

10394

ORIGINAL

10394

Form 504	
U. S. DEPARTMENT OF COMMERCE	
COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	SHORELINE (PHOTOGRAMMETRIC)
Field No.	Office No. T-10394
LOCALITY	
State	ALASKA
General locality	WARREN CHANNEL
Locality	HALIBUT HARBOR TO BLACK ROCK
1953 - 1956	
CHIEF OF PARTY Robert A. Earle, Chief of Field Party Wm. F. Deane, Baltimore District Officer	
LIBRARY & ARCHIVES	
DATE	

USCOM-DC 5087

DESCRIPTIVE REPORT - DATA RECORD

T-10394

PROJECT NO. (II): PH-87		
FIELD OFFICE (III): USC&GS Ship LESTER JONES USC&GS Ship HODGSON		CHIEF OF PARTY G.A. Nelson R.A. Earle
PHOTOGRAMMETRIC OFFICE (III): Baltimore, Maryland		OFFICER-IN-CHARGE E.H. Kirsch W.F. Deane
INSTRUCTIONS DATED (II) (III): Field: 3 June 1953 Office: 17 Dec. 1953 28 Dec. 1953 7 Nov. 1955 23 Dec. 1954 13 Nov. 1956 25 Jan. 1955 23 Nov. 1956		
METHOD OF COMPILATION (III): Graphic		
MANUSCRIPT SCALE (III): 1:10,000		STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):
DATE RECEIVED IN WASHINGTON OFFICE (IV):		DATE REPORTED TO NAUTICAL CHART BRANCH (IV):
APPLIED TO CHART NO.	DATE:	DATE REGISTERED (IV):
GEOGRAPHIC DATUM (III): N.A. 1927		VERTICAL DATUM (III): MHW XXXXXXXXXX EXCEPT AS FOLLOWS: Elevations shown as (25) refer to mean high water Elevations shown as (5) refer to sounding datum i.e., mean low water or mean lower low water
REFERENCE STATION (III): QUARTZ, 1903		
LAT.: 55° 53' 53.959"	LONG.: 133° 47' 08.613"	<input checked="" type="checkbox"/> ADJUSTED <input type="checkbox"/> UNADJUSTED
PLANE COORDINATES (IV): X =		STATE Alaska
		ZONE 8

ROMAN NUMERALS INDICATE WHETHER THE ITEM IS TO BE ENTERED BY (II) FIELD PARTY, (III) PHOTOGRAMMETRIC OFFICE,
OR (IV) WASHINGTON OFFICE.

WHEN ENTERING NAMES OF PERSONNEL ON THIS RECORD GIVE THE SURNAME AND INITIALS, NOT INITIALS ONLY.

DESCRIPTIVE REPORT - DATA RECORD

T-10394

FIELD INSPECTION BY (III):		P.A. Stark, C.W. Clark (CONTROL OPERATIONS) J.P. Randall, A.M. Legako (CONTROL AND INSPECTION OPERATIONS)	DATE: 1955 Field Season 1956 Field Season
MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION): Office interpretation of 1953 photography, verified by field inspection in 1956.			
PROJECTION AND GRIDS RULED BY (IV):		A. Riley	DATE 11/10/55
PROJECTION AND GRIDS CHECKED BY (IV):		A. Riley	DATE 11/10/55
CONTROL PLOTTED BY (III):		B. Kurs & F. M. Wisiecki	DATE 01/04/56
CONTROL CHECKED BY (III):		F. M. Wisiecki & A. Queen	DATE 01/05/56
RADIAL PLOT OR STEREOGRAPHIC COMPILATION BY (III):		E. L. Williams	DATE 02/16/56
STEREOSCOPIC INSTRUMENT COMPILATION (III):		PLANIMETRY	DATE
		CONTOURS	DATE
MANUSCRIPT DELINEATED BY (III):		B. Wilson	DATE 02/24/56
SCRIBING BY (III):			DATE
PHOTOGRAMMETRIC OFFICE REVIEW BY (III):		R. Glaser	DATE 12/19/56

REMARKS:

FIELD INSPECTION (OR EDIT) ACCOMPLISHED IN 1956 - DATA APPLIED TO
MANUSCRIPT BY COMPILER IN FALL OF 1956

DESCRIPTIVE REPORT - DATA RECORD

T-10394

CAMERA (KIND OR SOURCE) (III):

