U. S. COAST AND GEOETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Planimetric Air Photographic Shoreline
Type of Survey T-8863,
Field No. Ph-2 (45) Office No. T-8864 & T-8865

LOCALITY
State Washington
General locality F.D. Roosevelt Lake
Locality From West Bissell Flats to 1.5 miles north of Ricey Point

1946-'47
CHIEF OF PARTY
J.T. Jarman

LIBRARY & ARCHIVES
DATE November 10, 1949
DATA RECORD

T-8863

Quadrangle (II): Bissell, 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 Copy filed in Descriptive
5/15/47 Report No. T-

Completed survey received in office: 9 April, 1948

Reported to Nautical Chart Section: 16 April, 1948

Reviewed: 5 March, 1949 Applied to chart No. Date:

Redrafting Completed: __________

Registered: 14 Oct, 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): ELBURN (USE) 1936 x 1947

Lat.: 48° 19' 18.665" (576.5m) Long.: 118° 08' 38.357" (790.2m) Adjusted x
Unadjusted

State Plane Coordinates (VI): Washington, North Zone

\[ \begin{align*}
X &= 2,654,184.37' \\
Y &= 493,607.18'
\end{align*} \]

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>
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</thead>
<tbody>
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<td>8/22/46</td>
<td>13:21 P.S.T.</td>
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<td>1289.65 above M.S.L.</td>
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<td>17522 to 17524</td>
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<td>U.S. Army</td>
<td>Single lens</td>
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<tr>
<td>13-5 to 13-6 Inc. 1944</td>
<td>Unknown</td>
<td></td>
<td>1:20000</td>
<td>Unknown</td>
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<tr>
<td>38-7 to 41-7 Inc. 1944</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: See Remarks - Page 3  date: Summer 1947

Field Edit by: None  date:

Date of Mean High-Water Line Location (III): 8-27-46

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

"  "  " checked by: Washington Office  date: Sept. 1947

Control plotted by: James L. Harris  date: Nov. 26, 1947

Control checked by: Frank Elrod  date: Nov. 26, 1947

Radial Plot by: J. L. Harris & J. E. Deal  date: Dec. 10, 1947

Detailed by: Helen Letson  date: Jan. 30, 1948

Reviewed in compilation office by: Reo H. Barron  date: Feb. 13, 1948

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

Land Area (Sq. Statute Miles): 31.0 (Complete detail along shoreline) (Skeleton detail interior)

Shoreline (More than 200 meters to opposite shore): 28.2 statute miles
Shoreline (Less than 200 meters to opposite shore): 2.0 statute miles

Number of Recoverable Topographic Stations established: 3

Number of Temporary Hydrographic Stations located by radial plot: 51

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:
Recovery of horizontal control: 9-5-47 to 11-17-47
C. Hanavich, J. C. Lajoie, J. H. Winniford

Shoreline Inspection:
J. C. Lajoie, J. H. Winniford, R. W. Sherwood 10-17-47 to 10-20-47

Interior Field Inspection and Geographic names: 8-27-47 to 11-18-47
J. H. Winniford

Recovery of vertical control: 3-4-47 to 10-15-47
C. Hanavich

Note: This report contains bridges & cable-crossing data for the Sixth & Seventh Radial Plots.
DATA RECORD

T- 3364

Quadrangle (II): Bissell, 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  
5/15/47

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

Completed survey received in office:  9 April, 1948

Reported to Nautical Chart Section: 16 April, 1948

Reviewed: 15 Nov. 1949  Applied to chart No.  
Date:

Redrafting Completed: —

Registered: 19 Oct. 1949  Published:

Compilation Scale: 1:10000  Published Scale:

Scale Factor (III): None

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

Reference Station (III): RIM (USN) 1938 R 1947

Lat.: 43° 24' 35.513" (1035.2m)  Long.: 118° 10' 10.610" (218.2m) Adjusted x

Unadjusted

State Plane Coordinates (VI): Washington, North Zone

X = 2,642,854.28  
Y = 5,252,776.05

Military Grid Zone (VI)
PHOTOGRAPHS (III)

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<th>Time</th>
<th>Scale</th>
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U.S. Army Single lens

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<td>32-4</td>
<td>1944</td>
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<td>Unknown</td>
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<td>19-6, 20-6 &amp; 24-6</td>
<td>1944</td>
<td>Unknown</td>
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<td>30-7 to 37-7 Inc.</td>
<td>1944</td>
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<td>99-7 to 103-7 Inc.</td>
<td>1944</td>
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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: See Remarks Page 3  date: Summer 1947

Field Edit by: None  date:

Date of Mean High-Water Line Location (III): 8-27-46

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

" " checked by: Washington Office  date: Sept. 1947

Control plotted by: F. Elrod  date: Nov. 28, 1947

Control checked by: J. L. Harris  date: Nov. 28, 1947

Radial Plot by: J. L. Harris & J. E. Deal  date: Dec. 10, 1947

Detailed by: Roy A. Davidson  date: Jan. 30, 1948

Reviewed in compilation office by: Ree H. Barron  date: Feb. 18, 1948

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

Land Area (Sq. Statute Miles): 31.1
(Complete detail along shoreline)
(Skeleton detail interior)

Shoreline (More than 200 meters to opposite shore): 16.0 statute miles

Shoreline (Less than 200 meters to opposite shore): 0.5 statute mile

Number of Recoverable Topographic Stations established: 3

Number of Temporary Hydrographic Stations located by radial plot: 37

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:
Recovery of Horizontal Control:
C. Hanavich, J.C. Lajoye, J.H. Winniford 9-5-47 to 11-16-47

Shoreline Inspection:

Interior Field Inspection and Geographic Names:
J.H. Winniford 11-13-47 to 11-18-47

Recovery of vertical control:
C. Hanavich 8-4-47 to 10-15-47
DATA RECORD

T-8865

Bissell, Wash. (USE)  Project No. (II): Ph-2(45)

Quadrangle (II): Marcus, Wash. (USE)  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-
5/15/47  Photogrammetry Office Files.

