# Descriptive Report

**Type of Survey** Shoreline (Photogrammetric)

**Field No.** ____________________________ **Office No.** T-10425

## Locality

**State.** Washington - Oregon

**General locality.** Columbia River

**Locality.** Port Kelley

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**10425**

**Chief of Party**

V. Ralph Sobiersalski
Portland Photogrammetric Office

**Library & Archives**

**Date** ____________________________
DESCRIBUTIVE REPORT - DATA RECORD

T - 10425

Project No. (II): Ph-63
Quadrangle Name (IV):

Field Office (II): Umatilla, Oregon
Photogrammetric Office (III): Portland, Oregon

Instructions dated (II) (III): 20 March 1956
(Field and Office)

Chief of Party: V. Ralph Sobiersalski
Unit Chief: Leonard F. Van Scoy
Office-in-Charge:

Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:15,000

Scale Factor (III): None

Date received in Washington Office (IV): AUG 21 1957
Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date: 

Publication Scale (IV):

Date registered (IV): 25 June 1957

Geographic Datum (III): N.A. 1927

Publication date (IV):

Vertical Datum (III):

Mean Sea Level except as follows:
Elevations shown on Chart refer to Mean High Water
Elevations shown as (m) refer to sounding datum
i.e. mean low water or mean lower low water

For the McNary Dam Reservoir the elevations refer to Normal Pool Level of 340 ft. above Mean Sea Level

Reference Station (III): BLUFF (USE) 1942

Lat.: 46° 01' 59.427" 118° 57' 37.954"
(1.834.8m(17.7m)
Long.: 816.2m(474.1m)

Plane Coordinates (IV):

Y =
X =

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(11), (111)
Field Inspection by (II): Leonard F. Van Scoy  

Mean High Water Location (III) (State date and method of location): Spot locations at intricate places were made in the field. For the most part the shoreline at normal pool level of 340 ft. above M.S.L. was delineated in the office from photographs taken on 9-26-54 when the pool was at that level.

Projection and Grids ruled by (IV):  
Projection and Grids checked by (IV):  
Control plotted by (III): J. L. Harris  

Control checked by (III): J. E. Deal  
Radial Plot or Stereoscopic Control extension by (III): J. L. Harris  

Stereoscopic Instrument compilation (III): Planimetry Contours  

Manuscript delineated by (III): D. N. Williams, Compilation D. N. Williams, Scribing C. C. Harris, Stick-up  

Photogrammetric Office Review by (III): J. E. Deal  
Elevations on Manuscript checked by (II) (III):
DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III): O&GS - 9-lens - focal length 8.25 inches

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Water level of pool</th>
</tr>
</thead>
<tbody>
<tr>
<td>46180</td>
<td>9-26-54</td>
<td>13:32</td>
<td>1:15,000</td>
<td>340 ft. above M.S.L.</td>
</tr>
<tr>
<td>46185 &amp; 46186</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>46208</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>54392 &amp; 54393</td>
<td>6-11-56</td>
<td>08:56</td>
<td></td>
<td>340.4</td>
</tr>
</tbody>
</table>

Tide (III)

Reference Station: Not applicable
Subordinate Station: None
Subordinate Station: None

Washington Office Review by (IV):
Final Drafting by (IV):
Drafting verified for reproduction by (IV):
Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 21
Shoreline (More than 200 meters to opposite shore) (III): 10
Shoreline (Less than 200 meters to opposite shore) (III): None
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 9
Recovered: 9
Identified: 2
Number of BMs searched for (II):
Recovered: 0
Identified: 0
Number of Recoverable Photo Stations established (III): 8
Number of Temporary Photo Hydro Stations established (III): 11

Remarks:
* These stations have topo. names and are of topo. station accuracy. Forms 524 were not submitted in accordance with letter clarifying instructions. Their names and descriptions are listed under Item 49, Notes to the Hydrographer.
Summary

to accompany shoreline manuscript T-10425

T-10425 is a shoreline survey of project PH-63 (27020), which is located in the states of Oregon and Washington. It consists of eighteen manuscripts compiled at the scale of 1:15000 and covers part of the upper Columbia River. The project embraces all of that land area on both banks of the Columbia River affected by the flooding of the McNary Reservoir. The specific area covered by subject manuscript is of Port Kelley and vicinity.