Nine - lens camera

PHOTOGRAPHS (III)

NUMBER	DATE	TIME	SCALE	STAGE OF TIDE
41315 thru 41317	7/25/53	1250	1:10,000	9.4' above MLLW
41326 thru 41329	7/25/53	1300	1:10,000	8.7' above MLLW

TIDE (III)

FROM PREDICTED TABLES

	RATIO OF RANGES	MEAN RANGE	SPRING RANGE
REFERENCE STATION: Sitka, Alaska		7.7	9.9
COORDINATE STATION: Pole Anchorage, Kosciusko Island	1.2	9.1	11.3
SUBORDINATE STATION:			

WASHINGTON OFFICE REVIEW BY (IV): Leo F. Beugnet, Atlantic Marine Center

DATE: Jan. 1969

PROOF EDIT BY (IV):

DATE:

NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (II): 8

RECOVERED: 3

IDENTIFIED: 3

NUMBER OF BM(S) SEARCHED FOR (II): 0

RECOVERED: 0

IDENTIFIED: 0

NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III): 0

NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III): 0

REMARKS:

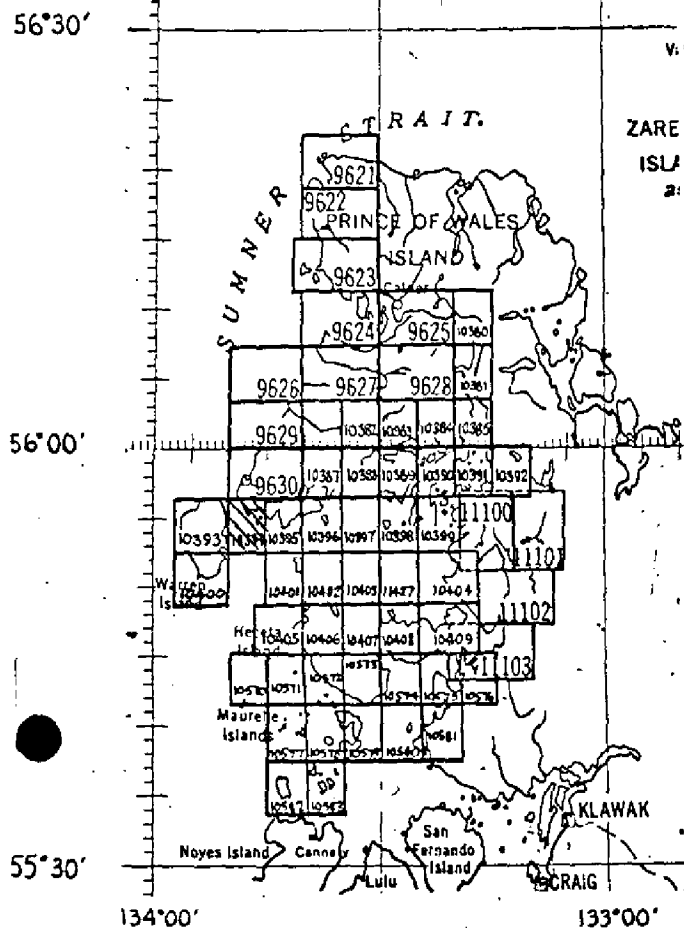
T-10394

COMPILATION RECORD	COMPLETION DATE	REMARKS
Compiled (INCOMPLETE)	1955	SUPERSEDED
Compiled	Feb. 1956	"
Final Review	Jan. 1969	

SHORELINE MAPPING PROJECT PH- 87

5

Prince of Wales Island, Alaska



Project Ph-87 Official Mileage for Cost Accounts

Sheet No.	Area Sq.Mi.	Lin. Mi. Shoreline
9621	12	10
9622	16	11
9623	15	7
9624	17	12
9625	21	11
9626	4	5
9627	15	15
9628	14	2
9629	5	6
9630	7	6
11100	32	16
11101	9	8
11102	18	10
11103	16	15
10380	6	4
10381	5	10
10382	8	2
10383	6	8
10384	7	5
10385	4	8
10386	9	1
10387	6	7
10388	3	6
10389	7	12
10390	6	16
10391	4	12
10392	8	7
10393	12	10
10394	2	4
10395	5	8
10396	2	4
10397	1	1
10398	3	5
10399	4	11
10400	6	8
10401	1	2
10402	2	3
10403	3	6
11427	1	1
10404	5	10
10405	2	2
10406	8	1
10407	8	2
10408	5	7
10409	10	10