Completed survey received in office: 9 April, 1948

Reported to Nautical Chart Section: 16 April, 1948

Reviewed: 18 Mar. 1949  Applied to chart No.  Date:

Redrafting Completed: —

Registered: 14 Oct. 1949  Published:

Compilation Scale: 1:10000  Published Scale:

Scale Factor (III): None

Geographic Datum (III): N.A. 1927  Datum Plane (III): Mean Sea Level (USNGS)
Reference Station (III): RICKEY S.S. (NSBR) 1936 r 1947

Lat.: 48° 32' 29.881" (923.0m)  Long.: 118° 07' 09.757" (200.1m) Adjusted x

State Plane Coordinates (VI): Washington, North Zone

\[ x = 2,657,542 - 64' \quad y = 739,445 - 94' \]

Military Grid Zone (VI)
<table>
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<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Water Level</th>
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<tbody>
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**US Army Single Lens**
- 25-6 to 31-6 Inc. 1944 Unknown 1:20000 Unknown
- 53-6 to 55-6 Inc. 1944 Unknown 1:20000 Unknown
- 26-7 to 29-7 Inc. 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:** See remarks Page 3  
**Field Edit by:** None  
**Date of Mean High-Water Line Location (III): 8/27/46**

**Projection and Grids ruled by (III) Washington Office**  
**checked by:** Washington Office  
**date:** Nov. 1947

**Control plotted by:** J.L. Harris  
**date:** Dec. 1, 1947

**Control checked by:** F. Elrod  
**date:** Dec. 2, 1947

**Radial Plot by:** J. L. Harris & J. E. Deal  
**date:** Dec. 10, 1947

**Detailed by:** C. C. Wiese  
**date:** Feb. 17, 1948

**Reviewed in compilation office by:** Ree H. Barron  
**date:** March 5, 1948

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

Land Area (Sq. Statute Miles): 30.3 (Complete detail along shoreline) (Skeleton detail interior)

Shoreline (More than 200 meters to opposite shore): 19.5 statute miles
Shoreline (Less than 200 meters to opposite shore): 0.8 statute mile

Number of Recoverable Topographic Stations established: 2

Number of Temporary Hydrographic Stations located by radial plot: 51

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:
Recovery of horizontal control: 9/3/47 to 10/3/47
C. Hanavich, J.C.Lajoye and J.H. Winniford

Shoreline Inspection: 10/1/47 to 10/3/47
J.C.Lajoye, J.H.Winniford, R.W. Sherwood

Interior field inspection & geographic names: 11/7/47 to 11/13/47
J.H. Winniford

Recovery of vertical control: 8/4/47 to 10/15/47
C. Hanavich
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<th>STATION</th>
<th>SOURCE OF INFORMATION INDEX</th>
<th>DATUM</th>
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<th>LONGITUDE OR ( \lambda )-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>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<td>Used in radial plot</td>
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<td>HALL, (USBR)</td>
<td>G-6760 Field</td>
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1 FT = 0.3048006 METER

COMPUTED BY: J.E. DEAL  DATE: 11/21/47  CHECKED BY: R.A. DAVIDSON  DATE: 11/21/47
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<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
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1 FT. = .3048006 METER
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1 FT = 304.8006 METER
COMPUTED BY: H.A. Davidson
DATE: 1/28/48
CHECKED BY: J.L. Harris
DATE: 1/30/48
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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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COMPUTED BY: J.L. HARRIS  
DATE: 11/25/47  
CHECKED BY: R.A. DAVIDSON  
DATE: 11/26/47
FIELD INSPECTION REPORT
Area of the Fifth, Sixth and Seventh Radial Plots
Project PH-2 (45)

1. Description of the Area:

In view of the general similarity in the topography and culture found in the areas of the fifth, sixth and seventh radial plots, a combined report will be submitted. These radial plots are comprised of the following 10 shoreline surveys:

- Fifth Radial Plot: 8863 to 8865 inclusive
- Sixth " : 8866 to 8869 "
- Seventh " : 8870 to 8872 "

A General Description of the Area:

The area covered by this report includes the Franklin D. Roosevelt Lake from the small towns of Gifford and Inchalium in sheet 8863 to the International Boundary, and the Kettle River from its mouth upstream to Barstow, Wa.

Rugged, timber covered mountains are found on both sides of the lake as it meanders through a canyon; the same can be said of the Kettle River. Logged-off stretches are found occasionally. Narrow to wide grass and timber benches adjoin the lake on each side throughout most of this area. From Evans, about 8 miles north of Kettle Falls, to Northport, the reservoir narrows down to about 0.3 mile in width. From Northport to the northern limits of the Project, it narrows again to 0.2 mile and less.

In general, the rock formations are of the metamorphic type and are found in the following categories: slate, schist, and marble (limestone and dolomite).

The drainage is, as a rule, heavily incised and the greater part of it is perennial. There are many creeks or streams in the area. The principle tributaries of the lake are the Kettle and Colville Rivers.