Project instructions date from March 1956 and were initiated to support hydrographic surveys for the construction of new nautical charts. These instructions were sent to the Portland Photogrammetric Office for completion. The field work was accomplished during the summer of 1956, the radial plot, compilation and scribing during 1957 based on nine-lens photography of Sept. 1954 and June 1956.

The U. S. Geological Survey has the only previous map coverage of subject area, however these topographic quadrangles are more than forty years old and, particularly since the flooding of the McNary Reservoir, obsolete.

A coroner film positive at compilation scale of 1:15000 and the Descriptive Report will be registered and filed in the Bureau Archives.

June 1959
FIELD INSPECTION REPORT

(1956 Season)

Map Manuscripts T-10425 thru T-10432 and T-11318

Project 27020

2. **Area: Field Inspection**

The field inspection of this portion of the project was inspected on the nine-lens photographs furnished by the Coast and Geodetic Survey. While some of the prints lack a desired amount of contrast the photos were considered suitable for mapping purposes. The physical inspection of both photographs and the terrain was conducted from a motor vehicle where roads permitted and by small boat where vehicular travel was prohibitive.

The area can be considered semi-arid. Near the west limits of the project some of the lands along the river are irrigated, but the major portion of cultivated land is tilled by dry land farming.

The Columbia River flows east-west through this area. Near the town of Umatilla, Oregon, is the McNary Dam; this impounds the river to form a reservoir that is referred to as McNary Pool as an official name has not been designated. The area is served by a heavy duty two lane highway (U.S. Highway 395) that runs east-west, paralleling the river along the south shore. Three railroads, the Union Pacific Railroad, The Spokane, Portland and Seattle Railway, and the Northern Pacific Railway, operate through this area on tracks that run along both sides of the Columbia River.

Hat Rock State Park, situated on the south bank of McNary Pool, about nine miles east of Umatilla, Oregon, and Wallula State Park at the mouth of the Walla Walla River are two state parks found in the area.

Tug and barge traffic as well as pleasure craft ply the waters of McNary Pool. Portions of the pool serve as Game Range Areas and Wild Life Management Areas.

McNary Dam maintains the pool at a navigable depth and produces hydro-electric power. It includes a navigation lock, and two fish ladders to permit passage of anadromous fish.

3. **Horizontal Control**

Two new supplemental horizontal control stations were established by triangulation methods, stations JINOLE 1956 and PEABORN 1956.
order accuracy was obtained. These stations were needed to fulfill photogrammetric requirements.

Horizontal control station STRAUB 1947, a required station for control of compilation, was not identified because it was beyond the limits of adequate photo coverage.

Triangulation station VACA HIGH 1950 (USG) was found in the general position as described for station VACA (US) 1942. Correspondence with the Office of the District Engineer, Corps of Engineers, U.S. Army, Walla Walla, Washington produced a letter, dated 17 August 1956, a copy of which is attached to this report.

4. Vertical Control:

Vertical control for use by stereoscopic instruments was not required.

Twenty-one bench marks established by the Coast and Geodetic Survey and the Corps of Engineers were recovered. Five were identified to serve as topographic stations.

5. Contours and Drainage:

Contours not applicable. Drainage was indicated on field photographs. The drainage pattern was generally visible due to the lack of woodland cover. In some canyons the images of the dry intermittent stream beds appear on the photographs.

6. Woodland Cover:

The area is almost devoid of woodland cover. With the exceptions of willow, locust and similar deciduous trees that flourish in alcoves along the river and irrigation canals, the rest of the un-cultivated land is generally covered with sage brush and wild grasses that are adapted to the semi-arid terrain.