10570	1	1
10571	1	1
10572	5	6
10573	8	2
10574	3	4
10575	2	1
10576	7	2
10577	1	1
10578	2	2
10579	1	6
10580	2	2
10581	12	9
10582	2	6
10583	2	5

TOTAL

412

378

SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT T-10394

Shoreline survey T-10394 is one of 58 similar surveys in project PH-87. It covers part of the shoreline of Kosciusko Island in the area of Halibut Harbor. The primary purpose of the project was to provide new shoreline for nautical charts and photo-hydro support data for hydrographic surveys.

This survey was originally compiled as an Incomplete Manuscript. In 1956 field inspection was accomplished, the manuscript was then corrected and classified as an Advance Manuscript. Compilation was at 1:10,000 scale by graphic methods using the nine-lens photography of July 1953. Cronaflex copies of the manuscript along with a blueline tracing, ozalids and specially prepared photographs were subsequently provided for preparation of the boat sheet, field edit use and location of photo-hydro signals.

The manuscript was a vinylite sheet 3 3/4 minutes in latitude by 5 minutes in longitude which was smooth drafted and reproduced on cronaflex. One cronaflex positive and one negative are forwarded for record and registry.

FIELD INSPECTION REPORT

FOR

WARREN CHANNEL AND DAVIDSON INLET

S. E. ALASKA

AUGUST 1956

T10393-396

T10400-401

2. AREAL FIELD INSPECTION:

The area covered by this report lies between Warren Island and Green Island on the south side of Kosciusko Island.

Rock outcroppings are, in general, partially metamorphised limestones and shales. Limestone outcrops are distinguished by numerous solution holes which give them a pocked appearance, while the shales have maintained their stratification.

A black scale covers all along shore rock outcroppings and boulders, and shows as a distinctive black line. This scale varies in width according to the slope of the shore but is remarkably consistent in vertical span, beginning as it does approximately at mean high water and extending to an elevation of from four to six feet.

The only cultural features noted were two small trappers cabins, one of which was located on the S. E. Side of Warren Island (Photo - 41306), the other on the north side of Straw Pass (Photo - 41327).

Shoal and kelp areas were generally obvious, and were noted on the photographs. Few attempts were made to delete or insert mistaken identifications on Manuscripts T-10394 - 10395 as the foul areas were so large and complex that delineation could be made to better advantage by the hydrographer.

Only control station identifications were made on the north, south and

west sides of Warren Island.

The area covered by standard nine-lens photographs (1:10,000) gave adequate coverage except in areas obscured by trees and glare.

3, 4, 5:

Not applicable.

6. WOODLAND COVER:

Large lumbering operations on Kosciusko Island have left large patches, covered with brush, in the dense coniferous forest. Other open areas are muskeg.

7. SHORELINE AND ALONGSHORE FEATURES:

(a) Shoreline was inspected from the beach at photo-hydro signal locations and from the boat in all other locations.

The mean high water line lies at the bottom of the black band which runs alongshore below the treeline.

(b) The low water line was not delineated but at times of low water distances, directions and times were noted on the backs of the photographs.

(c) The foreshore consists of rock and boulders with a few areas of sand and gravel, at the head of bights.

(d) No bluffs or cliffs are noteworthy other than Whale Head which is already noted on charts.

(e) None of the fish traps shown are in existence.

8. OFFSHORE FEATURES:

All apparent offshore features were visited but in most cases a landing was not made. Most rocks and shoals are clearly defined. The large foul area on the north side of False Cove, Warren Island, and the very large foul area north of Black Rock, Warren Channel, were delineated to better

advantage and more accurately by the hydrographer. Rocks and shoals were marked with times, dates and heights. All heights were estimated.

9, 10:

Not applicable.

11. OTHER CONTROL:

The following list of hydrographic signals and recoverable topographic stations shows method of location. All necessary information is on the backs of the photographs.

