FORM 504
U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey: Shoreline

Field No. Office No. T-10859

LOCALITY
State: Oregon and Washington
Columbia River
General locality: Lake Celilo
Locality: Maryhill

1959
CHIEF OF PARTY
Lorne G. Taylor, Photogrammetric Office

LIBRARY & ARCHIVES

DATE: May 1962
DESCRIPTIVE REPORT - DATA RECORD

T - 10859

Project No. (II): Ph-5807 Quadrangle Name (IV):

Field Office (II): The Dalles, Oregon Chief of Party: Lorne G. Taylor
Photogrammetric Office (III): Portland, Oregon Unit Chief: K. W. Jeffers
Instructions dated (II) (III): Undated Officer-in-Charge: Lorne G. Taylor
Field and Office
Modification: Letter 73/rrj dated 9 March 1959
Letter 831/es dated 12 March 1959
Letter 732/rrj dated 21 May 1959

Method of Compilation (III): Kelsh Stereoscopic Instrument Viewing Scale
Manuscript Scale (III): 1:10,000 Stereoscopic Plotting Instrument Scale (III):
Scale Factor (III): None Pantograph Scale
1:6000 1:10,000

Date received in Washington Office (IV): Date reported to Nautical Chart Branch (IV):
Applied to Chart No. Date: Date registered (IV): 3 July 1961

Publication Scale (IV): Publication date (IV):
Geographic Datum (III): N.A. 1927 Refer to datum profile on manuscript
Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (26) refer to sounding datum
i.e., mean lower water or mean lower low water.
From 160.0 ft. above M.S.L. at The Dalles Dam forebay and upstream at the
gradient of Lake Celilo Pool as of the
date of photography, 28 Aug. 1958.

Reference Station (III): * See note below

Lat.: Long.: Adjusted X
Unadjusted

Plane Coordinates (IV): State: Zone:
Y= X=

* No C&GS triangulation stations were recovered in area of this manuscript.
Refer to the reference stations for either manuscript T-10858 or T-10860.
There is one aid to navigation with U.S.E. triangulation position.

Roman numerals indicate whether the item is to be entered by (I) Field Party, (II) 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)
(II) (III)
DESCRIPTIVE REPORT - DATA RECORD

Field Inspection by (II): C. H. Bishop (Shoreline)  Date: 3-27-59
K. W. Jeffers (Interior)  July 1959

Planetable contouring by (II):  Date:

Completion Surveys by (II):  Date:

Shoreline  Location (III) (State date and method of location): Located by field inspection on 3-27-59 on single lens ratio prints taken 8-28-58 and delineated by Kelsh Stereoscopic Instrument on models of same photography. The shoreline is the gradient of Lake Celilo Pool from 160.0 Ft. normal pool level at the forebay of The Dalles Dam and proceeding upstream at the pool gradient of 8-28-58, the date of photography.

Projection and Grids ruled by (IV): P. Dempsey  Date: 4-28-59

Projection and Grids checked by (IV): Shoup  Date: 5-14-59

Control plotted by (III): J. L. Harris (Pass Points & U.S.E.)  Date: 6-4-59

Control checked by (III): J. E. Deal  Date: 6-4-59

Radial Plot or Stereoscopic Control extension by (III): Robert Fuechsel  Date: May 1959

Stereoscopic Instrument compilation (III): D. N. Williams  Date: 8-17-59

Planimetry  Date:

Contours

Manuscript delineated by (III): D. N. Williams (Scribing)  Date: 12-4-59
J. L. Harris (Stick-up)  2-3-60

Photogrammetric Office Review by (III): J. L. Harris (Rough Draft)  Date: 8-26-59
J. E. Deal (Advance)  3-28-60

Elevations on Manuscript checked by (II) (III):  Date:
** Aid to navigation with U.S.E. triangulation position

Two floating aids to Navigation were located by sextant fix.
SUMMARY
TO ACCOMPANY SHORELINE MAP MANUSCRIPTS
T-10858 through T-10869

The twelve (12) subject surveys, extending from MILLER ISLAND eastward to the town of ARLINGTON, Oregon are part of project Ph-5807. The entire project consists of forty-nine (49) shoreline surveys which cover the Columbia River and adjacent land areas of Oregon and Washington from Bonneville eastward to Umatilla. It was designed to aid in the construction of a new series of nautical charts.

