**Form 804**

**U. S. COAST AND GEODETIC SURVEY**

**DEPARTMENT OF COMMERCE**

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Planimetric Air Photographic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of Survey: Shoreline</td>
</tr>
<tr>
<td>Field No. Ph-2 (45) Office No. 8852 Inc. (Area of the first Radial Plot)</td>
</tr>
<tr>
<td><strong>8849 to 8852</strong></td>
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**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
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<tbody>
<tr>
<td>Washington</td>
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</table>

<table>
<thead>
<tr>
<th>General locality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Franklin D. Roosevelt Lake</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Locality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coulee Dam</td>
</tr>
</tbody>
</table>

**1944-47**

**CHIEF OF PARTY**

| J.T. Jarman |

**LIBRARY & ARCHIVES**

**DATE**

| July 12, 1949 |
DATA RECORD

T-2849

Quadrangle (II): WILBUR, WASH. (USE) 30 minute 1:125000

Project No. (II): Ph-2(45)

Field Office: Coulee Dam, Wash. Chief of Party: J.T. Jarman


Instructions dated (II III): 4-3-47

Supplemental: 5 May, 1947

Division of

Copy filed in Descriptive Report No. T—

Photogrammetry Office Files

Completed survey received in office: 7 Mar, 1948

Reported to Nautical Chart Section:

Reviewed: 29 Oct, 1948 Applied to chart No. ——— Date:

Redrafting Completed:

Registered: 24 June, 1949 Published: de "Bernardo" p. 3

Compilation Scale: 1:10000 Published Scale:

Scale Factor (III): None

Geographic Datum (III): N.A. 1927 Datum Plane (III): Mean Sea Level

Reference Station (III): GRANITE (UBR), 1934 r 1947

Lat.: 47° 57' 16.643" (514.1m) Long.: 118° 55' 47.751" (990.7m) Adjusted x

Unadjusted

State Plane Coordinates (VI): Washington, North Zone

X = 2,466,366.98 Y = 353,983.75

Military Grid Zone (VI)
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
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<tr>
<td>Nine lens</td>
<td>8-21-46</td>
<td>11:55P.S.T. 1:10000</td>
<td>1:20,000</td>
<td>1289.65 above M.S.L.</td>
</tr>
<tr>
<td>17442 to 17444</td>
<td>8-22-46</td>
<td>10:59P.S.T. 1:10000</td>
<td>1:20,000</td>
<td>1289.65 above M.S.L.</td>
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<tr>
<td>17447 to 17450</td>
<td>8-22-46</td>
<td>11:21P.S.T. 1:10000</td>
<td>1:20,000</td>
<td>1289.65 above M.S.L.</td>
</tr>
</tbody>
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U.S. Army Single lens

| 32-2 to 38-2-493 | 1944   | Unknown          | 1:20,000 | Unknown               |
| 65-1 to 71-1-493 | 1944   | Unknown          | 1:20,000 | Unknown               |

Tide from (III): None
Mean Range: None
Spring Range: None
Camera: (Kind or source) U.S.C.&G.S., 9 lens, focal length 8.25 inches
U.S. Army, Single lens, focal length 8.25 inches
Field Inspection by: J.T. Jarman
Interior, John Winniford
Shoreline, John Lajoye
Field Edit by: None
Date of Mean High-Water Line Location (III): 8-22-46

Projection and Grids ruled by (III) Washington Office
date: July 1947
checked by: Washington Office
date: July 1947
Control plotted by: J.L. Harris
date: July 10, 1947
Control checked by: F.H. Elrod
date: July 14, 1947
Radial Plot by: J.L. Harris & J.E. Deal
date: July 26, 1947
Detailed by: R.A. Davidson
date: Sept. 24, 1947
Reviewed in compilation office by: R. H. Barron
date: Sept. 30, 1947
Elevations on Field Edit Sheet
checked by: Not applicable
STATISTICS (III)

Land Area (Sq. Statute Miles): 33 sq. mi. \( \{ \text{Complete detail along shoreline} \} \)
\( \{ \text{Skeleton detail interior} \} \)

Shoreline (More than 200 meters to opposite shore): 26.4

Shoreline (Less than 200 meters to opposite shore): None

Number of Recoverable Topographic Stations established: 1

Number of Temporary Hydrographic Stations located by radial plot: 89

Leveling (to control contours) - miles:

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

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks: The shoreline map has an unusual amount of interior highways delineated. At present only 3 copies of each map manuscript have been printed: a mounted manuscript for registration in the Archives, and two on chart paper for the files. Extra copies may be issued to the several small towns in the mapped area for distribution to interested local inhabitants.
DATA RECORD

T-8850

Quadrangle (II): WILBUR, WASH. (U.S.S.) Project No. (II): Ph-2(45)
30 Minute 1:125,000

Field Office: Coulee Dam, Wash. Chief of Party: J. T. Jarman


Instructions dated (II III): 4/3/47 Copy filed in Descriptive Report-No. T-
Photogrammetry Office Files

Completed survey received in office: 1 Nov. 1948

Reported to Nautical Chart Section:

Reviewed: 2 Nov. 1948 Applied to chart No. Date:

Redrafting Completed:

Registered: 29 June, 1949 Published:

Compilation Scale: 1:10000 Published Scale:

Scale Factor (III): None

Geographic Datum (III): N. A. 1927 Datum Plane (III): Mean Sea Level
Reference Station (III): PLUM, (USER) 1934 - 1947

Lat.: 47° 54' 31.040" (958.7m) Long.: 118° 49' 01.709" (35.5m) Adjusted x
Unadjusted

State Plane Coordinates (VI): Washington, North Zone

X = 2,496,435.86 Y = 3,913,913.44

Military Grid Zone (VI)
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Water Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 Lens</td>
<td>8-21-46</td>
<td>11:57P.S.T.</td>
<td>1:10000</td>
<td>1239.65 above M.S.L.</td>
</tr>
<tr>
<td>17438 to 17441</td>
<td>8-22-46</td>
<td>10:57P.S.T.</td>
<td>1:10000</td>
<td>1239.65 above M.S.L.</td>
</tr>
<tr>
<td>17451 &amp; 17452</td>
<td>8-22-46</td>
<td>11:24P.S.T.</td>
<td>1:10000</td>
<td>1239.65 above M.S.L.</td>
</tr>
</tbody>
</table>

U.S. Army
Single lens
73-1 & 74-1 1944 Unknown 1:20000 Unknown
27-2 to 31-2 1944 Unknown 1:20000 Unknown
25-2 to 68-2 1944 Unknown 1:20000 Unknown

Tide from (III): None
Mean Range: None
Spring Range: None

Camera: (Kind or source) U.S.C.G.S., 9 lens, focal length 8.25 inches
U.S. Army, Single lens, focal length 8.25 inches

Field Inspection by: J. T. Jarman
Interior, John Winniford
Shoreline, John Lajoye
date: Summer 1947
date: 5-21-47
date: 6-18-47

Field Edit by: None
date:

Date of Mean High-Water Line Location (III): 8-22-46

Projection and Grids ruled by (III) Washington Office
date: July 1947
" " " checked by: Washington Office
date: July 1947
Control plotted by: J. L. Harris
date: July 1947
Control checked by: Frank Elrod
date: July 10, 1947
Radial Plot by: J. L. Harris & J. E. Deal
date: July 28, 1947
Detailed by: Marie Elrod
date: Sept. 12, 1947

Reviewed in compilation office by: Ree H. Barron
date: Sept. 29, 1947

Elevations on Field Edit Sheet
checked by: None Not applicable
STATISTICS (III)

Land Area (Sq. Statute Miles): 30  (Complete detail along shoreline)
                              (Skeleton detail interior)

Shoreline (More than 200 meters to opposite shore): 21.0

Shoreline (Less than 200 meters to opposite shore): None

Number of Recoverable Topographic Stations established: 4

Number of Temporary Hydrographic Stations located by radial plot: 52

Leveling (to control contours) - miles:

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

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:
DATA RECORD

T-8851

Quadrangle (II): WILBUR, WASH. (USE)  Project No. (II): Ph-2(45)
30 minute 1:125,000

Field Office: Coulee Dam, Wash.  Chief of Party: J.T. Jarman


Instructions dated (II III): 4-3-47

Completed survey received in office: 1 Mar. 1948

Reported to Nautical Chart Section:

Reviewed: 15 Nov. 1947  Applied to chart No. --- Date:

Redrafting Completed:

Registered: 24 June, 1949

Compilation Scale: 1:10,000

Published:

Scale Factor (III): None

Geographic Datum (III): N.A. 1927

Datum Plane (III): Mean Sea Level


Lat.: 47° 53' 50.995" (1575.0m)  Long.: 118° 43' 28.847" (599.2m) Adjusted x

State Plane Coordinates (VI): Washington, North Zone

\[ X = 2,517.216.02 \quad Y = 334,465.06 \quad (\pm 245) \]

Military Grid Zone (VI)
<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>17375 to 17377</td>
<td>8-21-46</td>
<td>11:59 P.S.T.</td>
<td>1:10000</td>
<td>1289.65 above M.S.L.</td>
</tr>
<tr>
<td>17434 to 17438</td>
<td>8-22-46</td>
<td>10:55 P.S.T.</td>
<td>1:10000</td>
<td>1289.65 above M.S.L.</td>
</tr>
<tr>
<td>17453 to 17456</td>
<td>8-22-46</td>
<td>11:27 P.S.T.</td>
<td>1:10000</td>
<td>1289.65 above M.S.L.</td>
</tr>
<tr>
<td>17498 to 17500</td>
<td>8-22-46</td>
<td>12:40 P.S.T.</td>
<td>1:10000</td>
<td>1289.65 above M.S.L.</td>
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</tbody>
</table>

U.S. Army
Single lens
27-1 to 80-1    1944 Unknown 1:20000 Unknown
22-2 to 26-2    1944 Unknown 1:20000 Unknown
70-2 to 76-2    1944 Unknown 1:20000 Unknown

Tide from (III): None
Mean Range: None
Spring Range: None
Camera: (Kind or source) USC&GS, 9 lens, focal length 8.25 inches
U.S. Army, Single lens, focal length 8.25 inches
Field Inspection by: J. T. Jarman
Interior—John Winniford
Shoreline—John Lajoie
date: Summer 1947
5-23-47
6-26-47
Field Edit by: None
date:

Date of Mean High-Water Line Location (III): 8-22-46

Projection and Grids ruled by (III) Washington Office
date: July 1947

" " " checked by: Washington Office
date: July 1947

Control plotted by: Frank Elrod
date: July 15, 1947
Control checked by: James L. Harris
date: July 16, 1947
Radial Plot by: James L. Harris & J. E. Deal
date: July 28, 1947
Detailed by: Marie Elrod
date: Oct. 8, 1947
Reviewed in compilation office by: Ree H. Barron
date: Oct. 13, 1947
Elevations on Field Edit Sheet
checked by: None
date:
STATISTICS (III)

Land Area (Sq. Statute Miles): 38  (Complete detail along shoreline)  
(Skeleton detail interior)

Shoreline (More than 200 meters to opposite shore): 33.0 statute miles

Shoreline (Less than 200 meters to opposite shore): None

Number of Recoverable Topographic Stations established: 4

Number of Temporary Hydrographic Stations located by radial plot: 55

Leveling (to control contours) - miles:

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

When entering names of personnel on this record give the
surname and initials (not initials only).