The vegetation in the area consists of native grasslands and two types of wooded areas which are: 1) The yellow pine that is found in the southern part of the area. 2) And the Canadian type of tamarack (larch), fir, etc.

Between the small settlement of Evans and the International Boundary, a definite current is found which increases as the boundary line is approached. Exposed rocks, gravel bars, eddies and small whirlpools were noticed upstream from Northport to the Canadian line. The current in the vicinity of the Little Dalles, just north of the abandoned settlement of Marble and about 6 miles southwest of Northport, is less than in the 10-mile stretch south of the boundary line. The Little Dalles is a bottleneck in the lake and was a well-known rapids area before the waters in the lake were impounded.
It was ascertained from the immigration officer at Northport that during the Spring and early Summer months, the river or lake is a torrent in its upper reaches and does not taper off until within a few miles north of Kettle Falls. Two crests are encountered. The first crest occurs around the first of June when the run-offs from the southern tributaries take place. The second crest takes place around the first of July and is attributed to the northern tributaries, high mountain snows, etc., etc., in British Columbia. In view of this, the lake in this area does not reach its normal or approximate level until the latter part of July. And it is not until about this time that boat operations are feasible in this vicinity.

Two automatic recording gages housed in small concrete structures and maintained by the USGS are found on the southeast side of the river or lake; they are about 0.3 mile and 3 miles south of the International Boundary.

There are only a few roads in the vicinity. A macadam road (State Highway 22) extends along the east and southeast side of the lake as far north as Northport; at Northport it crosses the lake and continues northward out of the area. A gravel and dirt road (State Highway 22A) follows the southeast side of the lake from Northport to the Canadian line. There are no other graded roads on the west side of the lake in sheet 8872 except for a few lateral logging roads that extend into the area. One other major highway (US 395) parallels the Kettle River on the west side; it crosses the lake in sheet 8866 and runs eastward through Kettle Falls. A graded and drained road parallels the east side of the Kettle River, then swings eastward at its mouth and follows the west and northwest side of the lake proper to Northport. From the Kettle Falls Bridge a graded and graded road follows the west side of the lake southward to Inchelium. The Great Northern Railroad runs from Kettle Falls to the International Boundary along the east and southeast side of the lake, and is the only railroad line in the area.

Of the several small towns in the area, Kettle Falls and Northport are the chief ones; they are small trading centers.

The Fifth Radial Plot:

On the east side of the lake in the area adjacent to and south of Gifford, a sloping sedimentary bench fronts the lake. Inland of this bench is a rugged mountain terrain that extends in a general north-south direction from the Colville River to Hunters, Wn. Steep slopes rising abruptly from the shoreline are found between Gifford and Daisy. North of the small town of Daisy, a broad sedimentary bench (the small settlement of Rice is located on it) extends northward to a point about opposite the mouth of La Fleur Creek. From this point to Rickey Creek steep slopes are found along the lake. North of the latter creek, the mountain slopes are replaced by a low sand bench that extends to the north limits of this plot.

The town of Inchelium on the west side of the lake is located on a clay or sand bench that varies widely in width and reaches northward
almost to Barnaby Creek. Between this point and Martin Creek, steep mountain slopes adjoin the lake. From Martin Creek to the north edge of this plot the lake confronts a sand bench.

The Sixth Radial Plot:

The slopes of Mingo Mountain (on the east side of the lake) rise rapidly south of the mouth of the Colville River and east of the sand bench that borders the lake. North of the Colville River is a wide sand bench on which the town of Kettle Falls is located. Except for a narrow bench along the lake in the vicinity of Marcus, steep mountain slopes are found along the lake between Kettle Falls and just south of Powell Landing. A sand bench fronts the lake from this latter point to about a mile northwest of the settlement of Bosburg. This in turn gives way to steep rocky slopes which continue to a point directly east of Glasso Lakes. From here to about 0.5 mile south of where the lake meanders sharply to east, a low, partially flooded bench is found along the lake with erosion banks ranging from 5 to 10 feet in height down to where there are no banks at all. North of this low flat bench rises another sand bench about 125 to 150 feet above the level of the lake; it continues to a point about opposite the mouth of Flat Creek. North of here steep limestone slopes rise from the shore and continue to the north limits of this plot.

The topography on the west side is almost identical with that found on the east side. Steep mountain slopes of slate or granite rise from the water with sand benches of varying elevation occasionally found lying on these slopes. The same applies in defining the topography along the Kettle River.

The pool characteristics in the Kettle River extend as far north as the Napoleon District. Upstream from this point it becomes a fast flowing mountain river with numerous gravel bars and erosion banks from 15 to 20 feet high. Rock bluffs are found occasionally.

The Seventh Radial Plot:

A series of sand benches that vary in width and elevation extend upstream as far as the Little Dalles along the east and southeast side of the lake. In places, limestone outcrops break up this pattern. The Little Dalles was formerly the site of some rapids in the old Columbia River; the impounded waters have just about eliminated them. North of the Little Dalles one finds steep slopes, which are underlain by limestone, extending to about one mile southwest of the town of Northport. This town is located on a large sand bench about 40 feet above the lake level. Between Northport and the International Boundary (the north limits of the Project), small sand benches alternate with steep and rugged mountain slopes which rise from the water's edge.

Topographically, the area along the northwest side of the lake is similar.
2. Completeness Of Field Inspection:

The field inspection for the clarification of details on the photographs, and for the classification of roads, shoreline, buildings, et cetera, has been completed in accordance with the instructions for this Project dated 3 April 1947. For additional information see side heading 2 of the "Field Inspection Report, Area of the First Radial Plot, Project PH-2 (45)."

