 56 $\frac{1}{4}$
 225
 180
 56 $\frac{1}{4}$
 281
 240
 56 $\frac{1}{4}$
 337

1.12
 11.1
 112
 112
 112
 12.432 = 0+50
 56.25
 1° 08.68 = 1+00
 56.25
 2° 04.93 = 1+50 ✓
 56.25
 3° 01.18 = 2 ✓
 56.25
 3° 57.43 = 2+50
 56.25
 4° 53.68 = 3+00 ✓
 56.25
 5° 49.93 = 3+50 ✓
 56.25
 6° 46.18 = 4 ✓
 56.25
 7° 42.43 = 4+50

50
 389
 111

TIE ON TAN =
8+93.8

Curve #2

$$\Delta = 10^{\circ} - 03' \text{ R}$$

3° C R

$$T = 167.9$$

$$E = 7.4$$

0° 45' = def per 50'

$$\angle 335.0$$

$$BC = 12 + 91 = 335$$

$$EC = 16 + 26 = PRC.$$

S. End of rd
COUNTY RD
2/W

$$\begin{array}{r} 167.9 \\ 149.17 \\ \hline 18.7 \end{array}$$

3 Curve
0.9' = def per ft

$$\begin{array}{r} 13 + 50 \\ 12.91 \\ \hline 59.71 \\ .9 \\ \hline 53.1 \end{array}$$

$$\begin{array}{r} 50 \\ 18.7 \\ \hline 31.3 \end{array}$$

$$13 + 50 = 0^{\circ} - 53' \checkmark$$

$$14 = 1^{\circ} - 38' \checkmark$$

$$+ 50 = 2^{\circ} - 23' \checkmark$$

$$15 = 3^{\circ} - 08' \checkmark$$

$$+ 50 = 3^{\circ} - 53' \checkmark$$

$$16 = 4^{\circ} - 38' \checkmark$$

$$+ 50 = 5^{\circ} - 23' \checkmark$$

$$167.5$$

$$\begin{array}{r} 12 + 91 \\ + 67.5 \\ \hline 145.5 \end{array}$$

$$\begin{array}{r} 167.9 \\ 142.2 \\ \hline 3.7 \end{array}$$

$$\begin{array}{r} 26 \\ .9 \\ \hline 23.4 \end{array}$$

$$\begin{array}{r} 3 \overline{) 1005} \\ \underline{335} \\ 335.0 \end{array}$$

$$16 = 6^{\circ} - 23' \checkmark$$

$$\begin{array}{r} 3 \overline{) 3.60} \\ \underline{3.00} \\ 60 \end{array}$$

$$15 + 50 = 1^{\circ} - 08' \checkmark$$

$$\begin{array}{r} 3 \overline{) 70.05} \\ \underline{335} \\ 12 + 91 \\ \underline{335} \\ 16 + 26 \end{array}$$

12+94.7
31.7

12+91.

16+26
31.3

16+57.3

ANUS 8/26/72

175 2 + 7/10

GOLD # 211

T/E
N62 190

532 211 31.2
102 22.4
164.2

3.7
180

18.7

137 45.4
149.2

102 08

$$16 + 26 = PRC.$$

Curve 3

$$16 + 57.3 = P1.$$

$$T = 31.3$$

$$E = 1.1$$

$$\Delta 7^\circ 49' \text{ Ext} = 7.82$$

$$60) 49.00 (816$$

480

100

60

40

$$\tan 7^\circ 49' = 391.4$$

$$E = 13.4$$

12° 30' Curve

$$\text{Ext} = 1.1$$

$$L = 62.56$$

$$16 + 26 = PRC$$

$$62.52$$

$$16 + 26$$

$$\underline{31.28}$$

$$16 + 88.5 = EC$$

$$\frac{16 + 57.3}{31.3} = \text{Ext}$$

S30°W Line and

Curve #4

$$\Delta 12^\circ 06' R$$

$$19 + 27.6 = BC$$

5.04

$$T = 607.3$$

$$E = 32.1$$

$$19 + 78.0 = \text{Ext}$$

12°-C R

$$20 + 28.4 = E.C.$$

$$T = 506$$

$$E = 2.67$$

$$L = 100.8$$

19 + 78.2 S43°W Line Ahead

Note - Sta 21 + 42.6 = Xing Line (N Line Capes)