Remarks:
DATA RECORD
T-8852

Quadrangle (II): Wilbur, Wash. 
Keller, Wash. 30 minute 1:125000
Field Office: Coulee Dam, Wash. Chief of Party: J. T. Jarman

Instructions dated (II III): 4-3-47

Copy filed in Descriptive Report No. T-VI
Photogrammetry Office Files

Completed survey received in office: 1 Mar. 1948

Reported to Nautical Chart Section:
Reviewed: 19 Nov. 1948 Applied to chart No. Date:

Redrafting Completed:
Registered: 24 June, 1949 Published:

Compilation Scale: 1:10000 Published Scale:
Scale Factor (III): None

Geographic Datum (III): N. A. 1927 Datum Plane (III): Mean Sea Level
Reference Station (III): STUD(U.S.R) 1936-1947

Lat.: 48° 00' 05.384" (166.3m) Long.: 118° 41' 20.995" (435.2m) Adjusted x
Unadjusted

State Plane Coordinates (VI): Washington, North Zone

\[ x = 2,524,568.07 \quad y = 371,626.35 \] 

Military Grid Zone (VI)
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 lens</td>
<td>8-22-46</td>
<td>12:38P.S.T. 1:10000</td>
<td>1:20000</td>
<td>1289.65 above M.S.L.</td>
</tr>
<tr>
<td>U.S. Army Single lens</td>
<td>1944</td>
<td>Unknown</td>
<td>Unknown</td>
<td></td>
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Tide from (III): None
Mean Range: None
Spring Range: None

Camera: (Kind or source) USGS 9 lens, focal length 8.25 inches
U.S. Army, Single lens, focal length 8.25 inches

Field Inspection by: J.T. Jarman
Interior, John Winniford
Shoreline, John Lajoye
date: Summer 1947
May 29, 1947
June 30, 1947

Field Edit by: None
date:

Date of Mean High-Water Line Location (III): 8-22-46

Projection and Grids ruled by (III) Washington Office
date: July 1947

" " " checked by: " " "
date: July 1947

Control plotted by: Frank Elrod
date: July 14, 1947

Control checked by: James L. Harris
date: July 15, 1947

Radial Plot by: J.L. Harris & J.E. Deal
date: July 28, 1947

Detailed by: Carita Wiesbe
date: Sept. 29, 1947

Reviewed in compilation office by: R.C. Barron
date: Oct. 9, 1947

Elevations on Field Edit Sheet
checked by: None
date:
STATISTICS (III)

Land Area (Sq. Statute Miles): 10

(Complete detail along shoreline)
(Skeleton detail over portion of)
(Interior area)

Shoreline (More than 200 meters to opposite shore): 15.0

Shoreline (Less than 200 meters to opposite shore): None

Number of Recoverable Topographic Stations established: 2

Number of Temporary Hydrographic Stations located by radial plot: 42

Leveling (to control contours) - miles:

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

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:
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<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>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>REMARKS</th>
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</thead>
<tbody>
<tr>
<td>EAST AXIS, 1933</td>
<td>G 6760 USBR 1036</td>
<td>N.A. 1927</td>
<td>47° 57'</td>
<td>27.002</td>
<td>834.0</td>
<td>1019.2</td>
<td>Used in Radial Plot</td>
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<tr>
<td>LONE PINE, 1934</td>
<td>G 6760 USBR 1037</td>
<td>&quot;</td>
<td>47° 57'</td>
<td>16.643</td>
<td>324.0</td>
<td>920.8</td>
<td>&quot;</td>
</tr>
<tr>
<td>SPRING CANYON, 1933</td>
<td>G 6760 USBR 1036</td>
<td>&quot;</td>
<td>47° 55'</td>
<td>16.656</td>
<td>1821.0</td>
<td>32.2</td>
<td>&quot;</td>
</tr>
<tr>
<td>BASALT, 1933</td>
<td>&quot;</td>
<td>&quot;</td>
<td>47° 55'</td>
<td>52.417</td>
<td>1619.0</td>
<td>(234.2)</td>
<td>&quot;</td>
</tr>
<tr>
<td>GRAND COULEE (USBR) 1934</td>
<td>G 5299 587</td>
<td>&quot;</td>
<td>47° 55'</td>
<td>25.705</td>
<td>1188.0</td>
<td>975.4</td>
<td>&quot;</td>
</tr>
<tr>
<td>OSBORNE 2, 1935</td>
<td>&quot;</td>
<td>&quot;</td>
<td>47° 57'</td>
<td>49.428</td>
<td>1526.6</td>
<td>326.6</td>
<td>&quot;</td>
</tr>
<tr>
<td>FIDDLE CREEK (USBR), 1935</td>
<td>G 5299 587</td>
<td>&quot;</td>
<td>47° 58'</td>
<td>15.966</td>
<td>492.5</td>
<td>1360.7</td>
<td>&quot;</td>
</tr>
<tr>
<td>C.P. #8 (UL205 + 74.70)</td>
<td>Field Comp. 587</td>
<td>&quot;</td>
<td>47° 57'</td>
<td>00.668</td>
<td>20.6</td>
<td>(1832.5)</td>
<td>&quot;</td>
</tr>
<tr>
<td>C.P. #19 (UR643 + 67.06)</td>
<td>&quot;</td>
<td>&quot;</td>
<td>47° 56'</td>
<td>48.863</td>
<td>1509.2</td>
<td>(344.0)</td>
<td>&quot;</td>
</tr>
<tr>
<td>C.P. #10 (UL 261 + 28.02)</td>
<td>&quot;</td>
<td>&quot;</td>
<td>47° 57'</td>
<td>20.800</td>
<td>573.9</td>
<td>(671.1)</td>
<td>&quot;</td>
</tr>
<tr>
<td>C.P. #12 (UL 300 + 88.93)</td>
<td>&quot;</td>
<td>&quot;</td>
<td>47° 57'</td>
<td>27.193</td>
<td>329.9</td>
<td>(1013.2)</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

COMPUTED BY: J. L. Harris  DATE: June, 1947  CHECKED BY: Carita Wiebe  DATE: July, 1947
### Table: Station Information

<table>
<thead>
<tr>
<th>Station</th>
<th>Source of Information (Index)</th>
<th>Datum</th>
<th>Latitude or μ-coordinate</th>
<th>Longitude or λ-coordinate</th>
<th>Distance from Grid in Feet or Projection Line in Meters</th>
<th>Datum Correction</th>
<th>N.A. 1927 Datum Distance from Grid or Projection Line in Meters</th>
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</thead>
<tbody>
<tr>
<td>C.P. #14 (UR554866.82)</td>
<td>Field Comp. 1927</td>
<td>N.A. 1927</td>
<td>47° 57′</td>
<td>38.673″</td>
<td>1194.5</td>
<td>(658.7)</td>
<td>Not used in radial plot</td>
</tr>
<tr>
<td>C.P. #17 (UR59163.60)</td>
<td>USBR 1934</td>
<td>N. 1934</td>
<td>47° 56′</td>
<td>43.544″</td>
<td>1344.9</td>
<td>(508.3)</td>
<td>Plotted for hydrographic use</td>
</tr>
<tr>
<td>C.P. #15 (UR49883.36)</td>
<td>N. 1934</td>
<td>1934</td>
<td>47° 56′</td>
<td>20.927″</td>
<td>646.4</td>
<td>(1206.8)</td>
<td></td>
</tr>
<tr>
<td>C.P. #7 (UR25242.97)</td>
<td>N. 1934</td>
<td>1934</td>
<td>47° 56′</td>
<td>19.896″</td>
<td>674.6</td>
<td>(1238.7)</td>
<td></td>
</tr>
<tr>
<td>ALPHA (USBR) 1933</td>
<td>G 6760 USBR 1036</td>
<td>N. 1933</td>
<td>47° 58′</td>
<td>00.844″</td>
<td>26.1</td>
<td>(1827.1)</td>
<td></td>
</tr>
<tr>
<td>C.P. #4 (UL10203.28)</td>
<td>N. 1934</td>
<td>1934</td>
<td>47° 56′</td>
<td>18.145″</td>
<td>376.7</td>
<td>(868.7)</td>
<td></td>
</tr>
<tr>
<td>C.P. #6 (UR58403.03)</td>
<td>N. 1934</td>
<td>1934</td>
<td>95.368.57</td>
<td>91.919.67</td>
<td>92.846.99</td>
<td>92.846.99</td>
<td></td>
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<tr>
<td>C.P. #3 (UR5161.68)</td>
<td>N. 1934</td>
<td>1934</td>
<td>97.829.23</td>
<td>99.829.23</td>
<td>103.840.05</td>
<td>93.980.33</td>
<td>1934 Grand Coulee (Not recovered Grid Datum plotted to establish boundary)</td>
</tr>
<tr>
<td>C.P. #5 (UR21164.65)</td>
<td>N. 1934</td>
<td>1934</td>
<td>101.775.25</td>
<td>92.827.14</td>
<td>89.271.40</td>
<td>89.271.40</td>
<td>Origin Alpha 1933 USBR reservation</td>
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<tr>
<td>C.P. #9 (UR29946.90)</td>
<td>N. 1934</td>
<td>1934</td>
<td>104.271.52</td>
<td>87.468.56</td>
<td>87.468.56</td>
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</tr>
<tr>
<td>C.P. #11 (UR33140.79)</td>
<td>N. 1934</td>
<td>1934</td>
<td>110.209.01</td>
<td>88.339.24</td>
<td>88.339.24</td>
<td>88.339.24</td>
<td></td>
</tr>
<tr>
<td>C.P. #13 (UR30910.32)</td>
<td>N. 1934</td>
<td>1934</td>
<td>112.226.02</td>
<td>89.369.21</td>
<td>89.369.21</td>
<td>89.369.21</td>
<td></td>
</tr>
</tbody>
</table>