3. Interpretation of the Photographs:

Refer to this side heading of the field inspection reports for the first, third and fourth radial plots on this Project.

4. Horizontal Control:

Refer to this side heading of the "Field Inspection Report, Area of the First Radial Plot, ...".

5. Vertical Control:

Idem

6. Contours and Drainage:

No contouring is involved in the area.

Major drainage was located and classified in the field concurrently with the geographic names investigation. The drainage in general is perennial although some of the streams do become intermittent or disappear on encountering the sandbanks that front the lake.

For additional information see side heading 2, paragraph 2, of the field inspection report for the first radial plot area.

7. Shoreline Plane of Reference:

The shoreline inspection was accomplished between the Little Dalles and the International Boundary, where a river gradient is in effect, during the month of October. The shoreline was found to be in close agreement with that found on the 9-lens photographs which were taken during the month of August in 1946. A photostatic copy of the reservoir profile is attached to the back of this report, and it is believed that the profile indicates closely the normal pool and river gradient characteristics between the Grand Coulee Dam and the International Boundary. For additional information refer to the general description of the area under side heading 1 of this report, and to the Special Report on Vertical Control, PH-2 (45).

In addition, refer to this side heading under the first five paragraphs of the "Field Inspection Report, Area of the First Radial Plot, ..."; the remaining paragraphs under this side heading on the subject of U.S. Army single lens photographs (1:20,000) is not applicable to sheets 8869 to 8872, inasmuch as these single lens photographs were not available for this area.
8. Low-Water Line:

Refer to this side heading of the "Field Inspection Report, Area of the First Radial Plot,...".

9. Wharves and Shoreline Structures:

Two adjustable ramps are located in sheet 8863 - one at Gifford, the other at Inchelium. These ramps are not fixed and can be adjusted to fit the Gifford-Inchelium Ferry in the event the lake rises or falls. A railroad loading trestle is located on the property of the LaFontaine Transportation Company in sheet 8866. Similar ferry ramps were found at the temporary ferry crossing at Northport.

No wharves or other shoreline structures were found.

10. Details Offshore from the Shoreline Plane of Reference:

An abandoned gold dredge at Northport and other natural features such as rocks, gravel bars, small islands, shoal areas, etc., have been noted on the photographs. In areas where the shoreline is rocky, submerged rocks and ledges are suspected. Any rocks awash have been noted. The height of rocks that bars above the plane of reference has been indicated. The approximate limits of shoal areas have been shown and they are usually found where the benches adjoin the lake.

11. Landmarks and Aids to Navigation: (see R 80, Compilation Report)

A selection of prominent and less prominent objects along the shore was made and these were recommended for future charting.

A complete investigation of all fixed aids to navigation was made in the field. They were either identified directly on the photographs or by instrumental methods. Their correct names were verified from the latest edition of the Light List. No discrepancies were found in the Light List with regard to their distinctive markings, etc.

Topographic stations established by instrumental methods consisted of three-point fixes using a theodolite or transit, with a check angle, on triangulation stations.

All landmarks recommended for charting and fixed aids to navigation have been reported on Form 567, as well as on Form 524.

12. Hydrographic Control:

Photo hydro stations were established in accordance with the instructions for this Project and as amended by the letter from the Acting Director dated 9 July 1947, on the subject of locating photo hydro stations.

Along several areas where densely wooded banks were encountered, no photo hydro stations were established since no definite detail was identifiable on the photographs.
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 in sketchbook volumes 5 (fifth radial plot), 6 (sixth radial plot) and 7 (seventh radial plot).

13. Landing Fields and Aeronautical Aids:

There are no landing fields. One aeronautical aid was recommended for charting; it is LOOKOUT HOUSE, Swede Pass.

14. Road Classification:

Refer to this side heading of the "Field Inspection Report, Area of the First Radial Plot, ...".

15. Bridges and Cable Crossings:

There are several bridges and cable crossings in the area. They are:

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<th>Location</th>
<th>Owner</th>
<th>Kind</th>
<th>Number of Spans</th>
<th>Channel Span: Hor. Cl. (inner face of pier to pier)</th>
<th>Channel Span: Vert. Cl.</th>
<th>Date of Field Measurements:</th>
<th>Lake level at Dam site on 11/16/47 at 12:30 PM</th>
<th>Purpose of Bridge</th>
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<td>Washington State Highway Commission</td>
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<td>605.2 feet (at points of maximum Vert. Cl. or between warning lights)</td>
<td>460.2 feet (between warning lights)</td>
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<td>Fixed</td>
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<td>37.9 feet (lowest part above lake)</td>
<td>10/10/47 at 2:30 PM</td>
<td>1289.6' (USBR Datum)</td>
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<td>10/10/47 at 3:00 PM</td>
<td>1289.8' (USBR Datum)</td>
<td>Railroad</td>
</tr>
</tbody>
</table>
Name: Kettle River Bridge  
Location: Mouth of Kettle River  
Owner: Washington State Highway Commission  
Kind: Fixed  
Number of Spans: 1  
Channel Span: Hor. Cl. (inner face of pier to edge of irregular rock bluff) - 127.0 feet  
Vert. Cl. of lowest part above lake - 33.0 feet  
Date of Field Measurements: 10/10/47 at 3:00 PM  
Lake level at Dam site on _ _ _ _ - 1289.8' (USBR Datum)  
Purpose of Bridge: Highway