curve # 5

$P1 = 24 + 23.0 = 25 + 00$ Old Line

$16^{\circ} 36' C$ Left = 16.6

$\Delta = 13^{\circ} 13' L$ $16.6 \times 13.216 = 219.7$

$T = 40$
 $L = 79.7$

$24 + 23$
 40

$23 + 83 = P.C.$
 79.7

$24 + 62.7 = E.C.$

Ext = 2.3

" Sta = 24 + 22.8

$S 29^{\circ} \frac{1}{2} W =$ Line and

2×79.7
 39.8

13.216
 1596
 1020

$23 + 83$
 398

$24 + 22.8 = Ext$

$16.6 \times 38.3 = Ext$
 332
 2.3

510
 498
 12

$24 + 62.7$
 37.3

Curve # 6

$S 28^{\circ} 38' W$
 $14 - 14$
 $14 - 24$

$\Delta 40^{\circ} 09'$

$14 - 14$
 $11 - 31$

$25 - 45$

$27 + 20$
 30

$26 + 95.5$

$PC = 26 + 95.5$

$T = 59^{\circ}$

$L = 105.46$
 2×52.73

$38^{\circ} 04' C$ $L = 38.07$ $R =$
 52.73
 11.42
 11.42 per ft

210.54
 210.92
 273
 60×2.1766

60×602.1766
 60
 217
 180
 390

38.07×5729.6
 38.07
 19226
 19035
 19100

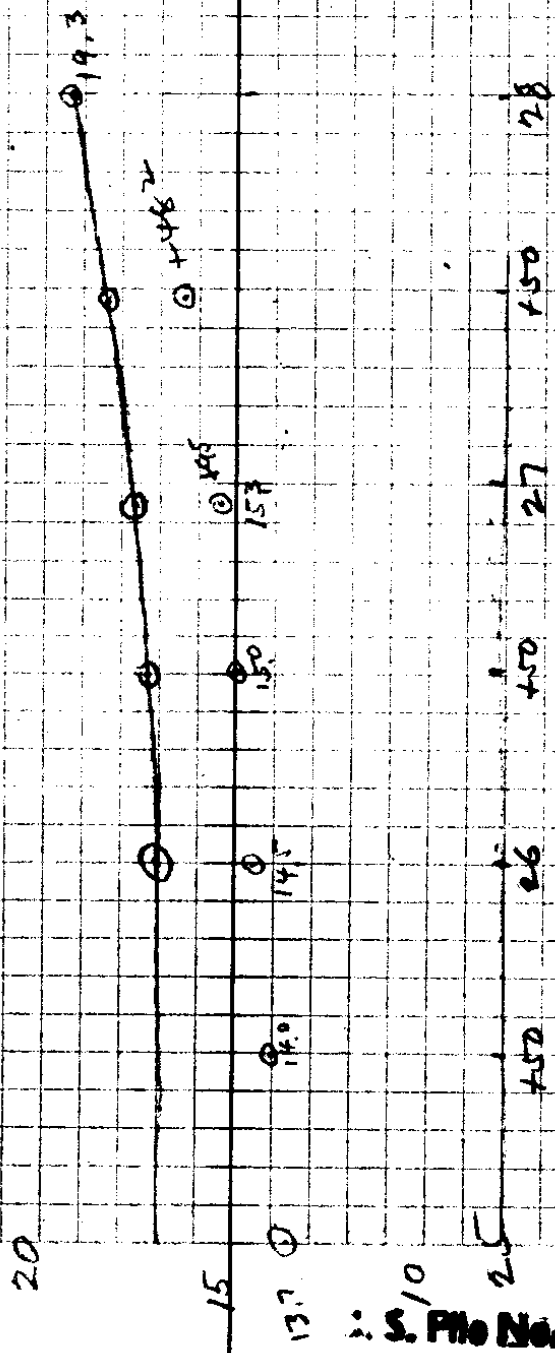
$26 + 95.5$
 $27.482 = 10^{\circ} 02'$
 $28 + 00.9 = 20^{\circ} 04' + E.C.$