7. Shoreline and Algae/Water Features:

A water surface elevation of 340 feet above mean sea level was established by the U.S. Engineers and is maintained at the face of McHenry Dam as the normal pool level. This is the level of the pool that appears on the nine-lens photographs and is the accepted mean high-water line.

The low water level was not verified in the field. Due to the level of McHenry pool at the time of field inspection, this feature was flooded. The Project Instructions require this feature to be delineated from Corps of Engineers photographs. Small bodies of water that connect to McHenry Pool and whose water surface elevations are controlled by the larger pool...
have been termed pools. Other small bodies of water not normally influenced by the large McNary Pool are denoted as ponds.

From Umatilla, Oregon, to the mouth of the Walla Walla River both sides of the Columbia River are lined with precipitous bluffs that appear to be of a basaltic composition. From the river they rise in a stair step fashion. Observed from a distance they give the illusion of giant terraces. At intervals the bluffs are gashed by canyons and dry washes. The tops of the bluffs on both sides of the river give way to high, rolling plateaus that are generally cultivated as dry land grain fields.

There are few piers, wharves or landings along the river. Below McNary Dam and up stream at Port Kelly there are grain elevators and storage tanks with conveyors to load cargo vessels for shipment to other river points.

There are five highway and three railroad bridges, one navigation lock and one power line crossing in the area. Clearances will be described under Item 12, Other Interior Features.

9. Offshore Features:

Except for a few small islands and rocks the area appears to be relatively free of offshore features.

9. Land Marks and Aides:

Significant land marks for nautical charts will be described on form 567.

A system of lighted fixed aids, floating aids and day beacons have been erected and are being maintained along the Columbia River and McNary Pool. Photo identification was made of the fixed aids to navigation.

10. Boundaries, Monuments and Lines:

Two states, Washington and Oregon, are involved in the areal survey. They share a common east-west boundary that follows along the main channel of the Columbia River then eastward, overland, along or near the 46th Parallel. Along U. S. Highway 395 a white, wooden, state boundary marker was photo-identified to aid in determining the boundary in this area.

Below are excerpts from a letter from the Oregon State Engineer:

"The tentative agreed upon coordinates of the Oregon-Washington boundary in the vicinity of McNary Dam are as follows."

<table>
<thead>
<tr>
<th>Point Number</th>
<th>North Latitude</th>
<th>West Latitude</th>
<th>Description of Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>175</td>
<td>45° 55' 03.1&quot;</td>
<td>119° 26' 57.35&quot;</td>
<td>a point on the center line of the Umatilla Bridge at the center of north main span of said bridge.</td>
</tr>
<tr>
<td>176</td>
<td>45° 55' 18.1&quot;</td>
<td>119° 21' 48.12&quot;</td>
<td></td>
</tr>
<tr>
<td>177</td>
<td>45° 55' 51.37&quot;</td>
<td>119° 19' 52.72&quot;</td>
<td></td>
</tr>
<tr>
<td>178</td>
<td>45° 55' 54.48&quot;</td>
<td>119° 19' 39.28&quot;</td>
<td></td>
</tr>
<tr>
<td>179</td>
<td>45° 55' 59.59&quot;</td>
<td>119° 19' 17.2&quot;</td>
<td>a point on the axis of Mc-Nary Dam at the north face of the south non-overflow flow section.</td>
</tr>
<tr>
<td>180</td>
<td>45° 56' 10.26&quot;</td>
<td>119° 17' 47.6&quot;</td>
<td></td>
</tr>
<tr>
<td>181</td>
<td>45° 56' 15.24&quot;</td>
<td>119° 17' 05.76&quot;</td>
<td></td>
</tr>
<tr>
<td>182</td>
<td>45° 56' 28.05&quot;</td>
<td>119° 07' 21.40&quot;</td>
<td></td>
</tr>
<tr>
<td>183</td>
<td>45° 55' 58.60&quot;</td>
<td>119° 13' 28.22&quot;</td>
<td></td>
</tr>
<tr>
<td>184</td>
<td>45° 55' 03.97&quot;</td>
<td>119° 06' 39.82&quot;</td>
<td></td>
</tr>
<tr>
<td>185</td>
<td>45° 55' 10.26&quot;</td>
<td>119° 16' 05.04&quot;</td>
<td></td>
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<tr>
<td>186</td>
<td>45° 55' 58.55&quot;</td>
<td>119° 00' 20.72&quot;</td>
<td></td>
</tr>
<tr>
<td>187</td>
<td>45° 55' 34.25&quot;</td>
<td>119° 05' 27.12&quot;</td>
<td></td>
</tr>
<tr>
<td>188</td>
<td>45° 55' 31.28&quot;</td>
<td>119° 03' 37.56&quot;</td>
<td></td>
</tr>
<tr>
<td>189</td>
<td>45° 58' 09.33&quot;</td>
<td>119° 01' 32.95&quot;</td>
<td></td>
</tr>
<tr>
<td>190</td>
<td>45° 58' 45.73&quot;</td>
<td>119° 00' 27.12&quot;</td>
<td></td>
</tr>
<tr>
<td>191</td>
<td>45° 00' 01.38&quot;</td>
<td>118° 59' 10.12&quot;</td>
<td></td>
</tr>
</tbody>
</table>