1 FT = 304800" Meter
Compt. Date: June 1947
Checked Date: July 1947
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $\nu$-COORDINATE</th>
<th>LONGITUDE OR $x$-COORDINATE</th>
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<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>SUGAR LOAF, 1934</td>
<td>G 6760</td>
<td>N.A. 1927</td>
<td><strong>47° 58' 44.446&quot;</strong></td>
<td><strong>42° 034'</strong></td>
<td><strong>1372.8</strong> [<strong>490.4</strong>]</td>
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<td>LIGHTNING, 1934</td>
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<td><strong>47° 55' 55.150&quot;</strong></td>
<td><strong>1703.4</strong> [<strong>1199.8</strong>]</td>
<td><strong>49.0</strong> [<strong>1196.4</strong>]</td>
<td><strong>958.7</strong> [<strong>894.5</strong>]</td>
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<td>PLUM, 1934</td>
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<td><strong>47° 54' 31.040&quot;</strong></td>
<td><strong>955.7</strong> [<strong>893.5</strong>]</td>
<td><strong>35.5</strong> [<strong>1210.5</strong>]</td>
<td><strong>785.2</strong> [<strong>1067.9</strong>]</td>
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<td>GRAVEL PIT, 1933</td>
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<td><strong>47° 56' 25.424&quot;</strong></td>
<td><strong>1066.2</strong> [<strong>179.1</strong>]</td>
<td><strong>51.871</strong></td>
<td><strong>1066.2</strong> [<strong>179.1</strong>]</td>
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<td>GABLE, SOUTH, GULF,</td>
<td>G 6760</td>
<td><strong>47° 55' 28.686&quot;</strong></td>
<td><strong>886.0</strong> [<strong>967.2</strong>]</td>
<td><strong>35.728</strong></td>
<td><strong>741.0</strong> [<strong>503.4</strong>]</td>
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<td>WHITE BARN, 1934</td>
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<td><strong>31.206</strong></td>
<td><strong>255.3</strong> [<strong>989.3</strong>]</td>
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<td>C.P. #16 (UL 412 + 39.18)</td>
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<td><strong>47° 57' 51.343&quot;</strong></td>
<td><strong>1585.8</strong> [<strong>267.4</strong>]</td>
<td><strong>44.276</strong></td>
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<td>C.P. #22 (UL 566 + 02.79)</td>
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<td><strong>47° 55' 02.909&quot;</strong></td>
<td><strong>689.8</strong> [<strong>1763.3</strong>]</td>
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<td><strong>47° 54' 23.299&quot;</strong></td>
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<td><strong>28.110</strong></td>
<td><strong>583.2</strong> [<strong>662.2</strong>]</td>
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<td>C.P. #31 (UL 979 + 45.48)</td>
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<td><strong>47° 56' 07.235&quot;</strong></td>
<td><strong>223.5</strong> [<strong>1629.7</strong>]</td>
<td><strong>18.559</strong></td>
<td><strong>385.2</strong> [<strong>860.1</strong>]</td>
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<td>C.P. #23 (UL 579 + 46.63)</td>
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<td><strong>47° 57' 54.925</strong></td>
<td><strong>1696.1</strong> [<strong>156.7</strong>]</td>
<td><strong>53.741</strong></td>
<td><strong>1114.8</strong> [<strong>129.8</strong>]</td>
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<td>C.P. 18 (UL 466+21.15)</td>
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<td><strong>1029.1</strong> [<strong>824.0</strong>]</td>
<td><strong>02.951</strong></td>
<td><strong>61.2</strong> [<strong>1183.5</strong>]</td>
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<td>C.P. 20 (UL 520+19.80)</td>
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<td><strong>61.2</strong> [<strong>1183.5</strong>]</td>
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1 FT = 0.304808 METER

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CHECKED BY: Carita Wiebe DATE: July, 1947
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1 FT. = 0.03048006 METER

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CHECKED BY: Carita Wiebe DATE: July, 1947
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<td>SAN POIL</td>
<td>G 6760 USBR 1049</td>
<td>N.A. 1927</td>
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<td>CLARKE</td>
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<td>47° 55' 14.527''</td>
<td>118 39 16.999''</td>
<td>448.7 (1404.5)</td>
<td>352.9 (892.8)</td>
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<td>DEVILS CANYON</td>
<td>G 6760 USBR 1037</td>
<td>1934 c.1947</td>
<td>47° 53' 50.995''</td>
<td>118 43 28.847</td>
<td>1575.0 (278.1)</td>
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<td>PENIX CANYON</td>
<td>G 6760 USBR 1038</td>
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<td>47° 55' 00.592''</td>
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<td>1115.3 (130.5)</td>
<td>618.6 (1834.8)</td>
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<td>C.P.S.P. #4</td>
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<td>47° 57' 39.971''</td>
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1 ft. = 0.0480609 meter  
COMPUTED BY: J. L. Harris  
DATE: June, 1947  
CHECKED BY: Carita Wiebe  
DATE: 17 July 1947
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<td>47° 58’ 45,371”</td>
<td>1401.3 (451.8)</td>
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1 FT = 0.3048006 METER

COMPUTED BY: J. L. Harris DATE: July, 1947 CHECKED BY: Carita Wiebe DATE: 17 July 1947
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<td>KELLER</td>
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<td>48° 03'</td>
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1 FT = 0.0304806 METER

COMPUTED BY: J. L. Harris

DATE: June, 1947

CHECKED BY: Carita Wiebe

DATE: July, 1947
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<td>173</td>
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<td>(1489.9)</td>
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1 FT. = 0.3048006 METER

COMPUTED BY: J.E. Harris
DATE: December 1947
CHECKED BY: J.E. Deal
DATE: December 1947
FIELD INSPECTION REPORT
Area of the First Radial Plot
Project PH-2(45)

1. Description of the Area:

This report pertains to the area of the first radial plot encompassed by the 4 shoreline surveys numbered 8849 to 8852 inclusive along the Franklin D. Roosevelt Lake from Grand Coulee Dam eastward to and including the San Poil River. It should be noted, also, that this report is applicable, in part or in whole, under some of the side headings to the Project as a whole, and should be regarded as the leading report to which the remaining 6 descriptive reports will be referenced. The Project was sub-divided logically into 7 radial plot units to facilitate the field work and the subsequent compilation of the shoreline surveys.

A General Description of the Project Area:

The artificial lake or storage reservoir upstream from the Grand Coulee Dam extends 151 miles up the Columbia River canyon to the Canadian border at which point the elevation determined the height of the Dam; in addition, the reservoir extends 32 miles up the Spokane River, 14 miles up the San Poil River, and 8 miles up the Kettle River. The storage reservoir covers an area of 128 square miles with an estimated total capacity of 10 million acre-feet of water. The Lake averages about 0.8 mile in width with a maximum depth of 400 to 450 feet.

The normal water level of the Lake is 1290 feet above M.S.L. based on the 1937 U.S.G.S. Datum of Leveling; this normal water table extends upstream from the Dam for about 115 miles before any appreciable gradient is noticeable. Since the water level was raised about 300 feet above the old river level, all lands (mostly privately owned) in the river basin above the dam site and below elevation 1310 (referred to as the "Taking Line") were surveyed, appraised, and acquired by the Government for reservoir purposes before the waters were impounded. Chiefly grazing and pasture lands, and cut-over timber sites were affected. The old townsites of Keller and Kettle Falls were inundated. Several highways and railroads were relocated including the removal of numerous Indian graves. The "Taking Line" referred to above is a series of short transit-traverse lines run approximately on the 1310-foot contour line.

The drainage basin of the Columbia River above the Grand Coulee covers an area of 74,100 square miles. Among its principal tributaries are the Kootenai, Clark Fork, and Spokane Rivers; the first two rivers join the Columbia 30 miles and 0.5 mile north of the international boundary, respectively; the latter River joins the Lake about 45 miles east of the Dam. The San Poil and the Kettle Rivers are minor tributaries. Its headwaters are in the high mountain snows, lakes, and ice fields of British Columbia.

The Lake meanders through a deep and wide canyon. Between the Spokane River and Grand Coulee Dam, old and rolling granitic mountains are found on the north side of the Lake. On the south side, it is marked by steep perpendicular walls of basalt with lava-plains on top; inland of this
basalt formation is the wheatland belt. North of the Spokane River, the reservoir area is surrounded by low timber-covered mountains with narrow grass or timber benches adjoining the Lake in many places.

A Description of the First Radial Plot Area:

The Grand Coulee Dam, on the Columbia River, is located at the head of the Grand Coulee, a prehistoric diversion channel which was formed when the flood waters pouring down the Columbia River canyon were blocked by glaciers. The Dam is the largest man-made masonry structure and the highest spillway dam in the world. It is of the straight-gravity type and depends entirely upon its massive weight to resist the pressure of the impounded waters. The length at the crest is 4500 feet, 3000 feet at the base, and 550 feet in height above bedrock. It has a base thickness of 500 feet and tapers to 30 feet at the top. The center section consists of a 1650-foot spillway with a powerhouse and abutment section on each side. 11 drum gates at the crest of the spillway and 60 outlet tunnels, 20 each at three different elevations, control the rate of flow and the amount of water held in storage. The Dam is spanned by concrete arch bridges and a highway which extends the entire length of the dam at the top.

To accommodate the Bureau employees two towns were built near the dam site. Coulee Dam, commonly known in the past as "Engineer's Town", was constructed as a permanent town just below the Dam on the west side of the river by the Bureau of Reclamation. The other town was Mason City; it was opposite Coulee Dam on the east side of the river. Built by a contractor, it was originally designed for temporary use to be dismantled when the Dam was completed in 1942; however, the two towns have been consolidated into one town site which now is officially known as Coulee Dam. Grand Coulee is another small municipality located on the heights just north of and above the dam site. A post office and store, and a few buildings mark the new site of Keller at the north end of the San Poil River reservoir.

There are no major U.S. highways in this area. State Highway 4 from Wilbur crosses the Lake at Keller Ferry, which is near the mouth of the San Poil River, and continues northward paralleling the west side of the River. State Highways 2, 2F, 10A, and 10B all radiate out of Coulee Dam. A few gravel and dirt roads provide limited access to the Lake. There is no passenger railroad line in the vicinity. A spur freight line, the I.D.B.R., runs from the Northern Pacific Railway line at Odair to the dam site, and is operated by the Bureau of Reclamation. The Grand Coulee Navigation Company with headquarters at Davenport, Wn., maintains a daily passenger service on the Lake between Miles, Wn., near the mouth of the Spokane River, and Coulee Dam. An air-taxi is available at Coulee Dam; it is operated by the Amphibious Aircraft Association.

On the south side of the Lake, the zone adjacent to the water is interspersed with sedimentary pockets and large granite outcrops. The vegetation consists of sagebrush and greasewood with a scattering of stunted pine trees. Immediately to the south and above this zone is a high lava-flow formation of basalt which parallels the Lake. It is deeply incised by small canyons and valleys, draws and drywashes. Almost throughout the entire length of this formation, the walls of basalt rise vertically or in steep grades for several hundred feet either from the lake.
or just inland as the result of canyon-excavation by glacial and flood waters in the past. From the Lake and to the northward they can be seen as black escarpments. The lava-plains or benches, which have weathered into soil, on top of the layers of basalt are covered with sagebrush and native grass; its topography is rolling. Inland from the basalt formations and extending southward, the area is a large rolling wheatland plain.