R 150.5

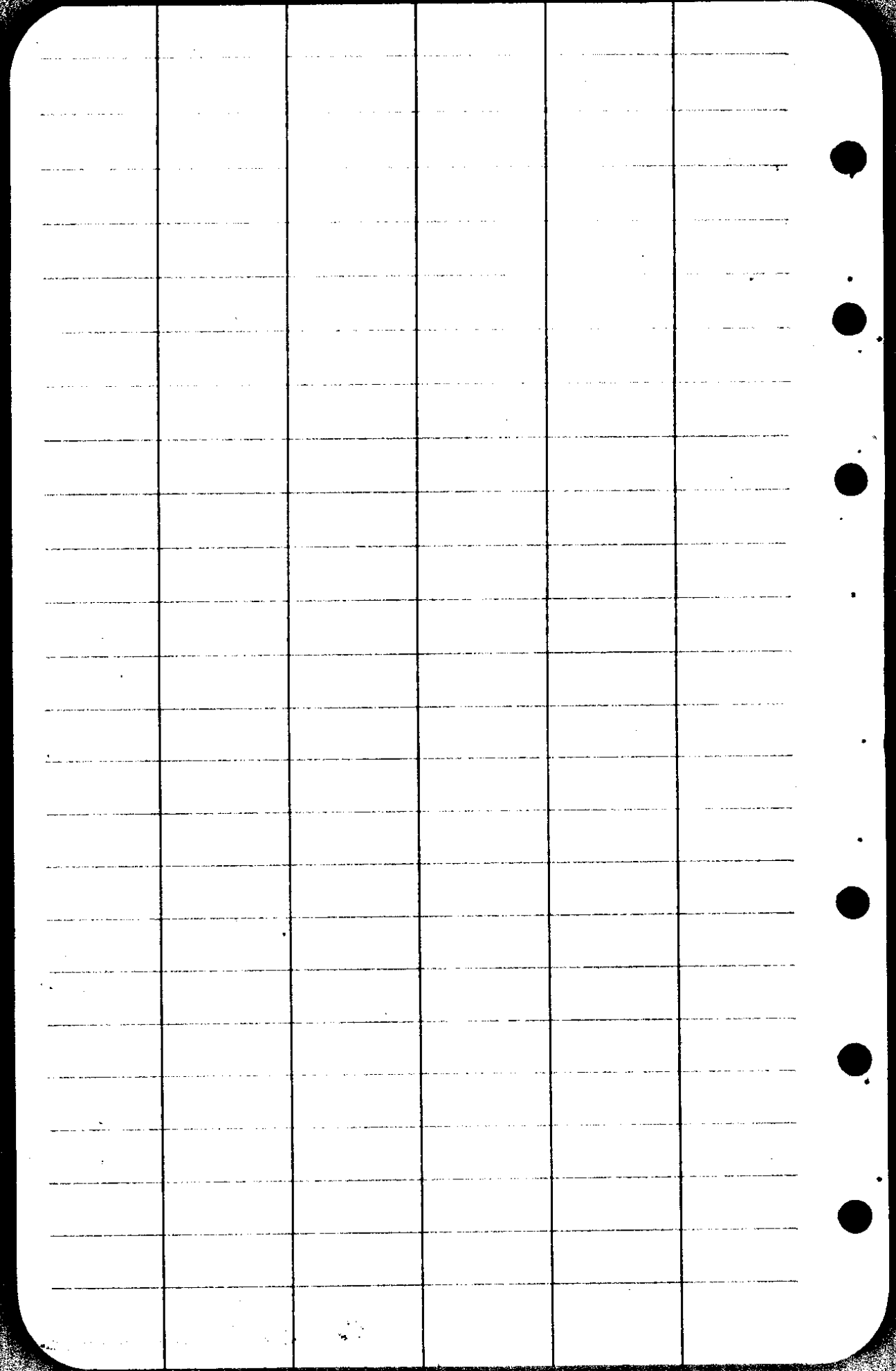
U.S. Pat. No. 30/628