## 11. Other Controls

Thirty-one marked, recoverable topographic stations and thirty-eight unmarked photo-topo stations were established, all stations being along the Mc-Nary Pool to furnish control for future use in hydrographic surveys.

The following are the marked, recoverable topographic stations established:

- T-10425 - YELL, Walla Walla River Light, AT&SF
- T-10426 - X 338 (USN), Mc-Nary Dam Upper Entrance Light, Mile 89-90 Range Rear Light, Mile 89-90 Range Front Light
- T-10427 - None
- T-10428 - BAB3, Beavert Daybeacon No. 1, Beavert Light, Beavert Daybeacon No. 3, TOP (USA), Juniper Light
Corps of Engineers stations T-11 and CAJON were recovered and identified as topographic stations as no information could be found in the horizontal control data concerning these stations.

The names of the un-monumented photo-topo stations will be listed under Notes to the Hydrographer.

12. Other Interior Features:

Highways and roads were classified on photographs as described under Section 5441, Topographic Manual.

The area along the river from Umatilla eastward to the mouth of the Walla Walla River is generally barren with little alongshore culture or habitation.

Clearances for bridges, power lines and navigation locks are listed below.

Umatilla County Toll Bridge over Columbia River

Vertical clearance 90 feet with Columbia River datum at 247.7 feet
Horizontal clearance - north span 335 feet
south span 335 feet

B. F. and L. Power line crossing east of Umatilla Bridge

Vertical clearance 78 feet

Umatilla River railroad bridge, fixed span

Vertical clearance 32.5 feet
Horizontal clearance, east shore to center support 126 feet
west shore to center support 46 feet

Umatilla River highway bridge, fixed span

Vertical clearance, center of span 56 feet
Horizontal clearance, east span 40 feet
center span 103 feet
west span 0 feet
Juniper Canyon railroad bridge

Vertical clearance, 7 feet
Horizontal clearance, west span 64 feet
center span 77 feet
east span 64 feet

Juniper Canyon highway bridge

Vertical clearance, 2 feet
Horizontal clearance, west span, 64 feet - center span, 77 feet
east span, 64 feet

The clearances at Juniper Canyon were taken when the McNary Pool was normal level.

McNary navigation lock

Vertical clearance, unrestricted
Horizontal clearance, 86 feet
Length, 675 feet

Above figures taken from U. S. Engineers Operational Manual.