On the north side of the Lake, a rugged and rolling range of granitic mountains rises abruptly. Its thin soil supports a growth of small pine, sagebrush, and greasewood. An occasional agricultural plateau or basalt cutout is found; they stand out as isolated tracts between the lake and the mountains to the north. The massive granite bluffs and ledges, found along the edge of the shore are very irregular; the terrain is rugged and, in several areas, they are sheer bluffs that loom above the Lake. Disintegration by weathering action has deposited rocks and boulders along the shoreline and on the granitic slopes.

Alluvial fans with flat benches on top are found on both sides of and adjacent to the Lake; their banks are generally steep and sloping. In the alluvial areas the soil composition is sand and gravel. The vegetation consists of sagebrush, greasewood, and a few scattered pine trees. Behind the alluvial benches rise the black basalt escarpments or the granitic mountains.

There are numerous coves and inlets found along the lake shore with draws and small canyons extending inland. The well defined drainage pattern that is so evident on the photographs is a remains of an earlier geologic period of heavy rainfall. No drainage should be shown unless noted as such by the field inspector on the field photographs.

The topography of the San Joaquin River, which drains from the north, is similar to that on the north side of the Lake; it has little or no relationship to the south side.

The Lake, in addition to providing hydro-electric power for domestic and industrial use, flood control, and irrigation for the Columbia Basin Project, has potential possibilities for the development and use of its navigable waterway.

For additional information refer to side heading 3.

2. Completeness of Field Inspection:

The field inspection for the clarification of details on the photographs, and for the classification and identification of roads, shoreline, buildings, etcetera, has been completed in accordance with the instructions for this Project dated 3 April 1947 with a few modifications that were minor.

Although the instructions made no mention of interior field investigation (except for cultural features visible from the water) for skeleton details such as roads, railroads, landmark buildings, major drainage and other bodies of water such as lakes and ponds, it was found that an inspection of these features, which was done concurrently with the geographic names investigation, was necessary for the following reasons:
a. The project instructions requested that a complete and thorough field investigation be made to ascertain all the names in local usage. Since the area within the limits of this Project is comparatively undeveloped, it was felt that the natural and cultural features mentioned in the second paragraph would require investigation in the course of ascertaining and identifying new names and names in local usage.

b. Existing maps were found to be very inadequate with regard to geographic names, topography, and culture. Many of the geographic names dealt with drainage which did not appear on the maps at all. In view of this, the field inspector on geographic names was instructed to identify and note the correct location of the geographic names on the field photographs.

c. In rural and undeveloped areas, the names of schools, churches, roads, et cetera, are important since in many cases they are locality names or names that are in extensive local usage. Sundry maps have been obtained to supplement the field work for the project area.

3. Interpretation of the Photographs:

Each type of vegetation, rock formation, and any other characteristic has been classified a sufficient number of times on the photographs so that the photographic detail should be interpreted correctly by the office personnel.

The following information will assist the draftsman in photographic interpretation:

Vegetation:

a. Pine covered lands - the pines are easily recognized by their black conical shapes, and are found well apart on the ground.

b. Sagebrush lands - sagebrush is usually found with native grass in the field, and is identified by a light and mottled tint. It almost gives the appearance of merging with a slightly lighter or darker background. It is very difficult to identify an individual sagebrush.

c. Greasewood - the individual greasewood bush can be readily identified as a small dark spot - usually against a light background.

d. Native grasslands - grasslands show as a light grey tint and when mixed with sagebrush, as is often the case, it is very difficult to distinguish between the two.

Rock Formations and Outcrops:

a. Basalt formation - a dark lava-flow found in large horizontal layers. It shows as a fairly uniform black-toned area (striated) shading to a dark grey. On the south side of the Lake, a single formation of basalt may be traced, in many cases, for a distance
of several miles at an almost constant elevation above the Lake.

b. Talus slopes - where basalt formations have been incised by streams, numerous vertical bluffs will be found. The talus slopes are found below these bluffs and like their parent rock they are dark grey to black in color. They consist of rocks from 6 inches to 2 feet in diameter which have broken away from the main basalt formation and have come to rest in a slide-like area.

c. Granitic outcrops - light colored rocks which have been exposed by the erosive action of streams and weathering. Granitic outcrops range from dark grey to grey; they are of irregular formation, mottled in appearance, and studded with small trees and bushes. There is a complete absence of any large, continuous, horizontal exposure.

Seablands:

a. A lava-plain exposure of basalt sparsely covered with patches of sagebrush and native grass. A typical example of such an area is the high plateau southeast of the town of Grand Coulee.

Other characteristics:

a. Slide areas along the shore are identified by their light uniform pattern against a darker background.

b. The shoreline is readily identified by the contrast in color between land and water.

Distortions and Displacements:

a. Because of excessive relief, the distortions and displacements are exaggerated on the photographs.

b. Any slope facing away from the picture center will tend to be telescoped, and the effect will be exaggerated as the steepness of the grade and/or as the distance from the picture center increases.

c. Any slope facing toward the picture center will be exaggerated, and the effect will be increased as the slope and/or as the distance from the picture center increases.

4. Horizontal Control:

It was not necessary to establish any additional control. Recovery notes on Form 526 have been prepared for the few USGS stations in the area of the first radial plot. The majority of the stations recovered were established by the Bureau of Reclamation.

All the USBR stations that were recovered and identified for the control of the radial plot are of third-order accuracy or better, except for one or two cases. These cases refer to some of their intersection stations, e.g., natural objects such as lone pines, that were classified as of third-order accuracy. It is believed that stations of this type should
be classified as topographic stations since they do not fall in the category of well defined objects. A notation on the pricking card was made of the few stations in this category that were recovered and identified on the field photographs.

Original descriptions were obtained from the Bureau of Reclamation for the reservoir boundary control points (these are marked stations) established by them along the "Taking Line." For information on the "Taking Line" refer to side heading 1, paragraph 3. These stations were established in accordance with the USGS requirements for third-order control.

In most cases, they are near the water's edge and about a mile and a half apart. A search was made for most of these stations and a sufficient number of them have been identified to control the plot; those that were recovered but not identified were noted on the field photographs to be plotted for hydrographic use. Since these GP stations in this area are on an independent plane coordinate system (1934 Grand Coulee Grid Datum), the geographic positions for them have been computed. North of the Spokane River, these stations are on the Washington North State System of Plane Coordinates. For additional information on these stations refer to "Special Report on Reservoir Boundary Control Points, Project FH-2(45)."

Recovery notes on Form 526 have been prepared for all USBR stations that were recovered or searched for, and in the case of a reservoir boundary control point, a photostat copy of the original USBR description will be submitted along with the recovery note.

With this additional control along the lake shores, all the inland USBR control stations were searched for as specified in item 12 of the instructions for this Project because of the time and expense involved in recovering them. Most of these stations are inaccessible by truck and require on an average 3 hours to pack to and from the station; this includes the recovery and identification of it.

Some difficulty was encountered in the field in identifying substitute stations that would be plainly visible on other photographs because of insufficient overlap between photographs or else all the photographs had not been made available for field use. In some instances, it was not possible or practical to identify well defined objects which would not be obscured on some of the overlapping photographs in this area with an irregular and rugged terrain that predominates in high relief. It is believed that more than a sufficient number of stations have been identified to offset the difficulties described above so as to adequately control the radial plot.

5. Vertical Control:

The recovery of vertical control is being accomplished in accordance with the supplemental instructions dated 15 May 1947. Since this phase of the work is independent of the field work on shoreline surveys, it will be the subject of a special report to be submitted at a later date.

6. Contours and Drainage:

No contouring is involved in the project area.

Major drainage was located and classified in the field concurrently with
the geographic names investigation. For additional information see side heading 1, next to the last two paragraphs, and side heading 2, paragraph 2.

7. Shoreline Plane of Reference:

The term "Shoreline Plane of Reference" was used in place of "Mean High-Water Line" as the more appropriate side heading.

The U.S. Bureau of Reclamation maintains a normal water level of 1290 feet above M.S.L. at the dam site. This elevation is based on the 1937 USBR Datum of Leveling which is referred to their fixed elevation of 1123.752 feet for EM Osborne #2 located near the Administration building in Coulee Dam. The USGS adjusted elevation for this EM is 1122.327 feet.

This normal water table extends upstream from the Dam to Marcus, a distance of about 115 miles. Between this point and the international boundary, there is a gradient which is gradual at first but increases as the Canadian line is approached.

The photographs were taken when the water level was close to normal. Except for an occasional confirming note and the delineation of the shoreline where it was less well defined, it can be identified as seen on the photographs.

The following are the reservoir elevations at the Dam on the dates and times indicated; there were no great fluctuations at any hour of the day during or between these days:

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<th>4:00 PM</th>
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</tr>
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<tr>
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<td>.59</td>
<td>.60</td>
</tr>
<tr>
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<td>.55</td>
<td>.52</td>
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</tr>
<tr>
<td>21</td>
<td>.68</td>
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</tr>
<tr>
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</tr>
<tr>
<td>27</td>
<td>.60</td>
<td>.67</td>
<td>.70</td>
</tr>
<tr>
<td>8 Sept.</td>
<td>.53</td>
<td>.51</td>
<td>.54</td>
</tr>
</tbody>
</table>

U.S. Army single lens photographs (1:20,000), which were obtained from the Bureau of Reclamation, have been submitted to the Portland Photogrammetric Office to facilitate, if necessary, the interpretation of the shoreline in conjunction with the 9-lens photographs along those areas where the shoreline is not well defined because of pronounced displacements due to relief, and distortion. In a few instances, the shoreline inspection party has found it difficult to distinguish the shoreline because of this which resulted from insufficient field photograph coverage.

These photographs were borrowed from the U.S. Bureau of Reclamation and will have to be returned, eventually. Permission was granted by them to use these photographs for any necessary field inspection or office use. The exposures were taken with a camera focal length of 8.25" at an altitude of 13,750' in the year 1944; the exact date is not known, as they were flown secretly by the Army who did not divulge the date.

It is believed that the shoreline has not changed any, except where
slides have occurred. A visual comparison of the lake level between the single lens and the 9-lens photographs was made; the lake level seemed to be the same.

8. Low-Water Line:

In general, only the approximate limits of shoal areas were indicated during the shoreline inspection in the field which was supplemented by a close study of any under-water discolorations that were visible on the photographs.

9. Wharves and Shoreline Structures:

There were no wharves or shoreline structures in the area except for several floating docks, boathouses, or booms near the Dam and Keller Ferry.