Name: None  
Location: South of Boyds, Wn.  
Owner: Great Northern Railroad  
Kind: Fixed  
Number of Spans: 1  
Channel Span: Hor. Cl. - 195.0 feet  
Vert. Cl. of lowest part above lake - 27.4 feet  
Date of Field Measurements: 10/10/47 at 3:15 PM  
Lake level at Dam site on _ _ _ _ - 1289.8' (USBR Datum)  
Purpose of Bridge: Railroad

Name: None  
Location: At Napoleon, Wn.  
Owner: County Highway Commission  
Kind: Fixed  
Number of Spans: 2  
Channel Span: Hor. Cl. of east span - 97.3 feet  
Vert. Cl. of lowest part above lake - 77.5 feet  
Channel Span: Hor. Cl. of west span - 77.5 feet  
Vert. Cl. of lowest part above lake - 11.4 ft.  
Date of Field Measurements: 10/10/47 at 4:00 PM  
Lake level at Dam site on _ _ _ _ - 1289.9' (USBR Datum)  
Purpose of Bridge: Highway

Name: None  
Location: at Northport, Wn. This bridge has been condemned & abandoned.  
Owner: Washington State Highway Commission  
Kind: Fixed  
Number of Spans: 3  
Channel Span: Hor. Cl. between inner faces of piers of each span -242.5'  
Vert. Cl. of lowest part above lake (each span) - 38.6'  
Date of Field Measurements: 10/9/47 at 2:00 PM  
Lake level at Dam site on _ _ _ _ - 1289.6 feet (USBR datum)  
Purpose of Bridge: Condemned as a highway bridge & closed to traffic.

Overhead Cable Crossings:
1. Power line crossing on north side of RR bridge at Kettle Falls Bridge.  
Vert. Cl. - 57.0 feet  
Date of Field Measurements: 10/10/47 at 2:10 PM  
Lake level at Dam site on _ _ _ _ - 1289.8' (USBR datum)

2. North cable crossing at Boundary, Wn.  
Vert. Cl. - 66.3 feet  
Date of Field Measurement: 10/9/47 at 10.30 AM  
Lake level at Dam site on _ _ _ _ - 1289.6
3 South Cable crossing at Boundary, Wn.  7-8872
Vert. Cl. - 72.6 feet
Date of Field Measurement: 10/3/47 at 10:00 AM
Lake level at Dam site on 
" " " - 1289.6

4 Power line crossing at Northport, Wn.  7-8871
Vert. Cl. - 35.1 feet
Date of Field Measurements: 10/9/47 at 1:00 PM
Lake level at Dam site on 
" " " - 1289.6

5 Power line crossing at Little Dalles, Wn.  7-8870
Vert. Cl. - 69.3 feet
Date of Field Measurement: 10/10/47 at 10:30 AM
Lake level at Dam site on 
" " " - 1289.8

6 Power line crossing NW of Bosburg, Wn.  7-8869
Vert. Cl. - 96.1 feet
Date of Field Measurement: 10/10/47 at 12:00 PM
Lake level at Dam site on 
" " " - 1289.8

No submarine cable crossings were found in the area. The information listed above has been noted on the field photographs in part.

16. Buildings and Structures:

A complete field investigation was made for buildings or structures along the water front. Inland only those buildings and structures were identified that were visible from the water. Inland all public buildings were noted for which there was photograph coverage.

17. Boundary Monuments and Lines:

The original instructions relating to this phase of the work have been abrogated. Refer to the Acting Director's letter dated 7 November 1947, on the subject of the Lake Roosevelt reservation boundary.

18. Geographic Names:

Refer to this side heading of the "Field Inspection Report, Area of the First Radial Plot,...".

20

20. Ferries:

Two ferries were investigated and noted on the photographs; they are:

a. The Gifford-Inchelium Ferry which is privately owned and operated daily. A fee is charged.  7-8863

b. The temporary state owned ferry at Northport, Wn., operated daily and free of charge to the public.  7-8871
21. Field Photographs:

Refer to this side heading of the "Field Inspection Report, Area of the First Radial Plot, ...".

22. Symbols and Color Scheme:

Ident

23. CP Stations along the Reservoir Boundary:

Refer to this side heading of the "Field Inspection Report, Area of the Fourth Radial Plot, Project PH-2 (45)".

Approved by:

J. T. Jarman
Chief of Party

Respectfully submitted:

Charles Hanovich
Topographic Engineer
26. Control:

Twenty horizontal control stations were recovered and identified by the
field parties for use in controlling the radial plot in the area of
these three map manuscripts. All of the objects selected for sub-stations
could be identified with certainty on a majority of the photographs.
The stations were well spaced over the area and were sufficient to control
the radial plot.

Because of insufficient overlap in line of flights, the use of the
stereoscope was limited for transferring horizontal control stations
and photo hydro signals from one photograph to another. This often
made it impossible to obtain stereoscopic vision when viewing a stereo-
scopic pair. (See paragraph 2 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. In addition, at the request of the
hydrographic party, all unrecovered USBR 3rd order stations lying along
the shore of the lake, which were not found to be destroyed, were plotted.
This was done in order to facilitate their recovery by the hydrographic
party if they were needed. The original descriptions for this 3rd order
control were written prior to the time that the lake was impounded, and
were therefore inadequate. These unrecovered stations were indicated by
a dashed line triangulation station symbol, and a note pertaining to
same was lettered in the margin of the manuscript.