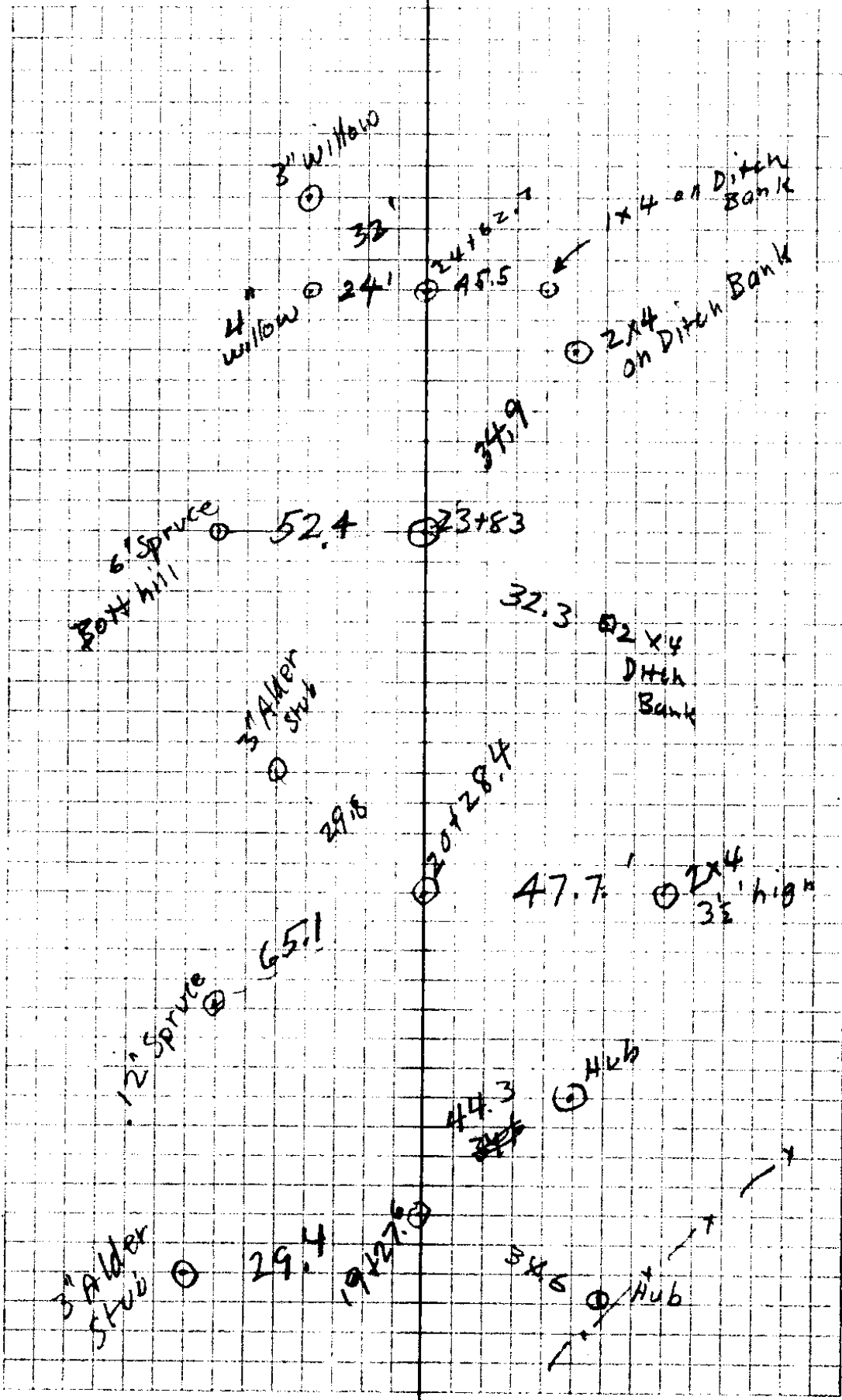
$$\begin{array}{r} 16.04 \\ 6.34 \\ \hline 22.38 \end{array}$$

