

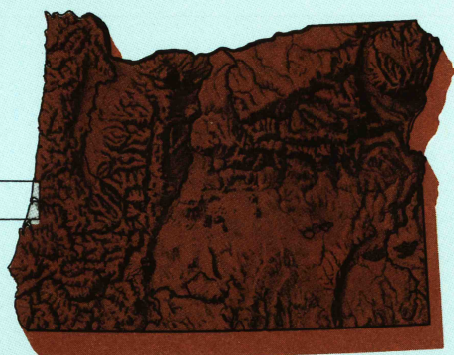
REEDSPORT, OREGON

30X60 MINUTE SERIES (TOPOGRAPHIC-BATHYMETRIC)

43124-E1-TB-1

Reedsport  
OREGON

1:100 000-scale metric  
topographic-bathymetric map



30 X 60 MINUTE QUADRANGLE  
SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names
- Bathymetric contours in meters



1980

Produced by the Geological Survey and the National Ocean Service

Compiled from USGS 1:62 500-scale topographic maps dated 1956  
Service  
Planimetry revised from aerial photographs taken 1975 and other source  
data. Revised information not field-checked. Map dated 1980  
Bathymetry compiled by the National Ocean Service from tide-coordinated  
hydrographic surveys. This information is not intended for navigational purposes.  
Mean lower low water (dotted line) and mean high water (heavy solid line) compiled by  
NOCS from tide-coordinated aerial photographs. Approximate shoreline (outer edge  
of vegetation) shown by light solid line.  
Projection and 18 000-meter grid, zone 10; Universal Transverse Mercator  
25 000-foot grid ticks based on Oregon coordinate system, south zone  
1907 North American Datum  
To place on the predicted North American Datum 1983 move the projection lines  
25 meters north and 70 meters east  
Oblique projection survey data, shown in red, furnished by the Minerals  
Management Service. Heavy lines indicate limits of Outer Continental Shelf  
Official Protection Diagram dated November 2, 1979 and October 28, 1979  
The projections on this map are not for Federal leasing purposes; for such  
purposes, refer to OCS Official Protection Diagram available from the  
Minerals Management Service  
Landmark names and bathymetry added 1987  
There may be private landholdings within the boundaries of National or State  
reservations shown on this map  
CONTOUR INTERVAL 40 METERS  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
ELEVATIONS SHOWN TO THE NEAREST METERS  
BATHYMETRIC CONTOUR INTERVALS 10 METERS TO 300 METERS  
DEPTH, MORE APPROPRIATELY A METERS CONTOUR LINE, IN  
METERS TO MAXIMUM DEPTH, WITH SOME EXCEPTED 10 METERS  
CONTOUR INTERVALS IN METERS  
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE  
BASE MAP COMPARED WITH NATIONAL MAP ACCURACY  
STANDARDS. BATHYMETRIC SURVEY DATA COMPLETES WITH  
INTERVENTIONAL HYDROGRAPHIC OBSERVATIONS AND AREAL  
DATA IN ACCORDANCE WITH NATIONAL MAP ACCURACY  
STANDARDS AS OF THE DATE OF THE SURVEY.

| CONVERSION TABLE                                |         | DECLINATION DIAGRAM                                                                                               |  | ADJOINING MAPS |   |   |
|-------------------------------------------------|---------|-------------------------------------------------------------------------------------------------------------------|--|----------------|---|---|
| Meters                                          | Feet    | 1980<br>18 MILS                                                                                                   |  | 1              | 2 | 3 |
| 1                                               | 3.2808  |                                                                                                                   |  | 4              | 5 |   |
| 2                                               | 6.5617  |                                                                                                                   |  | 6              | 7 | 8 |
| 3                                               | 9.8425  |                                                                                                                   |  |                |   |   |
| 4                                               | 13.1234 |                                                                                                                   |  |                |   |   |
| 5                                               | 16.4043 |                                                                                                                   |  |                |   |   |
| 6                                               | 19.6852 |                                                                                                                   |  |                |   |   |
| 7                                               | 22.9661 |                                                                                                                   |  |                |   |   |
| 8                                               | 26.2469 |                                                                                                                   |  |                |   |   |
| 9                                               | 29.5278 |                                                                                                                   |  |                |   |   |
| 10                                              | 32.8084 |                                                                                                                   |  |                |   |   |
| To convert meters to feet<br>multiply by 3.2808 |         | UTM grid convergence<br>(GCM) and 1983 magnetic<br>declination (MD)<br>at center of map<br>Diagram is approximate |  |                |   |   |
| To convert feet to meters<br>multiply by 0.3048 |         |                                                                                                                   |  |                |   |   |