10. Details Offshore from the Shoreline Plane of Reference:

A few offshore rocks have been noted on the photographs. No other offshore obstructions were found.

11. Landmarks and Aids to Navigation:

A selection of the most prominent objects along the shore was made and these were recommended for future charting. In addition, objects of lesser prominence were recommended because of a paucity of landmarks.

A complete investigation of all fixed aids to navigation was made in the field. They were either identified on the photographs if visible or located by sextant fixes and their correct names were verified from the latest edition of the "Light List - Pacific Coast". No discrepancies were found in the Light List with regard to their distinctive markings, etcetera.

One fixed aid to navigation "San Poil Daybeacon 10" was found destroyed. It was noted, also, that the lights and daybeacons in the 1947 edition of the "Light List - Pacific Coast" were listed under Coulee Lake in the sections on "Lights and Fog Signals", "Unlighted Buoys And Daybeacons", and the "Index". This is incorrect as the official name is "Franklin D. Roosevelt Lake". In accordance with the memorandum instructions, No. 6, dated 30 December 1946, Mr. Neck of the Division of Charts has been notified of the name discrepancy and the daybeacon which was found destroyed.

All landmarks recommended for charting and fixed aids to navigation have been reported on Form 567 as well as on Form 524. (See 34, Compilation Report)

12. Hydrographic Control:

Photo hydro stations were established in accordance with the instructions for this Project. In areas of overhanging bluffs or cliffs and in areas where there were no identifiable objects on the photographs, photo hydro stations were established by sextant fixes taken to other control stations (photo hydro and triangulation stations in combination) with a check angle taken in each instance.

This practice of locating a photo hydro station by a sextant fix taken
to other photo hydro stations was discontinued in the second radial
plot. This is in accordance with the letter on the subject of locating
photo hydro stations from the Acting Director dated 9 July 1947.

The photo hydro stations were designated and described briefly on the
field photographs in accordance with the instructions. In addition,
they have been listed and described, including any sextant fixes, in
two sketch books, volumes 1 and 2.

13. Landing Fields and Aeronautical Aids:

A small private seaplane base "The Amphibious Aircraft Association" is
located just upstream from the Dam on the east side of the Lake. r.8649
[Only hangar designated labeled]

14. Road Classification:

All through or connecting public highways, and roads or major trails
leading from such highways which provide access to the Lake, have been
classified in accordance with the memorandum instructions, No. 10, dated
14 April 1947. All other roads such as field roads, and temporary logging
roads or trails were not classified and should not be shown.

Since this phase of the work was done concurrently with the geographic
names investigation, the names and numbers of through roads such as state
highways were obtained and noted on the field photographs. Only a few roads
are found in this area.

15. Bridges and Cable Crossings:

There is one bridge in the area; it spans the Columbia River just below
the Dam.

Name: None
Location: Coulee Dam, Wn.
Owner: Washington State Highway Commission
Kind: Fixed
Number of Spans: 1
Channel Span: Horizontal clearance - 550 feet
Vertical clearance of lowest part above MHW - Not applicable
MNEW - 90 feet

Purpose of Bridge: Highway
Date of Field Measurements: 5/22/47 (Hor. Cl.)

Remarks:
Since the river level in the vicinity of this bridge near and down-
stream from the site of the Dam is not constant, The vertical clearance
was not determined in the field. Mr. George Owens of the Bureau of Re-
clamation in Coulee Dam was consulted and the average minimum clearance
(vertical) was determined from the following data; this clearance is
considered to be a better determination than could be obtained by a
field measurement:

a. The elevation at the center of the bridge span is 1061.75 feet
above MSL based on the 1937 USBR Datum of Leveling. For informa-
tion on this Datum refer to side heading 7, paragraph 2.

b. The average maximum elevation of the river level at the bridge
is: 971.8 feet above MSL based on the same Datum as in item a.
There is an automatic recording gage at the bridge zeroed on this
Datum.
c. The average minimum vertical clearance is, therefore, 90 feet.

There were no overhead or submarine cable crossings over navigable waters within the limits of this area.

16. Buildings and Structures:

A complete field investigation was made of all buildings and structures along the waterfront. Inland only those buildings and structures were identified that were visible from the water.

17. Boundary Monuments and Lines:

In accordance with the Acting Director's letter dated 27 June 1947, on the subject "Plotting of Boundary - Roosevelt Lake Reservation", ozalid prints of the USER Index Maps SP 1, SP 2, and 1 to 5 inclusive have been obtained from the Bureau of Reclamation for the purpose of plotting the boundary limits of the reservoir. The Bureau has indicated plainly in red and supplemented by pertinent notes on the ozalid prints any changes in their original reservoir boundary line or commonly referred to as the "Taking Line". For the symbol used to indicate the original reservoir boundary lines on the index maps refer to the legend shown on Index Map No. 1. Refer to side heading 1, paragraph 3 for additional information.

Since the Bureau of Reclamation's "Taking Line" was surveyed only at an approximate elevation of 1310 feet, the Land Office at a later date determined by surveys the actual 1310-foot contour line along those areas where the "Taking Line" was common to Indian reservation lands and the reservoir lands of the Bureau of Reclamation. As a result discrepancies were found which were adjusted out by a Congressional act. The acquisition of additional property, also, has altered the reservoir boundary lines. These new changes in the boundary line have been shown in red as mentioned in the first paragraph.

18. Geographic Names:

The investigation of geographic names for the Project area will be the subject of two special reports. The first report will include 11 shoreline surveys numbered 8649 to 8659 inclusive; the second report will be for the remaining 13 shoreline surveys numbered 8660 to 8672 inclusive.

For additional information refer to side heading 2.

20. Ferries:

One ferry crossing, the Keller Ferry, was investigated and noted on the field photographs. It is state owned and operated on the Lake proper near the mouth of the San Poil River.

21. Field Photographs:

The junctions between field photographs and the legibility of the inked notes as well as for the completeness of the field inspection work have been checked by the field inspectors.

No attempt was made to indicate the limits of each sheet on the photographs.
For the photographs used for field and shoreline inspection refer to the Data Record, Form No. T-1.

22. Symbols and Color Scheme:

Standard symbols were used on the field photographs for ground and photogrammetric points. The symbolization on the shoreline inspection work was done in accordance with the "Supplemental Instructions – Shoreline Inspection" dated 18 March 1944. Perennial and intermittent drainage was indicated by conventional symbols.

Red ink was used for shoreline, ground and photogrammetric points (photo hydro stations were noted in blue ink in accordance with item 17 of the Project instructions), culture, and general notes. Blue ink was used for drainage and green for deletions.

Approved by:

J. T. Jerman,
Chief of Party

Respectfully submitted:

Charles Haravich,
Topographic Engineer
26. Control

Thirty-nine horizontal control stations were recovered and identified by the field parties for use in controlling the radial plot in the area of these four map manuscripts.

Since the field inspection party was furnished only every other nine lens field photograph, in any flight of photographs, they could not comply with Paragraph 13 of the Instructions dated, 3 April 1947. Therefore, when an attempt was made to prick the objects, selected as substitute stations for horizontal control stations, on the office photographs, much difficulty was encountered. Twelve of the thirty-seven identified stations could only be seen on the photograph on which they had been identified by the field party. Of the remaining twenty-five stations, sixteen were plainly visible on a majority of the photographs on which they appeared, but the remaining nine could be identified with surety on not more than two or three office photographs.

The above difficulties were attributed to the fact that the field party, in most cases, selected bushes and other small objects as substitute stations. While these objects were clear and definite in the center chambers, they could not always be identified in the outer chambers of overlapping photographs. Also, many of the objects selected were eliminated, in the outer chambers of adjoining photographs, due to the large amount of displacement caused by decided relief in the area. These difficulties will not occur in succeeding radial plots for this project; as the field party was notified about the trouble encountered and instructed to select more prominent objects for substitute stations.

Insufficient end lap in line of flights also contributed to the difficulty of identifying control and hydrographic signals. In many places it was impossible to obtain stereoscopic vision when viewing a stereoscopic pair. This meant that the use of the stereoscope was limited when transferring signals from one photograph to another. (See paragraph two of letter 711-rs, dated 23 September 1947, on the subject of photographs.)

All horizontal control stations which were recovered by the field party were plotted on the map manuscripts. As stated in item 4, paragraph 5 of the "Field Inspection Report—Area of the First Radial Plot," all second order stations were not recovered.
Several USBR triangulation stations which were not recovered have been plotted on the map manuscripts. In these cases the stations were needed to control the F. D. Roosevelt Lake reservation line, which was transferred from index maps to the map manuscripts. (This reservation line was plotted prior to receipt of letter 711-rs dated 7 November 1947 to Lt. Comdr. Jarman, stating that it was to be omitted.)

All horizontal control stations shown on these four map manuscripts are listed on several sheets of Form M-2388-12, which are attached to this descriptive report.

27. Radial Plot:

Radial Plot No.1, Project Ph-2(45), covers the four map manuscripts included in this descriptive report. The photographs were prepared in the following manner:

1. Conjugate centers were transferred to overlapping photographs.

2. Azimuth and cross azimuth lines were plotted on all photographs.

3. All horizontal control stations or substitute stations, which were identified by the field inspection unit, were pricked on all photographs on which they appeared. (See information contained in this descriptive report under Item 26, Control.)

4. Well defined pass points, which would be cut in during the running of the radial plot, were then selected and pricked on the office photographs, and radial lines to all points were drawn.

Templets were then made on sheets of clear acetate in accordance with Photogrammetry Instructions No. 11, dated 2-28-47, "Corrections to Radial Directions on Nine Lens Photographs for Radial Plotting." Inks of various colors were used to designate the azimuth and cross azimuth lines, and the radial lines to horizontal control stations, topographic stations, and pass points.

Four polyconic projections, ruled on acetate, were furnished this office for use as map manuscripts. On these, all horizontal control stations which were recovered and their substitute stations, if they were identified, were plotted. Standard Symbols, listed in Photogrammetry Instructions No. 12 dated 3-17-47, were used to indicate all stations.

After all plotting was completed and checked, the four map manuscripts were placed on the large radial plot table and joined together by matching common meridians and parallels. Clear cellulose tape was used to hold the four sheets together.
The templates were oriented directly on the four joined map manuscripts. As many of the horizontal control stations were doubtfully identified on the photographs; notes pertaining to the accuracy of identification were lettered on each template near the radials to said control stations. Those templates, which contained several clearly identified and well distributed horizontal control stations and which could be rigidly fixed, were then oriented. The remaining templates were oriented by holding to clearly identified control stations, azimuth lines, cross azimuth lines, and pass points which had been established by orienting the rigidly fixed templates. In this manner we could usually determine which of the horizontal control stations were incorrectly identified on any particular photograph. An attempt was then made to correct the pricking of all doubtful stations. If this was impossible, the station was eliminated from the photograph in question.