<u>NAME</u>	<u>METHOD LOCATED</u>	<u>PHOTO NO.</u>	<u>MANUSCRIPT NO.</u>
JUT	Photo direct	41306	T-10400
KIM	" "	41307	"
LAD	" "	41306	"
MAX	" "	"	"
NIP	" "	41305	"
SID	Distance and angle	41306	"
ALL	Photo direct	41309	T-10393
BED	" "	"	"
DAN	" "	41308	"
DIG	" "	41307	"
EAR	" "	"	"
EVA	" "	"	"
FAD	" "	"	"
FOG	" "	"	"
GAD	" "	"	"
GAR	Distance and angle	"	"
GUY	Photo direct	"	"
HEX	" "	"	"

<u>NAME</u>	<u>METHOD LOCATED</u>	<u>PHOTO NO.</u>	<u>MANUSCRIPT NO.</u>
HIP	Photo direct	41307	T-10393
ICE	" "	41306	"
MARY(1956)	Distance and angle	"	"
RAG	Photo direct	41307	"
ROSE(1956)	" "	41309	"
AMY	" "	41315	T-10394
BEE	" "	"	"
BEL	" "	"	"
BEN	" "	"	"
CAD	" "	"	"
DAY	" "	41316	"
FOR	" "	41315	"
FOX	" "	41316	"
FRY	" "	41317	"
HER	" "	"	"
KAY	Distance and angle	41316	"
MAN	Photo direct	41317	"
MAY	" "	41315	"
MIS	" "	41316	"
NOT	" "	41315	"
NYN	" "	"	"
PAL	" "	"	"
PEA	" "	41316	"
RIO	Distance and angle	"	"
RIP	Photo direct	"	"
RUG	" "	"	"

<u>NAME</u>	<u>METHOD LOCATED</u>	<u>PHOTO NO.</u>	<u>MANUSCRIPT NO.</u>
SAN	Photo direct	41316	T-10394
SIP	" "	"	"
SIS	" "	"	"
STY	" "	"	"
THE	" "	41315	"
THO	" "	"	"
TIM	" "	41316	"
TIS	" "	41315	"
TOL	" "	"	"
TOY	Distance and angle	41316	"
TRU	Photo direct	41315	"
WAX	Distance and angle	41316	"
WHO	Photo direct	41315	"
YAM	" "	"	"
ZOO	" "	"	"
ANN	Photo direct	41326	T-10395
BES	" "	OFF 41328	"
COO	Distance and angle	" "	"
DOL	Photo direct	" "	"
EDD	" "	" "	"
FEE	" "	" "	"
FIE	Distance and angle	" "	"
FUM	" " "	" "	"
GAG	Photo direct	41316	"
GAS	" "	OFF 41328	"
HAD	" "	" 41326	"
HAM	Distance and angle	41448	"

<u>NAME</u>	<u>METHOD LOCATED</u>	<u>PHOTO NO.</u>	<u>MANUSCRIPT NO.</u>
HAT	Photo direct	41327	T-10395
HIL	" "	41447	"
HOE	" "	41326	"
IDA	" "	41448	"
INK	" "	41447	"
ION	Distance and angle	41326	"
IRK	" " "	"	"
JAP	" " "	41327	"
JOK	" " "	"	"
KED	" " "	"	"
KILL 1956	Photo direct	41427	"
LAP	Distance and angle	41327	"
LAY	Photo direct	"	"
LEO	" "	"	"
LID	" "	"	"
MAL	Distance and angle	"	"
MUG	" " "	"	"
MIT	" " "	"	"
NAG	Photo direct	"	"
NAT	" "	41447	"
OAT	" "	"	"
OLD	Distance and angle	41327	"
PET	" " "	"	"
PHO	" " "	OFF 41328	"
RIG	Photo direct	41316	"
ROC	" "	OFF 41327	"
SKI	" "	" "	"

<u>NAME</u>	<u>METHOD LOCATED</u>	<u>PHOTO NO.</u>	<u>MANUSCRIPT NO.</u>
TIN	Photo direct	OFF 41327	T-10395
TOPO 1956	Distance and angle	OFF 41328	"
UNA	Photo direct	OFF 41327	"
WIG	" "	" "	"
GENERAL LAND OFFICE DISK	" "	41315	
ADD	Distance and angle	41451	T-10396
BAT	Photo direct	"	"
EEL	" "	41447	"
FAG	" "	"	"
FUN	" "	41427	"
GAM	" "	41447	"
JAB	" "	"	"
KID	" "	"	"
LEB	" "	"	"
MEN	" "	"	"
NOT	" "	41451	"
POT	" "	41447	"
RUT	" "	"	"
STU	Distance and angle	41451	"
TIP	Photo direct	41452	"
URP	" "	41453	"
ABE	" "	41325	T-10401
AXE	" "	"	"
BIG	" "	"	"
BUT	" "	"	"
CAR	" "	"	"
CAT	" "	41326	"