A complete tabulation of the horizontal control stations shown on these
three map manuscripts is contained on several sheets of Form M-2388-12,
which are attached to this descriptive report.

27. Radial Plot:

These three map manuscripts, Nos. T-8863 to T-8865 inclusive, were
combined into one radial plot known as Radial Plot No. 5, Project Ph-2
(45). This radial plot was completed in the same manner as Radial
Plot No. 1 which has been fully described under Item 27 of the "Descrip-
tive Report, Map Manuscripts T-8849 to T-8852 Inc., Area of the 1st
Radial Plot, Project Ph-2(45).
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, however, had 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.

Detailing was accomplished in the following manner:

1. All photo hydro signals, and shoreline pass points were radially plotted. Because of difficulties which have arisen on this and other projects, and in order to insure the accuracy of photo hydro signals, the located positions were then verified by a supervisor, and all questionable signals were rejected. (Shoreline pass points of two radial intersections are shown with green, waterproof ink circles on the reverse side of the map manuscripts.)

2. The shoreline was 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 displaced banks, cliffs and trees, and insufficient photograph coverage made it difficult to delineate the shoreline. In many of these places, stereoscopic vision could not be obtained. The shoreline in these areas was detailed after all photographs had been studied. It is, however, subject to minor changes by the hydrographic party.)

3. Pass points for use in detailing inshore planimetric features were located and the compilation of the sheet was completed.

4. A careful review was made of all radially plotted pass points and planimetric details.

Ozalid prints of the completed map manuscripts were furnished to the hydrographic party; however, it is recommended that they be used for reference purposes only. As many difficulties are encountered when transferring hydrographic signals and shoreline from distorted ozalid prints to boat sheets, it is hoped that the hydrographic party can be furnished boat sheets for their 1948 field work similar to those which were made for the Willamette River Hydrography. (Photogrammetric Project Ph-13(46) and Hydrographic Project CS-323)
Because of insufficient photograph coverage, small interior areas near
the limits of the map manuscripts could not be detailed.

Whenever possible the stereoscope was used in determining the location
of the tops of bluffs along the shoreline. The location of these bluffs
could be determined more readily from photographs on which they were
displaced away from the waterline and principal point of the 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 through 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 quad-
ranges and to 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 map, which was used to supplement the photographs, will be
forwarded when the project is completed:

Black and White Print:—Existing and Relocated Highways and
Railroads, Scale 1" = 4 miles.

30. Mean High-Water Line: (Lake Shoreline at the adopted plane or reference.)

A complete discussion of this feature may be found in Paragraph 7 of the
"Field Inspection Report, Area of the Fifth, Sixth and Seventh Radial
Plots," 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 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:

Several small islands are the only details offshore from the Mean High-Water Line. (Refer to Paragraph 10 of the Field Inspection Report.)

33. Wharves and Shoreline Structures:

Refer to Paragraph 9 of the Field Inspection Report.

34. Landmarks and Aids to Navigation:

Form 567, recommending the charting of the following non-floating aids to navigation is attached: (also Form 524)

- West Hissell Flats Daybeacon, 35-0-0-0-0-0-T-8863 (located by instrument)
- Mission Point 37 Lt. 0-0-0-0-0-T-8863 (pricked direct?)
- Gifford Ferry 36 Lt. 0-0-0-0-0-T-8863
- * Chalk Grade 40 Lt. 0-0-0-0-0-T-8864
- Shell Rock 41 Lt. 0-0-0-0-0-T-8864
- Barnaby Flats Daybeacon 39-0-0-0-0-0-T-8864
- * Rickey 45 Light 0-0-0-0-0-T-8865
- French Point Rocks 43 Lt. 0-0-0-0-0-T-8865

35. Hydrographic Control:

Statistics on signals in the area of these three map manuscripts are as follows:

<table>
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<tr>
<th>Sheet No.</th>
<th>Signals pricked by Field Parties</th>
<th>Signals Rejected</th>
<th>Photo, Hydro. Signals Established</th>
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<tr>
<td>8863</td>
<td>52</td>
<td>1</td>
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<td>8864</td>
<td>39</td>
<td>2</td>
<td>37</td>
</tr>
<tr>
<td>8865</td>
<td>54</td>
<td>3</td>
<td>51</td>
</tr>
</tbody>
</table>

In most cases, the signals selected by the field party could be identified on a majority of the photographs of the area involved. Most of the signals, which were rejected, were located in dense tree areas, or hidden by displaced cliffs or ridges, and could not be identified with

* See Review Report.
certainty on enough photographs to establish strong positions. (The field party could not determine this point with alternate photographs.) Due to previous difficulties, exceptional care has been taken in pricking and radially plotting the photo hydro signals shown on these three map manuscripts. Their locations were not only verified by the reviewer and the supervisor in charge of compilation, but a final examination of this part of the work also was made by the Chief of Party, who rejected any signal on which a perfect intersection could not be obtained. These multiple checks should eliminate the difficulties which the hydrographic party encountered in the first sheets in this project.

A list of the photo hydro signals, shown on these three map manuscripts, is attached to this descriptive report.

36. **Landing Fields and Aeronautical Aids:**

There are no landing fields or aeronautical aids in this area.

37. **Geographic Names:**

Geographic Names are the subject of a special report, "Investigation of Geographic Names, Sheets 8860 to 8872 inclusive, Project Ph-2(45)", which has been submitted to the Washington Office by the field party.