$$\begin{array}{r} 1.14 \\ 1.14 \\ \hline 2.28 \end{array}$$

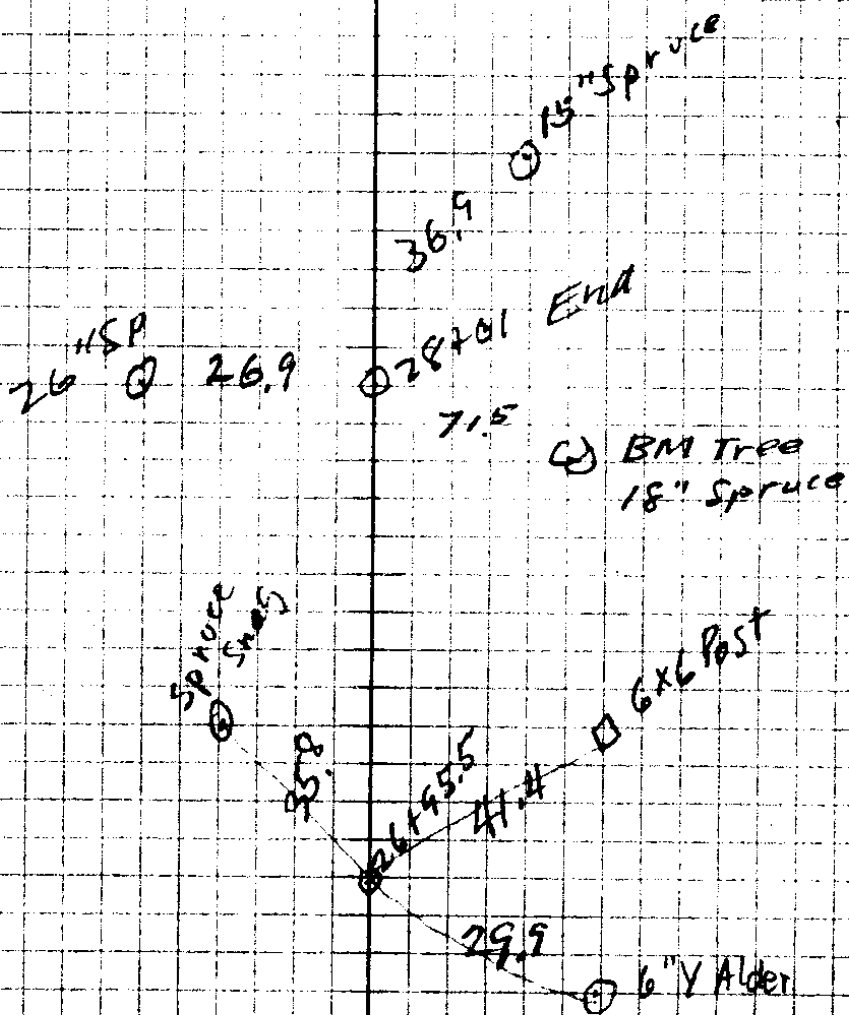


S. P. No. 30/62B

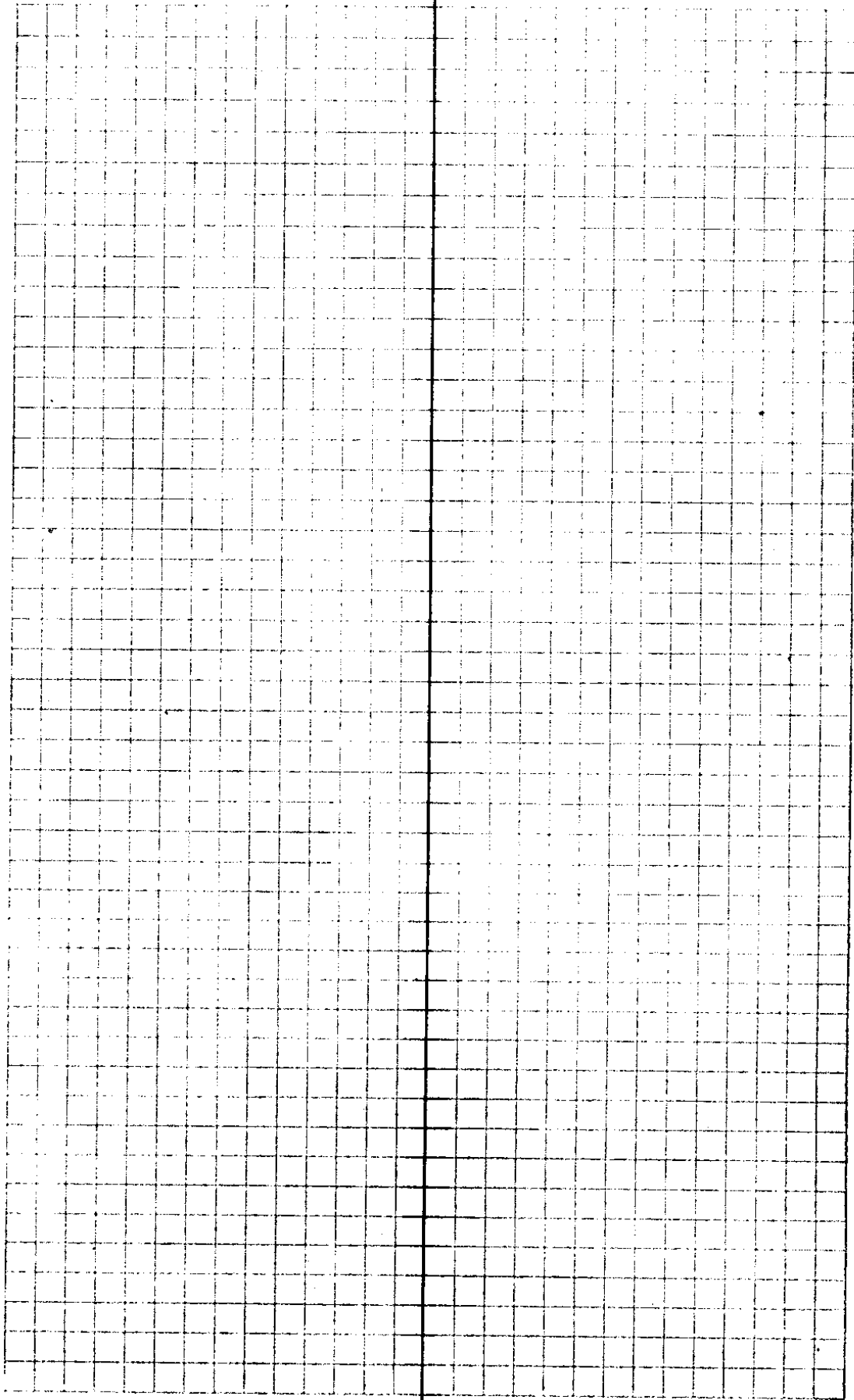




G.S. Plot No. 30/626



C. S. File No. 30/62B



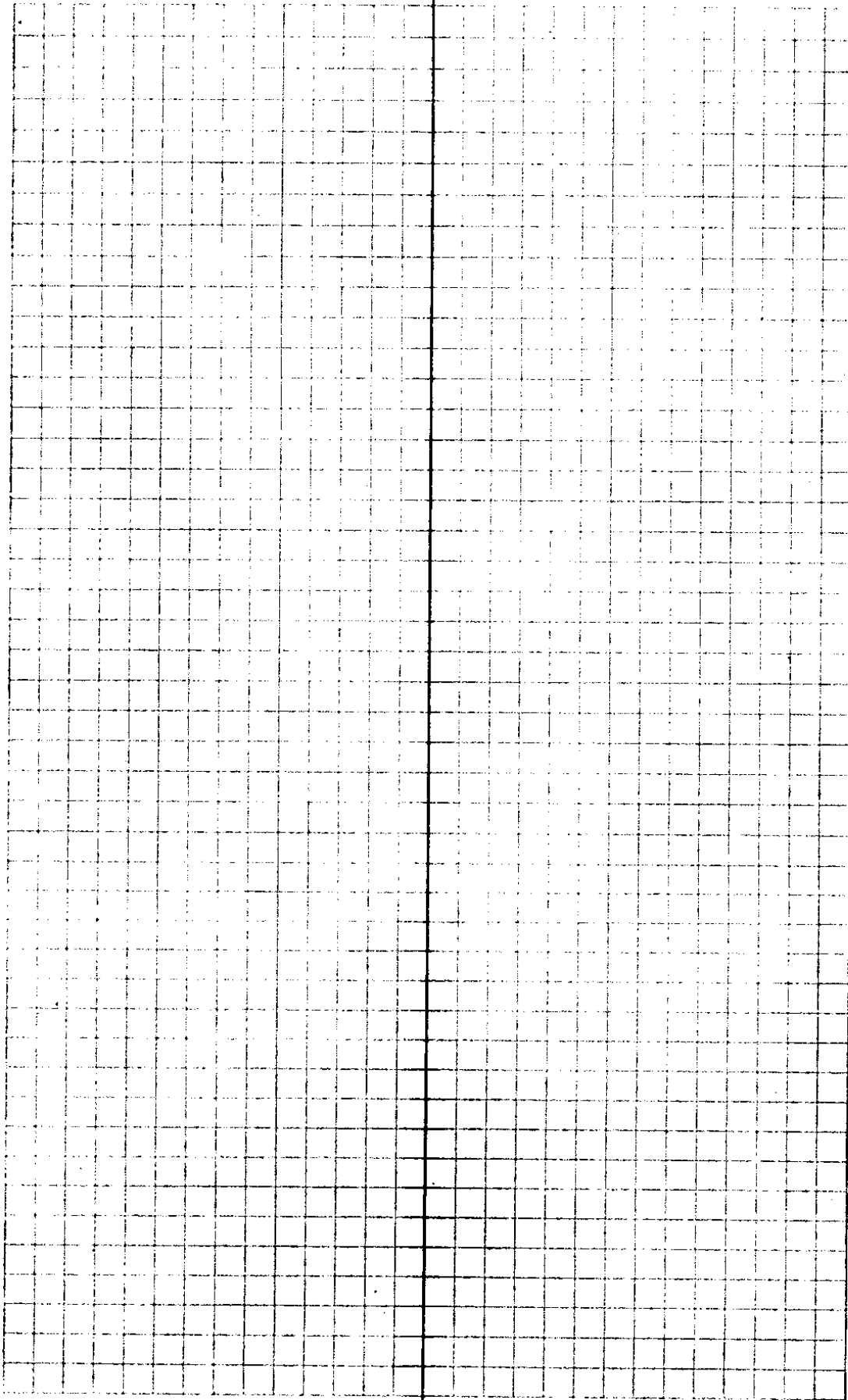
C. S. File No. 30/62B

Dock to Caples Camp Ga RA Prof USCG, TUES June 29-1939 AB. NER

Winchester Bay Umpqua Sta

| Sta | +S | H | -S | Elev | Notes |
|----------------------------------|------|-------|------|-------|---------------------------------------|
| | 4.84 | 21.43 | | 16.59 | US A Engrs BM. |
| | | | 6.86 | 14.57 | |
| | 2.76 | 17.33 | | | |
| Also BM for Creek | | | 3.95 | 13.38 | 6" spike in stump (spruce) 60' S + 25 |
| | 2.83 | 16.21 | | | |