McNary Dam double leaf Bascule Bridge

Vertical clearance, open, unrestricted
closed, 15 feet
Horizontal clearance, 86 feet

Mouth of Walla Walla River railroad bridge fixed span

Vertical clearance, 47 feet (12 Dec. 1956, 13:30 hours)
Horizontal clearance, 117 feet

Mouth of Walla Walla River highway bridge fixed span

Vertical clearance, 39 feet (12 Dec. 1956, 13:30 hours)
Horizontal clearance, 112 feet

Mouth of Walla Walla River old highway bridge (Center span has been removed)

Vertical clearance, unpaired
Horizontal clearance, 1.224 feet (12 Dec. 1956, 13:30 hours)

Approved:

Respectfully submitted:

V. Ralph Sobiersalski
LCFR C&G Survey
Officer-in-Charge

Robert B. Welby
Cartographic Survey Aid
C&GS
21. Area Covered:

This radial plot covers the shorelines of the Columbia River to an interior depth of about 3 miles, from the Washington-Oregon boundary upstream to Attalia, and the shorelines of the Walla Walla River to an interior depth of one mile, from the Columbia River upstream to the Northern Pacific Railroad bridge. It comprises map manuscripts T-10424, T-10425, T-10386, T-11317 and T-11318.

22. Method:

The control extension was accomplished by the hand templet radial line plot method using acetate templates made from nine-bens photographs taken in 1954 and 1956. Photographs were prepared by the usual methods and master calibration templates No. 43497 and No. 48340 were used respectively for the 1954 and 1956 photography when correcting for transforming errors and paper distortion. Refer to letter, 73-mkl dated 9 August 1956, Subject: "Compilation - Projects 27260, Charleston, S. C. and 27020, Upper Columbia River, Oregon", relative to the use of calibration template No. 48340 (1955) for 1956 photography.

For each of the five manuscripts in this radial plot a polyconic projection was furnished of the respective areas ruled on 2' x 3' sheets of Mylar material. Each of the polyconic projections for T-10424 and T-10425 covered 3 minutes 45 seconds of latitude and 7 minutes 30 seconds of longitude. For T-10386, T-11317 and T-11318 each covered 3 minutes 45 seconds of latitude and longitude. The Lambert state grids of Oregon and Washington were also ruled on T-10424 and T-10425. For T-10386, T-11317 and T-11318 the Lambert state grid of Washington only was added. The horizontal control stations falling on each of the respective manuscripts were plotted and verified. The five sheets were joined together by matching at the meet line junctions and then fastened with clear cellulose tape. The templates were oriented to the identified control directly on the joined work sheets and fastened with masking tape. After all templates were satisfactorily oriented and fastened the entire radial plot was turned face down and the locations of pass points and principal points were pricked and indicated by circles on the reverse sides of the work sheets using Craftint No. 111 red plastic ink. The plot was then turned face
up and the templates were dismantled. The photogrammetric points falling in the margins at the junctions of adjoining sheets were transferred and then the joined work sheets were dismantled.

There were more than an adequate number of identified horizontal control stations available and all were satisfactorily held in this radial plot. The results were excellent and well within the limits of horizontal accuracy requirements.

23. Adequacy of Control:

The identification of horizontal control stations was satisfactory and more than an adequate number were available.

24. Supplemental Data:

There were topographic maps, compiled by the Corps of Engineers, U. S. Army, Walla Walla District, available which covered the area of this radial plot. These were not needed to supplement the identified horizontal control stations, but they were used during the compilation of planimetric details for verification of certain features for which state coordinate positions of the U. S. Engineers were available.

25. Photography:

The photography was adequate. The F.M.A. ratio prints were not needed to supplement the nine-lens photography.

Approved: Respectfully submitted:

V. Ralph Sobieralski J. Edward Deal
LCOR, CGSS Cartographer
Officer-in-Charge CGSS
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $y$-COORDINATE</th>
<th>LONGITUDE OR $x$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLUFF (USE) 1942</td>
<td>G 5257 P 580</td>
<td>N.A. 1927</td>
<td>46 01</td>
<td>59,427</td>
<td>269,497.08 (502.92)</td>
<td>1834.8 (17.7)</td>
<td>2894.7 (153.3)</td>
</tr>
<tr>
<td>WALLULA 2 (USE) 1942</td>
<td>II</td>
<td>II</td>
<td>46 01</td>
<td>36,073</td>
<td>268,156.82 (1843.18)</td>
<td>2186.2 (561.8)</td>
<td>1526.9 (1521.1)</td>
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<tr>
<td>SIWASH (USE) 1942</td>
<td>P 584</td>
<td>II</td>
<td>46 02</td>
<td>53,304</td>
<td>269,611.94 (388.06)</td>
<td>2929.7 (118.3)</td>
<td>2648.4 (399.6)</td>
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<td>R 1 RB (USE)</td>
<td>II</td>
<td>II</td>
<td>268,689.01</td>
<td>8689.01 (1310.99)</td>
<td>2407,563.57 (2136.43)</td>
<td>2305.4 (742.6)</td>
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</tr>
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<td>R 2 LA (USE)</td>
<td>II</td>
<td>II</td>
<td>267,926.52</td>
<td>7926.52 (2073.48)</td>
<td>2410,118.41 (9851.59)</td>
<td>45.2 (3002.8)</td>
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</tr>
<tr>
<td>R 4 RA (USE)</td>
<td>II</td>
<td>II</td>
<td>269,616.86</td>
<td>9616.86 (383.14)</td>
<td>2410,263.99 (9736.01)</td>
<td>80.5 (2967.5)</td>
<td></td>
</tr>
</tbody>
</table>
31. Delineation:

The compilation and drafting were accomplished as follows:

(a) Graphic compilation in ink on work sheets having projections ruled in Washington.

(b) Office review.

(c) Transfer of compiled planimetry and projections to yellow coated scribe sheet by "Watercote" method.

(d) Scribing in negative of compiled details and projections.

(e) Reproduction of scribed features on Van Dyke grained positive.

(f) Stick-up of symbols and type.

(g) Final office review and inspections by Officer-in-Charge.

32. Control:

Refer to Items 22 and 23 of the Photogrammetric Plot Report, a copy of which is included in this Descriptive Report.

33. Supplemental Data:

This office was furnished a set of prints of a survey made by the Corps of Engineers, U. S. Army, Walla Walla District of an area behind the McNary Dam previous to flooding. Several points of planimetry that appear on T-10425 were located by triangulation ties during this survey and for these Lambert State Coordinates were furnished. They were plotted on the manuscript and found to be in excellent agreement with the graphically compiled planimetry.

Prints of this survey covering the area of T-10425 are submitted. They are drawings MDR-1-12/14 thru MDR-1-12/16 of McNary Lock and Dam - Columbia River, Oregon and Washington - Relocations and Section Corner Ties - Walla Walla District, Corps of Engineers, 1 November 1954.
The heights of bluffs above the pool level were verified by comparison with the contours shown on these drawings.

34. Contours and Drainage:

Contours are not applicable. Drainage was delineated by field inspection and refined by office examination of the photographs supplemented by reference to the U. S. Geological Survey quadrangles of the area.

35. Shoreline and Alongshore Details:

The shoreline of the nine-lens photographs taken on 9-26-54 when the pool level was 340 feet above mean sea level has been shown. Except where clarification was needed no field inspection was made of the shoreline.

The approximate low-water line was compiled from Corps of Engineers, U. S. Army photographs taken on 13 October 1953 when the water level of the pool was about 324 feet above mean sea level.

36. Offshore Details:

Several areas which bare when the pool level is 324 feet above M.S.L. are shown.

37. Landmarks and Aids:

Forms 567 are submitted for these features.

38. Control for Future Surveys:

Eight forms 524 for recoverable topographic stations located by photogrammetric methods are submitted.

Eleven photo-hydro stations of recoverable topographic station accuracy and marked by winged drill holes, chiseled crosses, etc. were located.

These stations are listed under Item 49, "Notes to the Hydrographer.

39. Junctions:

Satisfactory junctions have been made with T-10429, T-10424, T-11318 and T-10386.