During the compilation of T-8864 it was found that the geographic name "Pleasant School", as listed in the above report, was in error. The correct listing of this geographic name is: "Pleasant Valley".

38. **Recoverable Topographic Stations:**

Copies of Form 567 are being submitted for all stations listed under Item 34 "Landmarks and Aids to Navigation". No other recoverable topographic stations were selected by the field party, or radially plotted at the compilation office.

39. **Junctions:**

Complete and satisfactory junctions have been made between all map manuscripts in this and adjacent radial plots.

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

Please refer to Item 40 in the Descriptive Report for the 1st Radial Plot, Project Ph-2(45).
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 a visual comparison could be made.

45. **Comparisons with Nautical Charts:**

There are no nautical charts of the area.

Respectfully submitted,

J. Edward Deal Jr.
J. Edward Deal Jr.
Photogrammetric Engineer

Approved after additional comments were added:

Robert A. Earle
Chief of Party

Jr
<table>
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<th>Chart</th>
<th>Observation Date</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Distance</th>
<th>Bearing</th>
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</table>

*Note: The positions given have been checked after landing.*

---

The positions shown have been checked after landing.
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<thead>
<tr>
<th>Number</th>
<th>Description</th>
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<tbody>
<tr>
<td>6301</td>
<td>Orange Sig. Cl. on large lone pine</td>
</tr>
<tr>
<td>6302</td>
<td>Red Sig. Cl. on large pine</td>
</tr>
<tr>
<td>6303</td>
<td>White Sig. Cl. on small pine</td>
</tr>
<tr>
<td>6304</td>
<td>White Sig. Cl. on pine near old road</td>
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<tr>
<td>6305</td>
<td>Red Sig. Cl. on large pine</td>
</tr>
<tr>
<td>6306</td>
<td>Orange Sig. Cl. on pine U/S of group</td>
</tr>
<tr>
<td>6307</td>
<td>Orange Sig. Cl. on pine U/S of 2</td>
</tr>
<tr>
<td>6308</td>
<td>Red Sig. Cl. on pine tree</td>
</tr>
<tr>
<td>6309</td>
<td>White Sig. Cl. on bushy pine near snag</td>
</tr>
<tr>
<td>6310</td>
<td>White Sig. Cl. on pine</td>
</tr>
<tr>
<td>6311</td>
<td>Red Sig. Cl. on pine near ferry landing</td>
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<tr>
<td>6312</td>
<td>White Sig. Cl. on U/S of large pines</td>
</tr>
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<td>6313</td>
<td>Orange Sig. Cl. on U/S of large pines</td>
</tr>
<tr>
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<td>Red Sig. Cl. on small pine</td>
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<td>6315</td>
<td>White Sig. Cl. on pine</td>
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<td>6316</td>
<td>White Cl. on pine</td>
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<td>6317</td>
<td>Red Sig. Cl. on pine tree</td>
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<td>6318</td>
<td>Red Cl. on D/S pine</td>
</tr>
<tr>
<td>6319</td>
<td>Lone tree, W side of road</td>
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<tr>
<td>6320</td>
<td>White on large pine</td>
</tr>
<tr>
<td>6321</td>
<td>E gable of pumphouse</td>
</tr>
<tr>
<td>6322</td>
<td>Red Sig. Cl. on pine</td>
</tr>
<tr>
<td>6323</td>
<td>U/S gable of barn</td>
</tr>
<tr>
<td>6324</td>
<td>White Cl. on small pine</td>
</tr>
</tbody>
</table>
6325  Orange Sig. Cl. on dead pine
6326  Red Cl. on tall pine
6327  White Sig. Cl. on snag
6328  White cloth on tall pine
6329  Red Sig. Cl. on pine, outer of 2
6330  Red Cl. on tall pine
6331  Orange Sig. Cl. on south of 2 pines
6332  White Cl. on tall, bushy pine
6334  Red Cl. on large pine
6335  Red Sig. Cl. on small pine bush
6336  White Cl. on pine
6337  White Sig. Cl. on D/S pine of 2
6338  White Cl. on lone pine
6339  Orange Cl. on pine, D/S and inshore of 2
6340  Red Sig. Cl. on double pine
6341  Red Sig. Cl. on pine
6342  White Cl. on U/S pine
6343  White Sig. Cl. on tall pine
6344  Gable of P.O. at Daisy, Wn.
6345  Orange Sig. Cl. on tall pine in clearing
6347  Red Sig. Cl. on large pine
6349  White Sig. Cl. on pine
6351  Orange Sig. Cl. on pine
6351A  Red Sig. Cl. on bushy pine
6301A  White Sig. Cl. on tree
6302A  White Cl. on outer of 2 trees
6304A  Red Cl. on pine near brush
6402  Red Sig. Cl. on small pine
6403  White Sig. Cl. on pine on point
6404  White Sig. Cl. on small pine
6405  Orange Sig. Cl. on large dead pine
6406  Orange Sig. Cl. on small pine
6407  White Sig. Cl. on pine tree
6408  Large pine, D/S and inshore from snag, not flagged
6409  E gable of old barn
6410  Red Sig. Cl. on large pine at base of cliff
6411  Red Sig. Cl. on pine tree
6412  White Sig. Cl. on small pine on rock point
6413  White Sig. Cl. on large forked pine
6414  W gable of "L" shaped building
6415  Red Sig. Cl. on apple tree
6416  Single pine on D/S side of eroded gully (not flagged)
6417  White Sig. Cl. on pine
6418  Single pine on fence, not flagged
6419  U/S gable of small shed
6420  Bushy pine at fence corner, not flagged
6421  U/S gable of house
6422  Forked pine, not flagged
6423  Red Sig. Cl. on small pine
6424  White Sig. Cl. on pine U/S of 2
6425  White Sig. Cl. pine tree
6426  Orange Sig. Cl. on pine
6427  Red Sig. Cl. on fir at top of bank
6428  Red Sig. Cl. on U/S of 2 small pines