| 0+0 | | | 4.7 | 11.5 | Gratte 16 F. 4.5 |
| +25 | | | 4.4 | 12.8 | Grade 1625 4.4 |
| +389 PC | | | 4.1 | 12.1 | Gr 16.4 4.3 |
| +50 | | | 5.2 | 11.0 | Gr 16.5 5.5 |
| 1 | | | 5.4 | 11.8 | Gr 17.0 5.2 |
| +50 | | | 4.6 | 11.6 | 5.4 |
| 2 | | | 4.5 | 11.7 | 5.3 |
| +50 | | | 4.7 | 11.5 | 5.5 |
| 3 | | | 4.6 | 11.6 | 5.4 |
| +50 | | | 4.5 | 11.7 | 5.3 |
| 4 | | | 4.1 | 12.1 | 4.9 |
| +50 | | | 4.3 | 11.9 | 5.1 |
| Top Stake 4+50 | | | 3.68 | 12.53 | |
| | 5.79 | 18.32 | | | |
| Top Nail BM NW Cor of Hs Rock | | | 3.07 | 15.25 | Do not use |
| 5 | | | 6.3 | 12.0 | 5.0 |

| | +S | H1 | -S | Elev | Grade |
|--|------|-------|------|-------|--------------|
| 5+50 | | 18.32 | 5.9 | 12.4 | 17.0 F.46 |