40. Horizontal and Vertical Accuracy:

There are no areas believed to be of sub-normal horizontal accuracy. Vertical accuracy is not applicable.
41. **State Boundary Marker:**

The latitude of the Oregon Washington State Boundary Marker located on this manuscript by the sub-station method is in excellent agreement with the latitude of point 191 furnished by the Oregon-Washington Boundary Commission and listed on Page 10 of the field inspection report. The Corps of Engineers north coordinate for a point on the boundary indicates that the boundary is about 13 feet north of the location shown on the manuscript.

46. **Comparison with Existing Maps:**

The U.S. Geological Survey quadrangle maps of the area are obsolete for comparison with this shoreline manuscript because they were made previous to the flooding of the McNary Pool.

47. **Comparison with Nautical Charts:**

There are no nautical charts of the area. Recent hydrographic surveys by the Corps of Engineers were not available for comparison purposes.

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Approved:  

| V.Ralph Sobieralski |
| Lcdr, C&GS |
| Officer-in-Charge |

Respectfully submitted:  

| J. Edward Deal |
| Cartographer |
| C&GS |
48. Geographic Names:

The geographic names shown on this manuscript are not final. They were obtained from the geographic name inspection made by the field unit. The verified and recommended names shown are:

- Columbia River
- Oregon
- Port Kelley
- Spokane, Portland and Seattle
- Spring Gulch
- Two Sisters
- Union Pacific
- Walla Walla River
- Wallula Junction
- Wallula State Park
- Washington
- Teapot Station

Lacoo Wallula (advisory of 1917)

Names approved 5-15-29

[Signature]
Notes to the Hydrographer:

The shoreline on this manuscript shown with a full line is at a water level of 340 feet above M.S.L. or normal pool level.

The approximate low-water pool level at 325 feet above M.S.L. is shown with a dotted line and was compiled from single lens photographs taken in 1953 by Corps of Engineers when the pool level was 324.7 feet.

Forms 524 are submitted for recoverable topographic stations namely:

- Walla Walla River Light, 1956
- Port Kelly Range 1 Front Daybeacon, 1957
- Port Kelly Range 1 Rear Daybeacon, 1957
- Port Kelly Range 2 Front Daybeacon, 1957
- Port Kelly Range 2 Rear Daybeacon, 1957
- MYKE, 1956
- YELL, 1956
- Washington-Oregon Boundary Marker, 1956

Note geographic names inspection recommends the spelling of "KELLY" to be "KELLEY".

Photo-hydro stations located with recoverable topographic station accuracy and for which Forms 524 were not required are:

<table>
<thead>
<tr>
<th>Name</th>
<th>Photo No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Topo. No. 8</td>
<td>46180</td>
<td>Drill hole in rock outcrop</td>
</tr>
<tr>
<td>Topo. No. 9</td>
<td>46180</td>
<td>North end of northeast concrete abutment</td>
</tr>
<tr>
<td>Topo. No. 10</td>
<td>46186</td>
<td>(a drill hole)</td>
</tr>
<tr>
<td>Topo. No. 11</td>
<td>46180</td>
<td>The northeasterly corner of an 8x8 metal building, on steel tower</td>
</tr>
<tr>
<td>Topo. No. 12</td>
<td>46186</td>
<td>2½ inch iron pipe in northeast end of base of dismantled R.R. signal</td>
</tr>
<tr>
<td>Topo No. 13</td>
<td>46186</td>
<td>Drill shank projecting 4 inches from mass of concrete with letters POSTP in wire on concrete</td>
</tr>
<tr>
<td>Topo. No. 114</td>
<td>46179</td>
<td>Winged drill hole in 6'x 8' boulder</td>
</tr>
<tr>
<td>Topo. No. 115</td>
<td>46180</td>
<td>Winged drill hole in large triangular boulder</td>
</tr>
<tr>
<td>Topo. No. 116</td>
<td>46180</td>
<td>Winged drill hole in 3'x 4' lone boulder</td>
</tr>
<tr>
<td>Topo. No. 117</td>
<td>46181</td>
<td>3-inch iron rod on highest part of rock outcrop</td>
</tr>
<tr>
<td>Topo. No. 118</td>
<td>46186</td>
<td>Drill hole in boulder bearing number 117 on north side</td>
</tr>
<tr>
<td>Topo. No. 118</td>
<td>46186</td>
<td>Concrete switch box</td>
</tr>
</tbody>
</table>
62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

There are no registered topographic surveys of this area.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

WALLULA, WASH., 1:25000, Edition of 1918,
U. S. Geological Survey

The scale of this map and particularly the date (survey of 1915) precludes a detailed examination.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

None.