Indications of small errors in the location of a few of the U. S. E. R. third-order control stations were evident, however this point could not be determined definitely by radial plot methods. In several cases these stations could not be held rigidly with nearby stations in the second-order scheme, even the identification was positive in each case. In any event the error is not believed to be over two meters.

When the plot was satisfactorily completed and all of the templates were securely fastened to the four joined map manuscripts, it was turned over so that the templates were face down on the radial plot table. The locations of all pass points and photograph centers were carefully pricked and indicated directly on the reverse sides of the four map manuscripts by circles in blue ink.

It is believed that excellent results were obtained in this radial plot and that accurate map manuscripts may be compiled which will be well within the limits of accuracy for the project.

28. Detailing:

These maps were compiled in accordance with instructions for Project Ph-2(45). Features and symbols were shown as indicated in Photogrammetry Instructions No. 10, 12, and 17.

The transforming printer at the Washington Office was not in proper adjustment at the time the photographs were printed and they could not be oriented in their entirety at the compilation table when radially plotting various types of pass points. Enough pass points had, however, been established during the radial plot so that each chamber of each photograph could be separately oriented. For at least two of the chambers on each photograph, it was found necessary to de-center the photograph radially, to or from the chamber being oriented, so that the radials to the pass points and horizontal control stations in the chamber would pass through their positions on the map manuscript.
In order to furnish the hydrographic party with shoreline and photo-hydro signals, detailing was divided into two distinct steps. In the first phase of the work all photo-hydro stations and shoreline pass points were located. Because of difficulties which have arisen on other projects and in order to insure the accuracy of the photo-hydro stations, the located positions were checked by a supervisor and all questionable signals were noted. The shoreline was then detailed from those photographs on which it was clearly visible and on which the bluffs were displaced outward from the center. (It might be stated that there were cases, particularly at the heads of narrow coves, where the photograph coverage was not sufficient to accurately delineate the shoreline and where stereoscopic vision could not be obtained. In these doubtful areas the hydrographic party checked the shoreline by running small planetable surveys. If errors were found, the map manuscripts were corrected and notes were lettered nearby designating that part of the shoreline which was located by planetable.) When the above work was completed, prints of the map manuscript were made and forwarded to the hydrographic party.

The second phase of the work, which consisted of interior detailing, was completed after we were certain that sufficient data had been furnished the hydrographic parties in order to complete their surveys.

Because of insufficient photograph coverage interior detailing could not be completed in the following areas:

- The northeast part of T-8849
- On sheet T-8850 between Latitude 47°-52' and Latitude 47°-53'
- The northeast, northwest, and southwest parts of T-8851
- On most of the interior area of T-8852

For the compilation of T-8852, only one flight of nine lens photographs, located close to the banks of the San Poil River, was furnished. In addition, there were three U. S. Army single lens 1:20000 photographs in a short flight which crossed the San Poil River near the south limits of this map manuscript. These single lens photographs were used successfully to supplement the nine lens photographs when radially plotting all types of pass points in the southern part of this map manuscript. In the area north of Latitude 48°-00', where only nine lens photographs were available, there were places where the angle of intersection of radials, obtained for shoreline pass points and photo hydrographic signals, was weak. The doubtful shoreline pass points and pass points of two radial intersections are shown with green waterproof ink circles on the reverse side of the map manuscript. The doubtful photo-hydro signals have been shown with a question mark (?) after the number. (This map manuscript was detailed prior to the time that instructions for locating photo-hydro signals were revised. On future sheets only those photo-hydro signals which are clearly visible on the photographs and which can be located accurately by the intersection of at least three cuts are shown.)
Whenever possible the stereoscope was used to aid in determining the location of the tops of bluffs along the shoreline. The location of these bluffs could more readily be determined from photographs on which they were displaced away from the water line and the principal point of a photograph. Detail pass points were radially plotted near or along the tops of these bluffs so that they could be compiled as accurately as possible.

In many places it was very difficult to identify sufficient pass points for the compilation of roads. This was particularly true in areas of severe changes in relief and in places where roads wound thru dense woods. Similar conditions caused trouble in compiling the drainage, especially since the use of the stereoscope was very limited in interior areas.

Because of the numerous new roads and many changes in road alignment, it was found easier to compile all through roads, as they appeared on the photographs, rather than to make comparisons with old surveys and quadrangles and compile only the changes as suggested in the instructions for this project.

It is believed that all provisions of Paragraph 32 of the Instructions, relative to drafting, have been applied to the map manuscripts.

29. Supplemental Data:

The following maps or plans, which will be forwarded with the map manuscripts, were used to supplement the photographs:

- Black & White Prints--10 each, Index Maps Nos. SP 1, SP 2, and 1 to 6 Inc. (2 copies of Nos. 5 & 6)
- Black & White Prints--Grand Coulee Power Plant, Scale 1" = 60'
- Grand Coulee Dam, Elevations & Sections
- Fire Map, Scale 1" = 400' (Approx.)
- Grand Coulee Power Plant, Scale 1" = 30'
- Grand Coulee Dam, Vicinity Development, Scale 1" = 250'
- Grand Coulee Dam, Scale 1" = 100'
- Town of Coulee Dam & Vicinity, Scale 1" = 600'
- Columbia River Reservoir, Scale Unknown

The following map, which was also used, will be forwarded when the project is completed:

- Black & White Print--Existing & Relocated Highways and Railroads, Scale 1" = 4 miles
30. Mean High-Water Line: (Lake shoreline at the adopted plane of reference) *

A complete discussion of this feature may be found in Paragraph 7 of the
"Field Inspection Report, Area of the First Radial Plot," which is attached
to this descriptive report.

The mean high-water line (Lake shoreline at the adopted plane of reference)
is shown by a continuous black acid ink line, 008" in thickness, at a
plane 1290.0 ft. above Mean Sea Level. There are no marsh areas bordering
the shoreline.

31. Low-Water and Shoal Lines:

The field inspection unit did not indicate any low-water lines within the
limits of these four map manuscripts.

Approximate shoal lines have been shown by a light, dashed, black acid
ink line, as indicated by the field party.

32. Details Offshore from the Mean High-Water Line:

A floating debris net is the only detail offshore from the high-water line
within the area of these four map manuscripts. Many rocks, adjacent to
the shoreline, have been shown.

33. Wharves and Shoreline Structures:

A small dock, located on the south shore of the F. D. Roosevelt Lake,
about two miles east of Coulee Dam, is the only shoreline structure
within the area of these four map manuscripts. The dam has been completely
detailed in accordance with field inspection data and various plans fur-
nished the compilation office by the field party.

34. Landmarks and Aids to Navigation:

Form 567, recommending the charting as landmarks of the following objects,
is attached.

HOUSE (North Gable) T-8850
BARN (South Gable) T-8851
HOUSE GABLE (Downstream) T-8852
BARN GABLE (Southwest) T-8852

Form 567 listing planetable and radially plotted positions of the follow-
ing non-floating aids to navigation, is attached.

* A profile of the reservoir water-level from Grand Coulee Dam
& the International Boundary, is attached to the Descriptive
Report for the Fifth Radial Plot (T-8853 & T-8854).
Form 567, recommending the deletion of the following fixed aid to navigation, is attached.

SANPOIL DAYBEACON 10 T-8851

35. Hydrographic Control:

This office had a great deal of trouble locating the objects which had been pricked as hydrographic signals by the field parties. This was occasioned by the fact that the field men pricked small objects which, while they were definite on one photograph, could not be seen on adjacent photographs. This was usually caused by distortion due to relief. Due to the above conditions this office was forced to reject some signals and question others which could not be identified with certainty on enough photographs to obtain a good radial intersection.

In connection with the above it must be remembered that only every other photograph was furnished to the field parties and that inspection on these sheets was accomplished prior to receipt of letter 711-aar, dated June 20, 1947, which stated that future instructions would contain the clause that only well defined relatively permanent objects were to be selected. Because of the difficulty encountered in pricking photo-hydro stations in the area of this plot and in accordance with the above mentioned letter, the field party was requested to select larger objects which they felt would be clearly visible on adjacent photographs. As this was done, it was relatively easy to locate signals in the remaining sheets in this project.

After the hydrography was started the compilation office was informed that the hydrographic party was having difficulty with several of the photo-hydro signals that were believed to be accurately located. At a conference between personnel of the field party and personnel in this office, it was decided to await further investigation by the hydrographic party, of all questionable signals, before making changes on the map manuscript. In accordance therewith, Comdr. Jarman located additional signals and checked the location of many of the photo-hydro signals, during the field season.

On December 18, 1947, Lt. Comdr. Jarman and other personnel of the field party came to the Portland Office for a conference. At this time a thorough study was made of discrepancies and the difficulties encountered, and the following points were noted.
To interpret par. 6, page 19, of this compilation report, which is ambiguous as to which photo-hydro stations were retained on, and which were deleted from, the map manuscripts 1-8849 to 1-8852 inclusive, Mr. Hanavich, who conducted some of the field operations and who is now in the Washington Office, was consulted, and from his explanation it has been concluded that this paragraph must mean that:

(1) The photo-hydro stations whose positions were verified in the field were retained on the hydrographic sheet.

(2) The photo-hydro stations whose positions were found in error or were not verified at all were deleted from the hydrographic sheet.

(3) The stations in the first category were retained on the map manuscripts and those in the second category were deleted.

Actually, many more photo-hydro stations were located on these maps by radial plotting than were necessary for hydrographic control. Charles Hanavich, who was a member of the field party and was present at the meeting at the Portland Office on Dec. 18, 1947 (see previous page), was consulted about the paragraph on the opposite page and it was concluded that it must mean:

To aid the reviewer two classes of photo-hydro stations were eliminated from necessary consideration as a result of the field topographic and hydrographic surveys. These two classes were:

(1) Photo-hydro stations not used by the hydrographic party because they either could not be found on the ground or they were not needed. These were deleted from the map manuscript, and,

(2) Certain photo-hydro stations whose compiled positions were verified by independent plane-table surveys by Lt. Comdr. Jarman's party. This class was retained on the map manuscript but did not need to be verified during the review.

K.T. Adams
7/5/49
1. Most of photo-hydro positions were verified by planetable methods.

2. Due to distortion of ozalid prints of the map manuscript, some signals had been incorrectly transferred to boat sheets; thus an apparent error had existed.

3. Some small objects which had been pricked far out on the wings of distorted photographs had been misidentified in the compilation office. Similarly there were a few cases where objects were pricked erroneously by the field parties.

4. Due to strong winds in the area, many of the marked points, such as rags on bushes, had been lost; and in some cases the signal building party had erected signals over a nearby object, rather than the located photo-hydro position.

5. In their effort to locate all signals for the hydrographic party the field parties had pricked some indefinite objects; thus straining the limits of accurate photogrammetric compilation and creating a great deal of confusion. Had all field photographs been available many of the doubtful signals would never have been selected.