| 6 | | | 5.9 | 12.4 | 4.6 |
| +50 | | | 7.2 | 11.1 | 5.9 |
| 7 | | | 6.7 | 11.6 | 5.4 |
| +50 | | | 7.1 | 11.2 | 5.8 |
| 7+78.9 PT | | | 7.4 | 11.9 | 5.1 |
| 8 | | | 6.3 | 12.0 | 5.0 |
| +50 on Ground | | | 3.5 | 14.8 | F.22 |
| 9' | | | 2.7 | 15.6 | 1.4 |
| +50 | | | 2.9 | 15.4 | 1.6 |
| | | | 2.06 | 16.26 | |
| | 3.87 | 20.13 | | | |
| 9+50 | | | 4.7 | 15.4 | 1.1 |
| 10 | | | 3.6 | 16.5 | 0.5 |
| +50 | | | 4.9 | 15.2 | 1.8 |
| 11 | | | 5.5 | 14.6 | 2.4 |
| +50 | | | 5.9 | 14.2 | 2.8 |
| 12 on Gd. | | | 5.1 | 15.0 | 2.0 |
| +50 | | | 5.9 | 14.2 | 2.8 |
| +91 P.T | | | 5.8 | 14.3 | 2.7 |
| B.M. RR Spike on Sides off Log 12+41 70'R | | | 3.32 | 16.81 | |
| 13+50 | | | 6.8 | 13.3 | 3.7 |