65. COMPARISON WITH NAUTICAL CHARTS:

None.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

Subject manuscript has been compiled in accordance with project instructions and meets the requirements for adequacy and accuracy.

Reviewed by:

[Signature]

Josef J. Streifler

Approved by:

[Signature]

L. C. Sande
Chief, Review & Drafting Section
Photogrammetry Division

May G. Lutze
Chief, Nautical Chart Branch
Charts Division

[Signature]

R. W. Swanson
Chief, Photogrammetry Division

[Signature]

Chief, Coastal Surveys Division

May 68
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by J. E. Dalal

<table>
<thead>
<tr>
<th>STATE</th>
<th>WASHINGTON</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>FORT KELLY RANGE 1</td>
<td>not numbered</td>
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<td>35.6</td>
<td>15.5</td>
<td>N.A.</td>
<td>Graphic</td>
<td>6-29-56</td>
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<td></td>
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<td>in light list</td>
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<td>36.7</td>
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<td></td>
<td>46 01</td>
<td>1100.4</td>
<td>115 56</td>
<td>382.8</td>
<td>1927</td>
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<tr>
<td></td>
<td></td>
<td>REAR DAYBEACON</td>
<td></td>
<td></td>
<td>46 01</td>
<td>1132.4</td>
<td>118 56</td>
<td>241.1</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>FORT KELLY RANGE 2</td>
<td></td>
<td></td>
<td>30.2</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>FRONT DAYBEACON</td>
<td></td>
<td></td>
<td>46 01</td>
<td>932.7</td>
<td>118 56</td>
<td>436.2</td>
<td></td>
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<td>FORT KELLY RANGE 2</td>
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<td>REAR DAYBEACON</td>
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<td>762.8</td>
<td>118 56</td>
<td>405.5</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Walla Walla River Light</td>
<td>1463</td>
<td></td>
<td>42.8</td>
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</tbody>
</table>

Note:
The spelling of "Kelly" above was taken from the 1958 Pacific Coast Light List. The geographic names field inspection recommends that the name be spelled "Kelley".

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by J. E. Deal

<table>
<thead>
<tr>
<th>STATE</th>
<th>WASHINGTON</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>TANK</td>
<td>TANK, Brown, 31 ft. high (91)</td>
</tr>
<tr>
<td>ELEVATOR</td>
<td>ELEVATOR, Cluster, grain, 146 ft. high (156)</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

* TABULATE SECONDS AND METERS
# Nautical Charts Branch

**Survey No. T-10425**

Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before  After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before  After Verification and Review</td>
</tr>
<tr>
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<td>Before  After Verification and Review</td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before  After Verification and Review</td>
</tr>
</tbody>
</table>

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.
Horizontal control was identified in 1955. A radial plot was assembled in Jan. 1956, and the manuscript (incomplete) compiled in Feb. 1956. During the summer of 1956 map details were edited & control was reidentified. A new plot was assembled in Jan. 1957.

No report exists to account for recompilation—reflecting the new plot; however, pass point dots on the manuscript account for the changes in pass point positions indicated in the 1957 plot report.

The descriptive report for unreviewed hydro survey H-311Z, 1960 indicates use of the "incomplete" manuscript—item 6.

Page 3, the photogrammetric survey review report (item 44, page 29) states that the hydro and topo surveys are in agreement. A note has been inserted in the hydro survey descriptive report calling attention to the final photogrammetric manuscript.

Use of an "advance" copy of the manuscript is accounted for in the descriptive report for H-8296, dated 1956.

A.Y.B.

* East side of Warren Island (only)