FOR SALE BY U.S. GEOLOGICAL SURVEY  
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
AND NATIONAL OCEAN SERVICE, ROCKVILLE, MARYLAND 20852

Topographic Map Symbols

|                               |                                 |                                                             |                             |                                       |                                      |                             |                        |                                    |                                       |                   |                |                 |                                        |                     |                                                     |                                          |                                   |                    |                    |                              |                                                    |                                                  |                     |                                          |                                              |                                           |                                       |                                                 |                                    |                                                 |                 |                   |
|-------------------------------|---------------------------------|-------------------------------------------------------------|-----------------------------|---------------------------------------|--------------------------------------|-----------------------------|------------------------|------------------------------------|---------------------------------------|-------------------|----------------|-----------------|----------------------------------------|---------------------|-----------------------------------------------------|------------------------------------------|-----------------------------------|--------------------|--------------------|------------------------------|----------------------------------------------------|--------------------------------------------------|---------------------|------------------------------------------|----------------------------------------------|-------------------------------------------|---------------------------------------|-------------------------------------------------|------------------------------------|-------------------------------------------------|-----------------|-------------------|
| Primary highway, hard surface | Secondary highway, hard surface | Light duty road, principal street, hard or improved surface | Other road or street; trail | Route marker: Interstate; U. S. State | Railroad: standard gage; narrow gage | Bridge: overpass; underpass | Tunnel: road; railroad | Built up area; locality; elevation | Airport; landing field; landing strip | National boundary | State boundary | County boundary | National or State reservation boundary | Land grant boundary | U. S. public lands survey; range, township, section | Range, township, section line: protected | Power transmission line: pipeline | Dam; dam with lock | Cemetery; building | Windmill; water well; spring | Mine shaft; adit or cave; mine, quarry; gravel pit | Campground; picnic area; U. S. location monument | Ruin; diff dwelling | Distorted surface; ship mine, lava, sand | Contours: index, intermediate; supplementary | Bathymetric contours: index, intermediate | Stream, lake: perennial; intermittent | Rapids, large and small; falls, large and small | Area to be submerged; marsh, swamp | Land subject to controlled inundation; woodland | Shrub; mangrove | Orchard; vineyard |
|-------------------------------|---------------------------------|-------------------------------------------------------------|-----------------------------|---------------------------------------|--------------------------------------|-----------------------------|------------------------|------------------------------------|---------------------------------------|-------------------|----------------|-----------------|----------------------------------------|---------------------|-----------------------------------------------------|------------------------------------------|-----------------------------------|--------------------|--------------------|------------------------------|----------------------------------------------------|--------------------------------------------------|---------------------|------------------------------------------|----------------------------------------------|-------------------------------------------|---------------------------------------|-------------------------------------------------|------------------------------------|-------------------------------------------------|-----------------|-------------------|

A pamphlet describing topographic maps is available on request

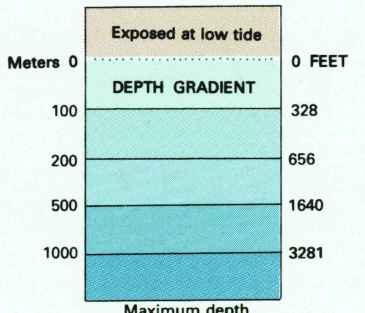
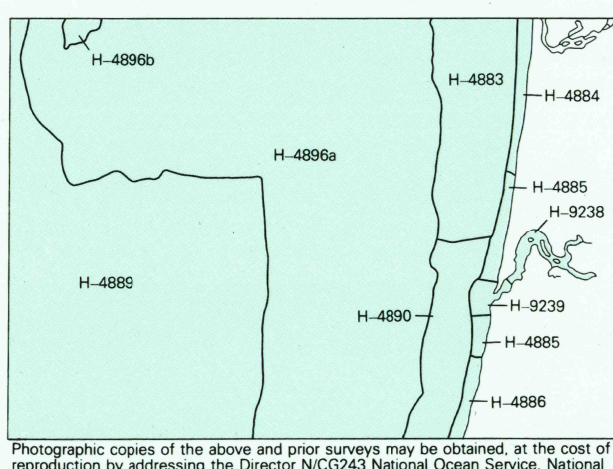
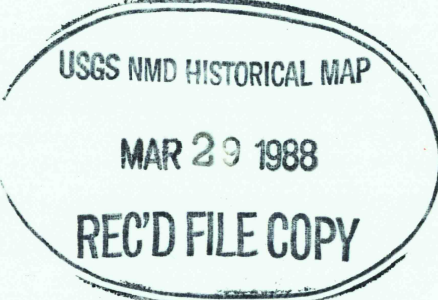
REEDSPORT, OREGON