A stereoplaniograph bridging plot of the twelve subject surveys was done in the Washington Office in May 1959 (see separate report). They were compiled by Kelsh stereoscopic instruments in the Portland Photogrammetric Office during the latter part of 1959 from photography of August 1958 and field inspection information (shoreline, March-April 1959; interior, July-August 1959).

The completed compilations as submitted to the Washington Office are the result of adequately scribed sheets and suitable for the direct reproduction of registration copies.

A cronar film positive at the compilation scale of 1:10,000 and the Descriptive Report of each will be registered and filed in the Bureau Archives.

June 1961
FIELD INSPECTION REPORT

Sheets 10859, 10860, 10861, 10862, 10863 & 10864

Project Ph-5807

2. Areal Field Inspection:

The area covered by this report includes a portion of the Columbia River from Maryhill, Washington to Quinton, Oregon. Interior coverage is about equally divided between the Oregon and Washington sides of the river.

There is no woodland cover in the area, with the exception of a few trees growing along drainage features. The high plateaus and some of the more gentle slopes are under cultivation, and the remainder of the area is grazing land.

The major transportation routes are the Spokane, Portland and Seattle Railway on the Washington side, and U. S. Highway 30, and the Union Pacific Railroad on the Oregon side. U. S. Highway 97 crosses the Columbia River at the Maryhill Ferry at the west end of the area. There is a paved road on the Washington side from Maryhill to the region of Tonal, but from Tonal only a gravel road continues east to join Washington State Highway 8 about four miles north of the Columbia River.

There is no road along the Washington shore of the Columbia River from Tonal to Sundale.

There are no incorporated towns within the area. Seven unincorporated communities in the area are as follows: Maryhill, Cliffs, Tonal and Goodnoe in Washington; Rufus, Hook and Quinton in Oregon.

Photo coverage was complete and adequate for the entire area.

3. Horizontal Control:

(a) No supplemental control was established at this time.

(b) No datum adjustments were made in the field.

(c) Stations of other agencies were not recovered.

(d) The recovery met the requirements in project instructions which were indicated on the project index.
4. **Vertical Control:**
   Not applicable.

5. **Contours and Drainage:**
   Contours are not applicable.
   Drainage has been delineated on the photographs wherever it is obscure in interior regions that were accessible by truck and along the Columbia River where visible from the skiff.

6. **Woodland Cover:**
   There is no woodland cover in the area. Some trees are found along streams and have been noted on the photographs.

7. **Shoreline and Alongshore Features:**
   (a) thru (c) Water levels and shoreline.

   The river level and shoreline depend on the volume of run-off and the rate of flow controlled at The Dalles Dam.

   The photographs were taken on 28 August 1958 at which time the Rufus Gage read 160.6 feet. At normal river level the Rufus Gage reads 160.8 feet. A 0.2 foot change in the river level causes negligible displacement of the shoreline, so the shoreline at the time of photography may be considered the same as that of normal river level.

   Low gradient features such as mud flats, sand bars, and shoals have been noted on the photographs. Foul areas have been sketched on the photographs.

   (d) Bluffs and cliffs along both shores of the Columbia River have been noted on the photographs and estimated heights given.

   (e) There are no docks, wharves or piers in the area. The Maryhill Ferry lands directly on the gravel beach, as indicated on photograph 58 S 7732A.

   There are no ramps for small boat launching, but small boats may be launched at natural graded beaches near the Maryhill Ferry landing on the Oregon shore and at the west side of the mouth of the John Day River.

   There is a fixed railroad bridge and a fixed highway bridge crossing the John Day River about 70 meters upstream from its mouth. The small boat launching site is located on the west shore of the John Day River between these two bridges.
(f) There are no submarine cables in the area.