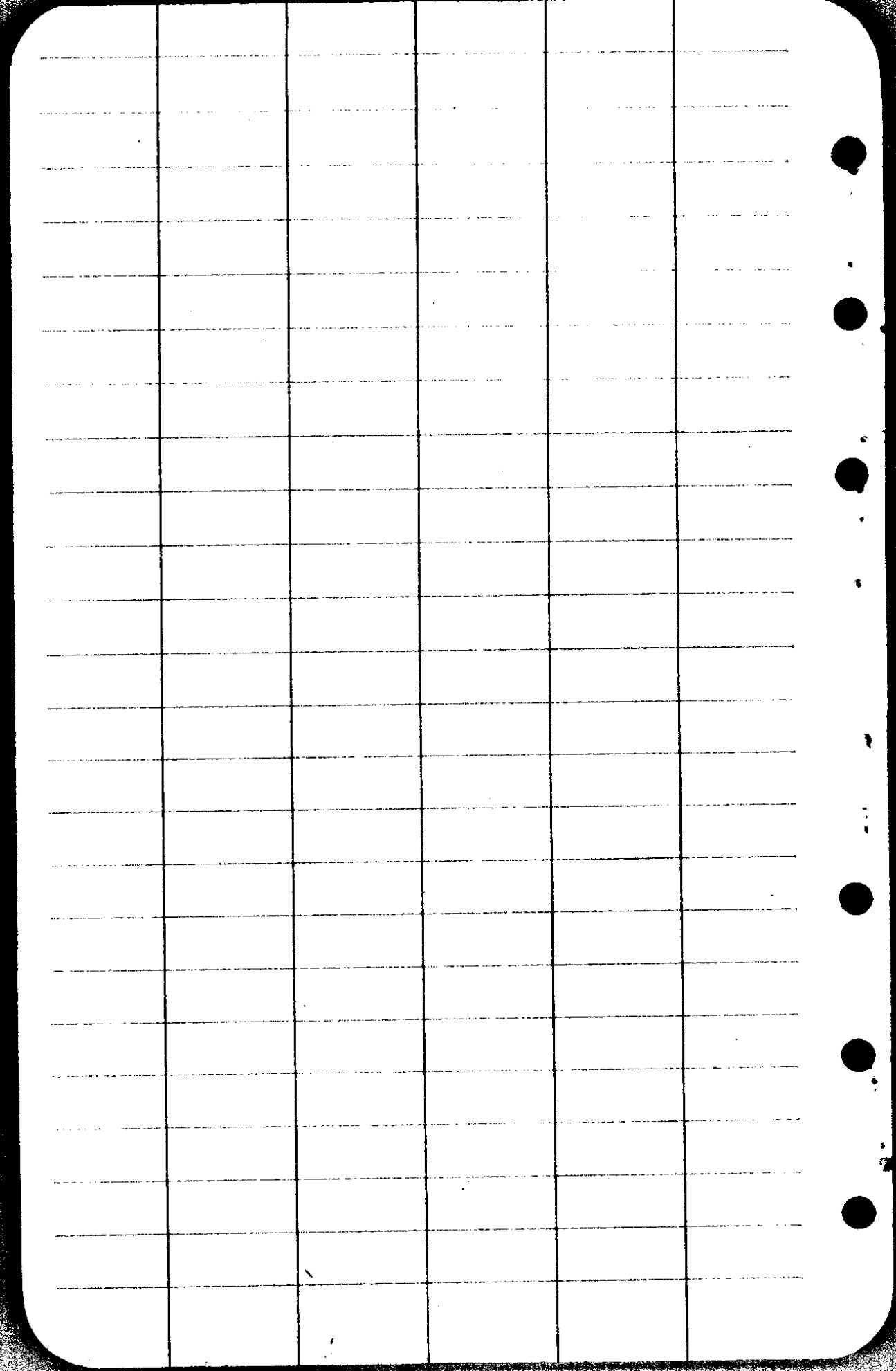


G. S. No. 30/62B

| Sta | +S | H1 | -S | Elev | Gr 170 |
|-----------|------|-------|------|-------|--------|
| 14 | | 20.13 | 7.4 | 12.7 | F 4.3 |
| | | | 5.77 | 14.36 | |
| | 3.60 | 17.96 | | | |
| 14 | | | 5.2 | 12.7 | 4.3 |
| +50 | | | 4.5 | 13.4 | 3.6 |
| 15 | | | 4.9 | 13.0 | 4.0 |
| +50 | | | 4.5 | 13.4 | 3.6 |
| 16 | | | 5.2 | 12.7 | 4.3 |
| +26 PRC | | | 4.0 | 13.9 | 3.1 |
| +57.3 Ext | | | 3.7 | 14.2 | 2.8 |
| | | | 2.29 | 15.67 | |
| | 3.65 | 19.32 | | | |
| +57.3 Ext | | | 5.1 | 14.2 | 2.8 |
| +88.5 P.T | | | 5.0 | 14.3 | 2.7 |
| 17 | | | 4.8 | 14.5 | 2.5 |
| +50 | | | 4.3 | 15.0 | 2.0 |
| 18 | | | 4.8 | 14.5 | 2.5 |
| +50 | | | 5.5 | 13.8 | 3.2 |
| 19 | | | 6.4 | 12.9 | 4.1 |
| +27.6 | | | 7.3 | 12.0 | 5.0 |
| | | | 6.66 | 13.26 | |
| | 3.45 | 16.71 | | | |

G.S. File No. 30/62B

| Sta | +S | H 1 | -S | Elev | |
|----------|--------------|-------|------|-------|--------|
| | | 18.46 | 237 | 16.04 | |
| 25+65 | ⑥ Creek Xing | | | | |
| | 6.34 | 2243 | | | Gr 183 |
| 27+48.2 | | | 6.1 | 16.3 | F. 20 |
| 28+01 | End | | 3.1 | 19.3 | Gr 193 |
| Check on | | | | | |
| BMS | End of | | 5.50 | 16.93 | |
| SE | 16.95 | | | | |



CS FILE FOLDER

CONTAINS

MORE

INFORMATION