43124-E1-TB-100

1980

BATHYMETRY ADDED 1987

| HYDROGRAPHIC SURVEY INFORMATION |             |              |                                   |
|---------------------------------|-------------|--------------|-----------------------------------|
| SURVEY NUMBER                   | SURVEY DATE | SURVEY SCALE | SURVEY LINE SPACING (NAUT. MILES) |
| H-4883                          | 1928        | 1:40 000     | 15-30                             |
| H-4884                          | 1928        | 1:20 000     | 60-75                             |
| H-4885                          | 1928        | 1:30 000     | 60-75                             |
| H-4886                          | 1928        | 1:100 000    | 10-14                             |
| H-4887                          | 1928        | 1:40 000     | 15-30                             |
| H-4888                          | 1928        | 1:80 000     | 10-14                             |
| H-4889                          | 1928        | 1:100 000    | 10-14                             |
| H-4890                          | 1928        | 1:100 000    | 10-14                             |
| H-4891                          | 1928        | 1:100 000    | 10-14                             |
| H-4892                          | 1928        | 1:100 000    | 10-14                             |
| H-4893                          | 1928        | 1:100 000    | 10-14                             |
| H-4894                          | 1928        | 1:100 000    | 10-14                             |
| H-4895                          | 1928        | 1:100 000    | 10-14                             |
| H-4896                          | 1928        | 1:100 000    | 10-14                             |
| H-4897                          | 1928        | 1:100 000    | 10-14                             |
| H-4898                          | 1928        | 1:100 000    | 10-14                             |
| H-4899                          | 1928        | 1:100 000    | 10-14                             |
| H-4900                          | 1928        | 1:100 000    | 10-14                             |
| H-4901                          | 1928        | 1:100 000    | 10-14                             |
| H-4902                          | 1928        | 1:100 000    | 10-14                             |
| H-4903                          | 1928        | 1:100 000    | 10-14                             |
| H-4904                          | 1928        | 1:100 000    | 10-14                             |
| H-4905                          | 1928        | 1:100 000    | 10-14                             |
| H-4906                          | 1928        | 1:100 000    | 10-14                             |
| H-4907                          | 1928        | 1:100 000    | 10-14                             |
| H-4908                          | 1928        | 1:100 000    | 10-14                             |
| H-4909                          | 1928        | 1:100 000    | 10-14                             |
| H-4910                          | 1928        | 1:100 000    | 10-14                             |
| H-4911                          | 1928        | 1:100 000    | 10-14                             |
| H-4912                          | 1928        | 1:100 000    | 10-14                             |
| H-4913                          | 1928        | 1:100 000    | 10-14                             |
| H-4914                          | 1928        | 1:100 000    | 10-14                             |
| H-4915                          | 1928        | 1:100 000    | 10-14                             |
| H-4916                          | 1928        | 1:100 000    | 10-14                             |
| H-4917                          | 1928        | 1:100 000    | 10-14                             |
| H-4918                          | 1928        | 1:100 000    | 10-14                             |
| H-4919                          | 1928        | 1:100 000    | 10-14                             |
| H-4920                          | 1928        | 1:100 000    | 10-14                             |
| H-4921                          | 1928        | 1:100 000    | 10-14                             |
| H-4922                          | 1928        | 1:100 000    | 10-14                             |
| H-4923                          | 1928        | 1:100 000    | 10-14                             |
| H-4924                          | 1928        | 1:100 000    | 10-14                             |
| H-4925                          | 1928        | 1:100 000    | 10-14                             |
| H-4926                          | 1928        | 1:100 000    | 10-14                             |
| H-4927                          | 1928        | 1:100 000    | 10-14                             |
| H-4928                          | 1928        | 1:100 000    | 10-14                             |
| H-4929                          | 1928        | 1:100 000    | 10-14                             |
| H-4930                          | 1928        | 1:100 000    | 10-14                             |
| H-4931                          | 1928        | 1:100 000    | 10-14                             |
| H-4932                          | 1928        | 1:100 000    | 10-14                             |
| H-4933                          | 1928        | 1:100 000    | 10-14                             |
| H-4934                          | 1928        | 1:100 000    | 10-14                             |
| H-4935                          | 1928        | 1:100 000    | 10-14                             |
| H-4936                          | 1928        | 1:100 000    | 10-14                             |
| H-4937                          | 1928        | 1:100 000    | 10-14                             |
| H-4938                          | 1928        | 1:100 000    | 10-14                             |
| H-4939                          | 1928        | 1:100 000    | 10-14                             |
| H-4940                          | 1928        | 1:100 000    | 10-14                             |
| H-4941                          | 1928        | 1:100 000    | 10-14                             |