(g) One shoreline structure in the area is the coffer-dam on the Washington shore used for the construction of the John Day Dam.

(h) In T-10860 there is an overhead four-line cable crossing the Columbia River just downstream from the John Day Dam Site. Observations made on the low point on wire are entered on the reverse side of photograph 58 S 7729A. The low point was computed to be 267.65 ft. above M.S.L. or 107 ft. above the shoreline gradient for this point of the river of 160.8 ft.

8. Offshore Features:

Estimated heights along with time and date of inspection are noted on the photographs for all offshore rocks and sand bars. Rapids and the limits of offshore foul areas have also been sketched on the photographs.

9. Landmarks and Aids:

(a) One landmark for charts was selected at this time. Elevation and height determinations are given on the back of the photograph:

<table>
<thead>
<tr>
<th>Landmark</th>
<th>Photograph</th>
<th>Sheet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elevator, 1959</td>
<td>58 S 7730A</td>
<td>10860</td>
</tr>
</tbody>
</table>

(b) No interior landmarks were selected. Buildings have been circled and classified on the photographs in accordance with Photogrammetric Instructions 54, dated 2 January 1958.

(c) There are no aeronautical aids in the area.

(d) There are forty-four fixed aids to navigation in the area:

<table>
<thead>
<tr>
<th>Aid</th>
<th>Photograph</th>
<th>Sheet</th>
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</thead>
<tbody>
<tr>
<td>Maryhill Light 1959</td>
<td>58 S 7732A</td>
<td>10859</td>
</tr>
<tr>
<td>(U.S.C.E. Triang., 1957)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preachers Eddy Light 1959</td>
<td>58 S 7730A</td>
<td>10860</td>
</tr>
<tr>
<td>(U.S.C.E. Triang., 1957)</td>
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<tr>
<td>Schofield Rapids Range Front Light 1959</td>
<td>58 S 7730A</td>
<td>10860</td>
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<tr>
<td>(U.S.C.E. Triang., 1957)</td>
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</tr>
<tr>
<td>Schofield Rapids Range Rear Light 1959</td>
<td>58 S 7730A</td>
<td>10860</td>
</tr>
<tr>
<td>(U.S.C.E. Triang., 1957)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Preachers Eddy Range Front Light 1959 58 S 7728A 10861
(U.S.C.E. Triang., 1957)
Preachers Eddy Range Rear Light 1959 58 S 7728A 10861
(U.S.C.E. Triang., 1957)
John Day Rapids Range 2 Front Light 1959 58S 7728A 10861
(U.S.C.E. Triang., 1957)
John Day Rapids Range 2 Rear Light 1959 58 S 7728A 10861
(U.S.C.E. Triang., 1957)
John Day Highwater Range 2
Front Daybeacon 1959 58 S 7728A 10861
(Temporary Structure)
John Day Highwater Range 2
Rear Daybeacon 1959 58 S 7728A 10861
(Temporary Structure)
John Day Highwater Range 1
Front Daybeacon 1959 58 S 7727A 10861
(Temporary Structure)
John Day Highwater Range 1
Rear Daybeacon 1959 58 S 7727A 10861
(Temporary Structure)
John Day Rapids Range 1 Front Light 1959 58S 7727A 10861
(U.S.C.E. Triang., 1957)
John Day Rapids Range 1 Rear Light 1959 58 S 7727A 10861
(U.S.C.E. Triang., 1957)
John Day Rapids Range 4 Front Light 1959 58S 7727A 10861
(U.S.C.E. Triang., 1957)
John Day Rapids Range 4 Rear Light 1959 58 S 7727A 10861
(U.S.C.E. Triang., 1957)
John Day Rapids Range 3 Front Light 1959 58S 7727A 10861
(U.S.C.E. Triang., 1957)
John Day Rapids Range 3 Rear Light 1959 58 S 7727A 10861
(U.S.C.E. Triang., 1957)
John Day Highwater Range 3
Front Daybeacon 1959 58 S 7727A 10861
(Temporary Structure)
John Day Highwater Range 3
Rear Daybeacon 1959 58 S 7727A 10861
(Temporary Structure)
John Day Highwater Range 4
Front Daybeacon 1959 58 S 7726A 10861
(Temporary Structure)
John Day Highwater Range 4
Rear Daybeacon 1959 58 S 7726A 10861
(Temporary Structure)
John Day Rapids Range 5 Front Light 1959 58S 7726A 10861
(U.S.C.E. Triang., 1957)
John Day Rapids Range 5 Rear Light 1959 58 S 7726A 10861
(U.S.C.E. Triang., 1957)
Indian Rapids Range 1 Front Light 1959 58 S 7726A 10861
(U.S.C.E. Triang., 1957)
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<tr>
<th>Location</th>
<th>Type</th>
<th>Year</th>
<th>Designation</th>
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<td>1959</td>
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<td>Indian Rapids Range 2</td>
<td>Front Light</td>
<td>1959</td>
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<td>58 S 7725A 10862</td>
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<td>(Temporary Structure)</td>
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<td>Indian Rapids Range 2</td>
<td>Rear Light</td>
<td>1959</td>
<td></td>
<td>58 S 7725A 10862</td>
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<tr>
<td></td>
<td>(Temporary Structure)</td>
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<td>Indian Rapids Range 3</td>
<td>Front Light</td>
<td>1959</td>
<td></td>
<td>58 S 7725A 10862</td>
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<td>Rear Light</td>
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<td>Squally Hook Rapids Range 4</td>
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<td>Squally Hook Rapids Range 4</td>
<td>Rear Light</td>
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<td>Squally Hook Rapids Range 2</td>
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<td>1959</td>
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<td>Squally Hook Rapids Range 2</td>
<td>Rear Light</td>
<td>1959</td>
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<td>(Permanent Structure)</td>
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<td>Squally Hook Rapids Range 3</td>
<td>Front Light</td>
<td>1959</td>
<td></td>
<td>58 S 7715A 10863</td>
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<tr>
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<td>(Permanent Structure)</td>
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<td>Squally Hook Rapids Range 3</td>
<td>Rear Light</td>
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<td>(Permanent Structure)</td>
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<tr>
<td>Squally Hook Rapids Range 5</td>
<td>Front Light</td>
<td>1959</td>
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<tr>
<td>Squally Hook Rapids Range 5</td>
<td>Rear Light</td>
<td>1959</td>
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<td>(Permanent Structure)</td>
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<tr>
<td>Mile 24 Range Front Light</td>
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<td>1959</td>
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<td>(Permanent Structure)</td>
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</table>
There are twenty-one floating aids to navigation in the area:

<table>
<thead>
<tr>
<th>Aid</th>
<th>Photograph</th>
<th>Sheet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ferry Landing Buoy 18</td>
<td>58 S 7732A</td>
<td>10859</td>
</tr>
<tr>
<td>Rufus Buoy 20</td>
<td>58 S 7731A</td>
<td>10859</td>
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<tr>
<td>Preachers Eddy Buoy 21</td>
<td>58 S 7776A</td>
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<td>Preachers Eddy Buoy 23</td>
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<tr>
<td>Schofield Rapids Buoy 25</td>
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<tr>
<td>Schofield Rapids Buoy 26</td>
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<tr>
<td>Lower John Day Rapids Buoy 28</td>
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<td>Lower John Day Rapids Buoy 29</td>
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<td>10861</td>
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<tr>
<td>Lower John Day Rapids Buoy 29A</td>
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<td>10861</td>
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<td>Middle John Day Rapids Buoy 30</td>
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<td>Middle John Day Rapids Buoy 31</td>
<td>58 S 7727A</td>
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</tr>
<tr>
<td>Middle John Day Rapids Buoy 33</td>
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<td>10861</td>
</tr>
<tr>
<td>Upper John Day Rapids Buoy 35</td>
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<td>10861</td>
</tr>
<tr>
<td>John Day Rapids Buoy 37</td>
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<td>10861</td>
</tr>
<tr>
<td>Indian Rapids Buoy 39</td>
<td>58 S 7725A</td>
<td>10862</td>
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<td>Indian Rapids Buoy 40</td>
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<td>Indian Rapids Buoy 41</td>
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<td>Indian Rapids Buoy 42</td>
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<td>Squally Hook Rapids Buoy 44</td>
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<td>Squally Hook Rapids Buoy 19</td>
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<tr>
<td>Goodroe Reef Buoy 21</td>
<td>58 S 7715A</td>
<td>10863</td>
</tr>
</tbody>
</table>