In order to avoid confusion during review, the hydrographic party deleted all photo-hydro signals, which had been verified, from the topographic sheets. Similarly all photo-hydro signals which were questionable, or which could not be relocated by the signal building party, were eliminated from the map manuscripts.

A list of the hydrographic signals, shown on these four map manuscripts, is attached to this descriptive report.

36. Landing Fields and Aeronautical Aids:

A small private seaplane base, The Amphibious Aircraft Association, is located just upstream from the Dam on the north side of the lake.

37. Geographic Names:

Geographic Names are the subject of a special report, "Investigation of Geographic Names, Sheets 8849 to 8859 inclusive, Project Ph-2(45)," which has been submitted to the Washington Office by the field party.

38. Recoverable Topographic Stations:

Copies of Form 524 are being submitted for all of the stations listed under Item 36, "Landmarks and Aids to Navigation." The following fixed aids to navigation, which were located by the hydrographic party, were plotted on the map manuscripts:
39. **Junctions:**

Complete and satisfactory junctions have been made between all map manuscripts in this radial plot, and between map manuscripts T-8851 and T-8853.

40. **F. D. Roosevelt Lake Reservation Lines:**

The F. D. Roosevelt Lake reservation line was transferred to the map manuscripts, by use of the vertical projector, from osi algorithm prints of the U. S. E. R. index maps, on which it had been plotted. This was done by matching meridians and parallels and holding triangulation stations which were common to both the map manuscripts and the index maps. The line has been shown on the reverse side of the map manuscripts in red acid ink.

This reservation line was compiled prior to receipt of Director’s letter, 711-rs, dated 7 November 1947, stating that it should be omitted. Due to the fact that this line may be of some use, it was not deleted. It will not, however, be compiled on the remaining map manuscripts in this project.

44. **Comparisons with Existing Topographic Surveys:**

All existing maps of the area were at a much smaller scale and were made before the waters of the F. D. Roosevelt Lake were impounded. Due to these facts only visual comparisons could be made.

45. **Comparisons with Nautical Charts:**

There are no nautical charts of the area.

Respectfully submitted,

J. Edward Deal Jr.
Photogrammetric Engineer

Approved after additional comments were added.

Robert A. Earle
Chief of Party
I recommend that the following objects which have *not* been inspected from seaward to determine their value as landmarks, be charted on the charts indicated.

The positions given have been checked after listing.

J. T. Jarman
Chief of Party.

<table>
<thead>
<tr>
<th>NAME AND DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-8849 PINE TREE PT, 1 Lt.</td>
<td>47 58 1581.2 118 56 86.9</td>
<td>Plane-table</td>
<td>1947</td>
<td>Area not charted</td>
</tr>
<tr>
<td>T-8850 SWAWILLA 3 Lt.</td>
<td>47 57 316.8 118 51 714.7</td>
<td>Plane-table</td>
<td>1947</td>
<td></td>
</tr>
<tr>
<td>T-8850 UPPER PLUM BLATS Daybeacon 5</td>
<td>47 55 1552.7 118 48 925.0</td>
<td>Plane-table</td>
<td>1947</td>
<td></td>
</tr>
<tr>
<td>T-8850 LOWER CAMEL BLUFF Daybeacon 6</td>
<td>47 54 342.9 118 46 1070.3</td>
<td>Radial Plot</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T-8851 CAMEL BLUFF 8 Lt.</td>
<td>47 54 28.3 118 42 1234.1</td>
<td>Plane-table</td>
<td>1947</td>
<td></td>
</tr>
<tr>
<td>T-8851 CHINA BLUFF 11 Lt.</td>
<td>47 56 1451.8 118 41 488.0</td>
<td>Plane-table</td>
<td>1947</td>
<td></td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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 (have not) been inspected from seaward to determine their value as landmarks, be charted on (deleted from) the charts indicated.

The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>NAME AND DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-8850 HOUSE (North Cable)</td>
<td>47° 54' 1169.0</td>
<td>118° 49' 884.4</td>
<td>Radial Plot 1947</td>
<td>Area not charted</td>
</tr>
<tr>
<td>T-8851 BARN (South Cable)</td>
<td>47° 54' 1155.8</td>
<td>118° 44' 365.9</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-8852 HOUSE (Downstream)</td>
<td>48° 01' 525.4</td>
<td>118° 39' 932.4</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T-8852 BARN (Southwest)</td>
<td>47° 59' 703.7</td>
<td>118° 40' 123.5</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with 1934 Field Memorandum, “LANDMARKS FOR CHARTS.” 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.

J. T. Jarman
Chief of Party

<table>
<thead>
<tr>
<th>NAME AND DESCRIPTION</th>
<th>POSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LATITUDE</td>
</tr>
<tr>
<td></td>
<td>D. M. METERS</td>
</tr>
</tbody>
</table>

|                  |
|                  |

*San Poil Daybeacon 10

*This daybeacon has been destroyed by erosion.

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.
4901 Extreme west tower, Coulee Dam
4902 Westerly of two middle towers
4903 Easterly of two middle towers
4904 Extreme east tower, Coulee Dam
4906 Top of sawdust burner
4907 U/S end of traffic island in parking area
4908 West of two power poles in cove
4909 Lath with red and white cloth in hole in concrete block (d)
4910 Whitewashed rock on waterline
4911 Orange and red cloth on lath near Guard House (d)
4912 White rag on bush
4914 Red and white cloth on lath on point
4915 U/S gable of Seaplane Hanger
4916 White washed point of rock
4918 Square white banner on point of sand
4920 Whitewashed point of rock
4922 Whitewashed rock
4923 Inverted orange triangle on lath
4924 Whitewashed D/S corner flat granite rock
4925 Triangular red banner
4926 Point of rock, whitewashed
4927 Square aluminum mark on rock face
4928 D/S corner pumping station
4929 White banner with vertical red stripe
4931 Whitewashed rock point
4932 Whitewashed rock point D/S from Eden Harbor
<table>
<thead>
<tr>
<th></th>
<th>Hydrographic Signals - 8849</th>
</tr>
</thead>
<tbody>
<tr>
<td>4933</td>
<td>Whitewashed &quot;X&quot; on rock</td>
</tr>
<tr>
<td>4934</td>
<td>Point of rock on north side of Eden Harbor</td>
</tr>
<tr>
<td>4935</td>
<td>Whitewashed rock on square point</td>
</tr>
<tr>
<td>4936</td>
<td>Point of rock inside Eden Harbor</td>
</tr>
<tr>
<td>4937</td>
<td>Trimmed fir marked with white signal cloth</td>
</tr>
<tr>
<td>4938</td>
<td>Rag on lone bush on basalt</td>
</tr>
<tr>
<td>4939</td>
<td>Whitewashed point of rock</td>
</tr>
<tr>
<td>4941</td>
<td>Whitewashed point of rock</td>
</tr>
<tr>
<td>4942</td>
<td>Whitewashed rock at side of square cut</td>
</tr>
<tr>
<td>4943</td>
<td>Triangular red banner on rock point</td>
</tr>
<tr>
<td>4945</td>
<td>Orange rag on greasewood bush</td>
</tr>
<tr>
<td>4947</td>
<td>Whitewashed &quot;X&quot; on rock face, above point</td>
</tr>
<tr>
<td>4948</td>
<td>Yellow and white cloth on lath</td>
</tr>
<tr>
<td>4949</td>
<td>White rag on greasewood bush</td>
</tr>
<tr>
<td>4950</td>
<td>Red and white cloth on lath on rock bare 1'</td>
</tr>
<tr>
<td>4952</td>
<td>Yellow and white cloth on lath, U/S corner square rock</td>
</tr>
<tr>
<td>4953</td>
<td>Whitewashed point of rock</td>
</tr>
<tr>
<td>4956</td>
<td>East gable, green roofed house</td>
</tr>
<tr>
<td>4957</td>
<td>Red and white strips of cloth on lath on low sand point</td>
</tr>
<tr>
<td>4959</td>
<td>Orange rag on greasewood bush</td>
</tr>
<tr>
<td>4960</td>
<td>White rag on greasewood bush</td>
</tr>
<tr>
<td>4961</td>
<td>Orange and white strips on lath on rock point</td>
</tr>
<tr>
<td>4962</td>
<td>White square banner; orange stripe</td>
</tr>
<tr>
<td>4963</td>
<td>Square orange banner on board on rock point</td>
</tr>
<tr>
<td>4967</td>
<td>Whitewashed rock point</td>
</tr>
<tr>
<td>4968</td>
<td>White signal, red stripe, on end of small dock</td>
</tr>
</tbody>
</table>
4969  Whitewashed "X" on rock
4971  White rag on bush
4974  Triangular white banner (d)
4975  Whitewashed rock
4976  Square white banner on grass point
4977  Whitewashed triangle on rock
4978  Square red banner on grass point
4979  Orange signal cloth on pine
4981  Whitewashed triangle on rock
4983  White signal on pine
4985  Square orange banner on pine
4986  Orange rag on sage bush, side of path
4987  Base of pine on side of cliff
4989  Large white banner with rec "X" on lone pine (headwash pine on m.1)
4990  Whitewashed "X" on rock
4994  Red rag on trimmed sage
4996  Orange rag on sage bush
4998  White rag on bush
4904A  Red and yellow cloth on lath in bush
4906A  White flag on bush
4908A  Orange and white cloth on lath in bush on island
4910A  Red rag on greasewood bush
4912A  White signal cloth on end of brush
4914A  Red rag on bush
4916A  Orange and white cloth on lath in trimmed greasewood bush
4918A  White rag on bush
4920A  Square orange banner on lath
4922A  White banner at end of fence on 5' bank
4924A  Orange and red cloth on lath at path intersection
4926A  Red and white strips on lath
4928A  White rag on greasewood bush
4930A  Orange cloth on greasewood bush on top of 10' bluff
4936A  Orange signal cloth on sage bush
4940A  Orange banner on stake at greasewood bush
4942A  Orange cloth on greasewood
4944A  White rag on greasewood bush
4946A  Triangular orange banner on U/S end of log
5001  Yellow strip on lath
5001A Whitewashed point of rock
5002A Square red banner on gravel point. Was 4948A
5003  White rag on greasewood bush
5003A Point of rock between and below whitewash
5005A Orange rag on greasewood. Was 4997
5006  Whitewashed rock
5007  Orange cloth on lath at end of log on point
5007A Red and white strips on lath. Was 4999
5008  Whitewashed "X" on rock
5009  White cloth on lath on rock point
5009A Whitewashed corner of square rock. Was 4901A
5010  Whitewashed triangle on rock point
5012  Red rag on greasewood
5013  Square red banner on stake
5015  White rag on greasewood bush
5018  Orange and white strips on lath at point of grass in slide area
5020  Whitewashed point of high rock
5022A Lone pine
5023  White rag on greasewood bush
5024  White cloth on snag on island
5025  Orange cloth on greasewood bush
Orange cloth on greasewood bush
Small square orange banner
Lone pine tree
Red signal cloth on stake in bush
No description
U/S pine of two
Orange signal cloth on greasewood
U/S granite outcrop of two
Whitewashed rock point
Red and white "X" on stump
Small square orange banner at end of bush and fence
D/S gable of old barn on bench
North gable of unpainted house also submitted as landmark NORTH GABLE
Square white banner on rock
Orange and white signal cloth on lath on rock point
Orange flag on south side of gate
Single pine in granite outcrop
Small square orange banner (d)
Orange flag on fence
Orange flag on deciduous tree
U/S gable on farm house
Red and white strips on lath
Orange and white strips on lath on isolated rock
White signal cloth on bush
5058   Base of bushy cedar
5060   White signal cloth on pine at edge of 15' bluff
5061   White banner at greasewood bush
5063   South gable of concrete house
5064   White banner on rock. Transferred from 8851; was 5102 (d)
5065   Red and white strips on lath in greasewood bush
HYDROGRAPHIC SIGNALS - T-8851
Project Ph-2(45)