| H-4942                          | 1928        | 1:100 000    | 10-14                             |
| H-4943                          | 1928        | 1:100 000    | 10-14                             |
| H-4944                          | 1928        | 1:100 000    | 10-14                             |
| H-4945                          | 1928        | 1:100 000    | 10-14                             |
| H-4946                          | 1928        | 1:100 000    | 10-14                             |
| H-4947                          | 1928        | 1:100 000    | 10-14                             |
| H-4948                          | 1928        | 1:100 000    | 10-14                             |
| H-4949                          | 1928        | 1:100 000    | 10-14                             |
| H-4950                          | 1928        | 1:100 000    | 10-14                             |
| H-4951                          | 1928        | 1:100 000    | 10-14                             |
| H-4952                          | 1928        | 1:100 000    | 10-14                             |
| H-4953                          | 1928        | 1:100 000    | 10-14                             |
| H-4954                          | 1928        | 1:100 000    | 10-14                             |
| H-4955                          | 1928        | 1:100 000    | 10-14                             |
| H-4956                          | 1928        | 1:100 000    | 10-14                             |
| H-4957                          | 1928        | 1:100 000    | 10-14                             |
| H-4958                          | 1928        | 1:100 000    | 10-14                             |
| H-4959                          | 1928        | 1:100 000    | 10-14                             |
| H-4960                          | 1928        | 1:100 000    | 10-14                             |
| H-4961                          | 1928        | 1:100 000    | 10-14                             |
| H-4962                          | 1928        | 1:100 000    | 10-14                             |
| H-4963                          | 1928        | 1:100 000    | 10-14                             |
| H-4964                          | 1928        | 1:100 000    | 10-14                             |
| H-4965                          | 1928        | 1:100 000    | 10-14                             |
| H-4966                          | 1928        | 1:100 000    | 10-14                             |
| H-4967                          | 1928        | 1:100 000    | 10-14                             |
| H-4968                          | 1928        | 1:100 000    | 10-14                             |
| H-4969                          | 1928        | 1:100 000    | 10-14                             |
| H-4970                          | 1928        | 1:100 000    | 10-14                             |
| H-4971                          | 1928        | 1:100 000    | 10-14                             |
| H-4972                          | 1928        | 1:100 000    | 10-14                             |
| H-4973                          | 1928        | 1:100 000    | 10-14                             |
| H-4974                          | 1928        | 1:100 000    | 10-14                             |
| H-4975                          | 1928        | 1:100 000    | 10-14                             |
| H-4976                          | 1928        | 1:100 000    | 10-14                             |
| H-4977                          | 1928        | 1:100 000    | 10-14                             |
| H-4978                          | 1928        | 1:100 000    | 10-14                             |
| H-4979                          | 1928        | 1:100 000    | 10-14                             |
| H-4980                          | 1928        | 1:100 000    | 10-14                             |
| H-4981                          | 1928        | 1:100 000    | 10-14                             |
| H-4982                          | 1928        | 1:100 000    | 10-14                             |
| H-4983                          | 1928        | 1:100 000    | 10-14                             |
| H-4984                          | 1928        | 1:100 000    | 10-14                             |
| H-4985                          | 1928        | 1:100 000    | 10-14                             |
| H-4986                          | 1928        | 1:100 000    | 10-14                             |
| H-4987                          | 1928        | 1:100 000    | 10-14                             |
| H-4988                          | 1928        | 1:100 000    | 10-14                             |
| H-4989                          | 1928        | 1:100 000    | 10-14                             |
| H-4990                          | 1928        | 1:100 000    | 10-14                             |
| H-4991                          | 1928        | 1:100 000    | 10-14                             |
| H-4992                          | 1928        | 1:100 000    | 10-14                             |
| H-4993                          | 1928        | 1:100 000    | 10-14                             |
| H-4994                          | 1928        | 1:100 000    | 10-14                             |
| H-4995                          | 1928        | 1:100 000    | 10-14                             |
| H-4996                          | 1928        | 1:100 000    | 10-14                             |
| H-4997                          | 1928        | 1:100 000    | 10-14                             |
| H-4998                          | 1928        | 1:100 000    | 10-14                             |
| H-4999                          | 1928        | 1:100 000    | 10-14                             |
| H-5000                          | 1928        | 1:100 000    | 10-14                             |



SCALE 1:100 000  
1 CENTIMETER ON THE MAP REPRESENTS 1 KILOMETER ON THE GROUND  
CONTOUR INTERVAL 40 METERS

KILOMETERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20  
MILES 1 2 3 4 5 6 7 8 9 10 11 12 13

1000 0 5000 10000 20000 30000 40000 50000 60000 70000 FEET