10. **Boundaries, Monuments and Lines:**

The area falls entirely within Klickitat County on the Washington side, and Sherman and Gilliam Counties on the Oregon side. The Sherman-Gilliam County line follows the center of the John Day River.

11. **Other Control:**

Seven Photo-topo stations were selected and pricked on the photographs:

<table>
<thead>
<tr>
<th>Station</th>
<th>Photograph</th>
<th>Sheet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tank 1959</td>
<td>58 S 7732A</td>
<td>10859</td>
</tr>
<tr>
<td>Southwest Gable, Cream Colored House 1959</td>
<td>58 S 7731A</td>
<td>10859</td>
</tr>
<tr>
<td>Rufus Gage 1959</td>
<td>58 S 7730A</td>
<td>10860</td>
</tr>
<tr>
<td>Tank No. 2 1959</td>
<td>58 S 7730A</td>
<td>10860</td>
</tr>
<tr>
<td>Northwest Corner Highway Bridge Abutment, 1959</td>
<td>58 S 7728A</td>
<td>10860</td>
</tr>
<tr>
<td>Union Pacific Railroad Signal Control Box, 1959</td>
<td>58 S 7725A</td>
<td>10862</td>
</tr>
<tr>
<td>North Gable, Buff Colored Shack 1959</td>
<td>58 S 7715A</td>
<td>10862</td>
</tr>
</tbody>
</table>
Azimuth points for all ranges were located by sextant fix. The fix for each azimuth point is recorded on the back of the photograph on which the corresponding range has been pricked.

12. Other Interior Features:

In the region of the John Day Dam site on the Washington shore, roads and railroads are being relocated. Maps showing these relocations may be obtained from the Walla Walla District Office of the Corps of Engineers.

13. Geographic Names:

Geographic names are the subject of a special report: Geographic Names Report, Part 2, Columbia River, The Dalles to Umatilla, forwarded in June 1959.

14. Special Reports and Supplemental Data:


Approved: Respectfully submitted:

Lorne G. Taylor K. William Jeffers
CDR, C&GS LTJG, C&GS
Officer-in-Charge Unit Chief
PHOTOGRAMMETRIC PLOT REPORT

Map Manuscript T-10859

Project Ph-5807

Refer to the Photogrammetric Plot Report (Stereoplanigraph Bridge) for T-10858 thru T-10869 which is included in the Descriptive Report for T-10858 (1959).
<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 FORWARD (BACK)</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
</tr>
</thead>
</table>

**Note:**

There were no U.S.C.& G.S. triangulation stations recovered within area of this manuscript.
31. **Delineation:**

The Kelsh Stereoscopic Instrument was used to compile the planimetry.

The C&GS 1958 photography was adequate to compile the planimetry to the detail limits indicated on the project index.

Refer to last paragraph under this heading in the Descriptive Report for T-10857 (1959), page 19.

32. **Control:**

Refer to remarks in the Descriptive Report for T-10858 (1959) and to the Photogrammetric Plot Report for T-10858 thru T-10869 which is included in the Descriptive Report for T-10858 (1959).

33. **Supplemental Data:**

None.

34. **Contours and Drainage:**

Contours are not applicable.

The drainage shown on the manuscript was delineated from field inspection notes supplemented by minute examination of the Kelsh models for drainage and by visual inspection of the U.S.G.S. topographic quadrangle, "Wishram" Oreg.—Wash., Scale 1:62,500, published 1957.

35. **Shoreline and Alongshore Details:**

Refer to remarks under this heading in the Descriptive Report for T-10853 (1959).