5104  White flag on greasewood bush (was 5067)
5105  East gable of farm house
5107  Whitewashed rock, Devils Pasture
5109  White rag on bush, end of point
5110  Whitewashed point of rock
5112  Orange banner on rock point, at the D/S end of a log
5113  Square orange banner on point of rock island
5114  White banner on basalt rock
5115  Lone pine (not flagged)
5117  Pine wrapped with orange signal cloth
5118  White signal cloth on Elderberry bush
5119  Red flag on granite point
5120  Orange cloth on greasewood bush
5121  White flag on point
5122  Square white banner in bush
5124  White rag on greasewood bush
5125  White flag on rock point
5126  Orange rag on greasewood bush
5128  Square orange banner (d)
5129  Orange flag on N side of abandoned road at H.W.L.
5132  U/S gable of old barn
5135  Orange cloth on greasewood bush on hillside.
5136  Orange flag at end of greasewood clump
5137  White signal cloth on greasewood bush W side of abandoned road
5138 - Red and white strips on lath in greasewood
5139 - Red rag on greasewood bush
5140 - White banner on fence post (d)
5141 - White signal cloth on bush
5142 - Lone deciduous tree
5143 - Square white banner at road corner
5145 - Orange rag on greasewood bush
5146 - Orange flag on bush
5147 - White rag on bush
5148 - White flag on stake in rock
5149 - Orange banner at end of fence
5150 - Lone pine near C.P.S.P. 3, 1936
5151 - D/S gable of deserted house
5152 - Red flag in trimmed bush
5153 - D/S gable of abandoned barn
5154 - White signal cloth on bush
5155 - Orange rag on bush
5156 - Lone pine on side of bank
5156A - Square orange banner in greasewood bush
5157 - Orange and white strips on stake in bush
5158 - White signal cloth on small pine
5159 - White rag on greasewood
5161 - Pine on side hill, east of two
5163 - Red flag on stake in bush
5164 - Orange signal on D/S pine of 3
5165 - White flag at end of slide
5166  White signal cloth on pine at H.W.L.
5168  Orange signal cloth on dead pine at small cove
5170  White signal cloth on pine
5172  Forked pine near C.P. 47
5174  Orange flag on pine
5201 White rag on inshore end of bush
5202 Lone pine in field
5203 Small square red banner (d)
5204 Orange rag on greasewood
5205 White signal cloth on lone pine
5206 Red flag on fence post (d)
5207 Orange signal cloth on pine
5208 White rag on greasewood
5209 White flag on U/S end of log on point
5210 White cloth on pine
5211 White signal cloth on pine at log dump
5212 Orange signal cloth on greasewood
5213 Orange flag at point of clay spot
5214 Orange signal cloth on pine
5215 White signal on bush
5216 Red flag on fence at H.W.L.
5217 Yellow flag on greasewood bush (d)
5218 White cloth on pine
5219 White signal cloth on bush
5220 Orange signal cloth on small pine
5221 Orange signal cloth on trunk of small pine
5222 White flag on small pine
5223 White wrapped pine
5224 U/S gable, white house; green roof
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<td>D/S gable of porch roof</td>
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<td>5227</td>
<td>End of drain pipe</td>
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<tr>
<td>5228</td>
<td>Base of tallest pine, marked with red strip</td>
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<tr>
<td>5229</td>
<td>Tallest pine marked with red signal cloth</td>
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<td>5230</td>
<td>Orange signal cloth on small pine</td>
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<td>5231</td>
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<td>5232</td>
<td>White flag on pine at end of fence</td>
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<td>5233</td>
<td>Orange cloth on pine</td>
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<td>5234</td>
<td>Lone pine on hillside</td>
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<td>5235</td>
<td>Orange signal cloth on pine at west side of abandoned road</td>
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<td>5237</td>
<td>Chimney of house</td>
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<td>Apex of &quot;A&quot; frame at log dump</td>
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<td>White signal cloth on D/S pine</td>
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<td>5240</td>
<td>West gable, unpainted house</td>
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<td>5241</td>
<td>Red and white strips on latch on point</td>
</tr>
<tr>
<td>5243</td>
<td>White strip on small pine</td>
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<td>Rattlesnake Canyon</td>
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<td>Eden Harbor</td>
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<td>Gibbes Bay</td>
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* - Decis. of BGN
Approved names underlined.
10-29-49.

A.J.W.
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Names underlined in red are approved. 11/15/48 L. Beck 17
18
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27
M 234
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<tr>
<th>Name on Survey</th>
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<th>D</th>
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<th>F</th>
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Names underlined in red are approved. 11/19/48 L. Heck
DIVISION OF PHOTOGRAMMETRY
Review Report of
Shoreline map manuscripts T-9249 to T-8852
Area of the First Radial Plot, Th-2(hj)

Subject numbers not used in this review report have been adequately
covered in other parts of the descriptive report.

26 Control

Uncovered triangulation stations plotted from local coordinates for
the purposes of placing the reservoir boundary have been left on the
map manuscript.

Station shown with a recovery date indicate that the coordinate
positions have been converted from the 1874 Grand Culee
3rd Datum to geographic positions on the NA 1927 Datum.

A list of the recovered and the uncovered stations (Form
2305-12) is attached to the descriptive report.

Coast and Geodetic Survey triangulation stations (adjusted
from U.S. Bureau of Reclamation positions) were plotted on the
map manuscript during review, as follows:

<table>
<thead>
<tr>
<th>Manuscript</th>
<th>Station</th>
<th>Year</th>
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<tbody>
<tr>
<td>T-8949</td>
<td>Center, 1934</td>
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<tr>
<td></td>
<td>Seaton, 1933</td>
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<tr>
<td>T-8951</td>
<td>San Poil, West Base, 1934</td>
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<tr>
<td></td>
<td>San Poil, East Base, 1934</td>
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<tr>
<td></td>
<td>San Poil, 1934</td>
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<tr>
<td></td>
<td>Sage, 1936</td>
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<tr>
<td></td>
<td>Steep SS, 1936</td>
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<td></td>
<td>GDP No. 8 SS, 1936</td>
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<tr>
<td>T-8852</td>
<td>Dock, 1936</td>
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<tr>
<td></td>
<td>Humm, 1.7.</td>
<td></td>
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<tr>
<td></td>
<td>Ram, 1936</td>
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<td></td>
<td>Silver, 1936</td>
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<td>Lodoen, 1936</td>
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<tr>
<td></td>
<td>Meadow, 1936</td>
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</table>

* On page 1072 of Geographic Positions, three stations of this
line are listed by number in the following manner: "ULSP
No. 3, 83, 1936". Recovery cards for these stations say that the
disks are stamped "CPSP 3 (SS) ULSP 1015 + 83.61, 1936" etc. The
stations are Control Points, (Columbia River Project), San Poil
line, Subsidiary Stations, Upstream left, San Poil. Geodetic
Division was notified concerning the discrepancy of designations
in their listing.
New revisions were made during review. Of these, the most noteworthy were:

1. Re-drawing the entire length of the road leading to the railroad station on the southern side of Franklin D. Roosevelt Lake and east of the city of Grand Coulee.

2. Checking the position of hydrographic station No. 8642 and drawing new radials. This placed the station in its proper relative position.

1. Added "low-bank" delineations to river junction with T-6330 to hydrographic station No. 5109, and between stations numbers 5170-74.

2. Re-drawing bluffs at Devil's Pasture area and in the area of hydrographic stations numbers 5170-74.

1. Checking the position of hydrographic station number 5217 and drawing new radials to place it in its proper relative position.

Several areas of shoreline were located by planetables. These areas were indicated on the map manuscripts by ticks and by notes. The notes have been removed from the map manuscripts, but can be seen by consulting the ozalid prints of the maps, which were made prior to review.

T-969 Between Hydrographic stations Nos. 4257-59
T-967 Between hydrographic stations Nos. 5027-34
T-971 Southern shore of Snohomish Bay
Head of estuary at 47° 53' 53° 1189' 40° 44'.

The maps meet the required accuracy with respect to shoreline, townsite, and near-shore highway delineation. Interior drainage and roads are well drawn in general, but are less accurate in minute detail.

Note to Drafting Section: The Reservation Boundary, and the boat for boats across Roosevelt Lake near the dam, have been left on the manuscript, but are not to be included on a re-drafted copy, in the first case, because of supplementary instructions; and in the second case, because the boat is not a stationary feature, but is anchored to buoys.

Geographic Index

A separate list for each map manuscript (compiled by the Geographic Index Section) is attached to this composite descriptive report.
43 Comparison with Previous Topographic and Contemporary Hydrographic Surveys

There are no previous surveys of the area of Ph-2(45) and the hydrographic survey is in progress.

44 Comparison with Existing Quadrangles

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<tr>
<th>U.S.E.</th>
<th>Coulee City</th>
<th>1:125,000</th>
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<td>Keller</td>
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<td>1920</td>
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</tbody>
</table>

These are planimetric maps which show the land net, roads, railroads, drainage, county lines and settlement names.

Except for the land net and boundary lines, the present survey supersedes the quadrangles for their common areas for charting purposes.

Reviewed by:

Lena T. Stevens
T-8849 29 Oct. 1948
T-8850 2 Nov. 1948
T-8851 15 Nov. 1948
T-8852 19 Nov. 1948

Approved by:

F. V. Griffith
Chief, Review Section

W. M. Saife
Chief, Division of Photogrammetry

William H. Edmiston
Chief, Nautical Charts Branch, Division of Charts

K. T. Adams
Chief, Division of Photogrammetry

W. M. Saife
Chief, Division of Coastal Surveys