\( \)
6429 White Sig. Cl. on fir
6430 W gable of old barn
6431 Red Sig. Cl. on large pine snag
6432 White Sig. Cl. on pine
6433 White Sig. Cl. on pine
6434 Red Sig. Cl. on pine tree
6435 Red Sig. Cl. on pine tree
6435 Red Sig. Cl. on pine in clearing
6436 Orange Sig. Cl. on pine
6437 White Sig. Cl. on large pine
6438 White Sig. Cl. on pine between 2 snags
6501 Red Sig. Cl. on large pine
6502 White Sig. Cl. on dead tree
6503 White Sig. Cl. on group of small pines
6504 Orange Sig. Cl. on pine on E side of ditch
6505 Red Sig. Cl. on D/S edge of group of small pines
6505A Orange Sig. Cl. on 3 pronged pine
6506 Red Sig. Cl. on pine, E side of highway
6507 U/S gable of high barn
6508 White Sig. Cl. on pine near highway
6509 White Cl. on pine
6510 Orange Sig. Cl. on pine near ditch
6511 Red Sig. Cl. on bush
6512 Red Sig. Cl. on small pine
6513 Red Sig. Cl. on pine at point
6514 White Sig. Cl. on pine tree
6515 Red Sig. Cl. on pine on point
6516 SW corner of old concrete foundation
6517 White Sig. Cl. on double pine
6518 D/S gable of pumphouse
6519 Inshore corner of round roofed house
6520 Orange Sig. Cl. on pine
6521 Red cloth on large pine near road
6522 Red Sig. Cl. on fir, D/S from dec. clump
6523 White Sig. Cl. on large snag
6524 U/S gable of house
6525 E gable on large hayshed
6526 White flag on pine
6527 Red Sig. Cl. on pine at middle of orchard
6528 Orange cloth on small pine
6529 E gable of deserted house
6530 River gable, green roofed house
6531 White Cl. on small pine on edge of slide
6532 Red flag on large pine
6533 Red Sig. Cl. on pine at edge of clearing
6535 White Cl. on tall pine
6537 Red Cl. on lone pine
6538 White Sig. Cl. on small pine
6539 White Cl. on tall pine
6540 Orange Sig. Cl. on pine
6542 Red Sig. Cl. on pine tree
6543 White Sig. Cl. on small bushy pine
6544 White Sig. Cl. on double forked poplar
6545 Red Sig. Cl. on bushy pine
6546  Orange Sig. Cl. on forked pine
6547  Gable on shed at top of bench
6548  Red Sig. Cl. on pine
6549  Gable on barn
6550  White Sig. Cl. on pine
6551  White Cl. on pine
6552  W gable of unpainted barn
6553  Orange Cl. on tree, edge of bank
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<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
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3/10/49 L.H.
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3/21/49 L Heck
Division of Photogrammetry
Review Report of
Shoreline Map Manuscripts T-8863 to T-8865
(Area of the Fifth Radial Plot, Ph-2(45))

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

26 Control

All second-order triangulation stations had been adjusted from Grand Coulee Dam Grid values to Lambert Projection values (N.A. 1927 Datum). All third-order stations (the CP series) had been adjusted from the same grid to the Washington North Zone plane coordinate values.

A list of the recovered and unrecovered stations appearing on the map manuscript is attached to the Descriptive Report.

The following stations were added to the map manuscripts during review:

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34 Landmarks and Aids to Navigation

T-8864: Chalk Grade No. 40 (1372.2) is located on the east side of Columbia River, but the 1947 and 1948 Light Lists place it on the north side.

T-8865: Fickey No. 45 (1372.5) is located on the east side of Columbia River, but the 1947 and 1948 Light Lists place it on the west side.

The Nautical Chart Branch has been notified of this discrepancy.

37 Geographic Names

Names added during review:

T-8863: McGees Creek
T-8865: Pleasant Valley
La Fleur Creek

A separate list (compiled by the Geographic Names Section) for each map manuscript is attached to this compound Descriptive Report.
Comparison with Previous Topographic Surveys

There are no earlier topographic surveys, and the hydrographic survey is in process.

Comparison with Existing Topographic Quadrangles

U.S.E. Bissell 1/125,000 1939 (tactical). Not available for comparison.

The adjoining maps of this series contain no contours, and the highways and other culture are obsolete. It is, therefore, assumed that the present surveys supersede the survey listed above for their common area, except for the land net and boundaries, as was the case in the areas common to the other maps of the U.S.E. series.

U.S.G.S. Marcus 1/125,000 ed 1942

The present survey supersedes the quadrangle for shoreline and for the highways near the impounded water area in that portion of the quadrangle common to T-8863-5.

Reviewed by:

Lena T. Stevens.
T-8863 9 March, 1949
T-8864 15 March, 1949
T-8865 16 March, 1949

Approved by:

A.R. Griffith
Chief, Review Section

H. Edmonton
Chief, Nautical Chart Branch, Division of Charts

O. Redding
Chief, Div. of Photogrammetry

W.M. Aaroe
Chief, Div. of Coastal Surveys