36. **Offshore Details:**

Refer to remarks under this heading in the Descriptive Report for T-10853 (1959).
37. **Landmarks and Aids:**

Form 567 was submitted to the Washington Office on 10 September 1959 for nautical aids.

There are no aeronautical aids or landmarks within the limits of this manuscript.

38. **Control for Future Surveys:**

Two objects were located by Kelsh Instrument. These were listed under Item 49. Notes to the Hydrographer. These were selected principally for the use of the U. S. Coast Guard when locating floating aids to navigation in this area.

39. **Junctions:**

A satisfactory junction was made on the west with T-10858 and on the east with T-10860. There are no contemporary surveys to the north and south.

40. **Horizontal and Vertical Accuracy:**


46. **Comparison with Existing Maps:**

Comparison was made with U.S.G.S. 15 minute "Wishram" Oreg.-Wash. quadrangle, Scale 1:62,500, Published 1957.

47. **Comparison with Nautical Charts:**

Refer to remarks under this heading in Descriptive Report for T-10853 (1959).

Approved:  

[Signature]
Lorne G. Taylor  
CDR, C&GS  
Officer-in-Charge

Respectfully submitted:  

[Signature]
J. Edward Deal  
Cartographer  
C&GS
48. GEOGRAPHIC NAMES LIST

Columbia Hills
*Columbia River
Columbia River Hwy.

Klickitat County

*Lake Celilo

Maryhill

Oregon

Sherman County
Spokane, Portland & Seattle R.R.
Stonehenge Memorial

Union Pacific R.R.

Washington

* E.G.N. Decision

GEOROGIC NAMES SECTION
16 May 1960
49. **Notes to the Hydrographer:**

Forms 567 were submitted listing the geographic position of one fixed aid to navigation which was located by triangulation by U.S.E. and verified by Kelsh Instrument:

*Maryhill Light (USE)*

Also two floating aids to navigation located by sextant fix:

*Ferry Landing Buoy 18*
*Rufus Buoy 20*

Two other objects were located by Kelsh Instrument:

*Tank 1959*
*S.W. Gable Cream Colored House, 1959*
PHOTOGRAMMETRIC OFFICE REVIEW
T. 10859


CONTROL STATIONS

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines  X  32. Public land lines  None

MISCELLANEOUS

Reviewer
J. Edward Deal
Supervisor, Review Section or Unit

40. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT
42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler
Supervisor

43. Remarks:
REVIEW REPORT OF
SHORELINE MAP MANUSCRIPTS T-10858 THROUGH T-10869
June 1961

62. Comparison with Registered Topographic Surveys:

There are no registered topographic surveys of this area.

63. Comparison with Maps of Other Agencies:

WISHRAM, ORE.-WASH. 1:62,500 1957 U.S.G.S.
WASCO, ORE.-WASH. 1:62,500 1957 U.S.G.S.
ARLINGTON, ORE.-WASH. 1:125,000 Ed. of 1916 U.S.G.S.

There is good agreement between affected subject surveys and the later Geological Survey Quads of 1:62,500. Arlington quadrangle of 1916 at 1:125,000 does not permit a detailed comparison because of scale difference.

64. Comparison with Contemporary Hydrographic Surveys:

There are no contemporary hydrographic surveys of subject area.

65. Comparison with Nautical Charts:

The first nautical charts of this portion of the Columbia River are being constructed now and incomplete compilations are not available for comparison at this time.

66. Adequacy of Results and Future Surveys:

T-10858 through T-10869 were compiled according to instructions. No deficiencies in accuracy or adequacy are indicated.

Reviewed by:

Josef J. Streifler

Approved by:

La Lande
Chief, Review & Drafting Sec.
Photogrammetry Division

Maureen Theodore
Chief, Nautical Chart Division

J. W. Waugh 5/14/62
Chief, Photogrammetry Division

Wayne R. Keltch
Chief, Operations Division
# Nautical Charts Branch

**Survey No. T-10859**

**Record of Application to Charts**

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<th>Cartographer</th>
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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.