<u>NAME</u>	<u>METHOD LOCATED</u>	<u>PHOTO NO.</u>	<u>MANUSCRIPT NO.</u>
COD	Distance and angle	41325	T-10401
DAW	Photo direct	41326	"
DOG	" "	"	"
DUD	" "	"	"
EAT	" "	"	"
EGG	" "	"	"
EVE	" "	"	"
FED	" "	"	"
FID	Distance and angle	"	"
GET	Photo direct	"	"
VAL	" "	"	"
ZAG	" "	41319	"

12:

Not applicable.

13. GEOGRAPHIC NAMES:

A special report on Geographic Names will be forwarded at the close of the field season.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA:

(a) To be forwarded at a later date:

1. Hydrographic Sheet HO-1156
2. Hydrographic Descriptive Report - HO-1156
3. Tidal Data
4. Sounding records and fathograms

(b) Forwarded during this month:

1. Control station identification cards and topographic descriptive cards.
2. Blackline and blue line manuscripts

T-10393 through T-10396

T-10400 through T-10401

3. ~~Nine-lens~~ office photographs

41298 - 41319

41325 - 41332

41441 - 41456

41480 - 41482

4. Nine-lens field photographs

41312 - 41318

41478 - 41479

41325 - 41327

41481 - 41482

41330 - 41333

41441 - 41444

41471

41447

15. NOTES TO THE COMPILOR:

The shoreline as shown on these manuscripts was, with minor exceptions, quite accurate. The mean high water line is located at the bottom of the black band on rocks and reefs as mentioned in Section 7.

Numerous rocks must be deleted or inserted on manuscripts especially in the foul areas mentioned in Section 8.

No important jumps were noted in sounding lines and the location of office established control was very good.

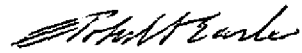
James P. Randall

James P. Randall,
Ensign, USC&GS

As stated above, the pricking of control for the radial plot and the delineation of shoreline on these manuscripts was considered to be excellent. Altho detail was transferred direct to boat sheets by holding the projection lines, no appreciable jumps were noted in sounding lines when using different

groups of signals to obtain positions.

This report is approved and forwarded.



Robert A. Earle,
CDR, USC&GS
Comdg., Ship HODGSON

PHOTOGRAMMETRIC PLOT REPORT
Project 6087
Surveys T-9629, T-9630, T-10382,
T-10387, T-10388, T-10393
thru T-10396, T-10400 and
T-10401

21. AREA COVERED

This radial plot covers the area of the surveys listed above except for the southeast corner of Survey T-10388 for which positions of pass points will be established after this plot is extended to the south and east.

In order to insure a junction with future plots, this plot was extended to reach control on surveys T-10402, T-10383, T-10389, T-10397, and T-10398.

The geographic area covered by these shoreline surveys encompasses the western and southern shorelines of Kosciusko Island from Ruins Point at the north to ToKeen Bay to the east. The islands just off these shores as well as Warren Island are included in the area.

22. METHOD - RADIAL PLOT

Map manuscripts:

Vinylite sheets with polyconic projections in black and U.T.M. Alaska grid in red at a scale of 1:10,000 were furnished by the Washington office for all surveys except T-9629 and T-9630. These two surveys had only the polyconic projection in black.

Base sheets were prepared in this office.

All control stations and substitute stations were plotted using the meter bar and beam compass.

A sketch showing the layout of surveys and distribution of control and photograph centers is attached to this report.

Photographs:

All photographs used were nine-lens unmounted photographs at a scale of 1:10,000.

The sixty (60) photographs used in this plot, numbered as follows:

41298 thru 41319	41480 and 41481
41325 thru 41332	41687
41374 thru 41377	41483 and 41484
41441 thru 41455	41489 thru 41493
	41514 thru 41518

Templets:

Vinylite templets were made for all the prepared photographs using a master templet to correct for errors due to paper distortion and chamber displacements.

22. METHOD - RADIAL PLOT (cont'd)

Closure and Adjustment to Control:

The radial plot was constructed on vinylite base sheets. Because no grid lines were ruled on manuscripts T-9629 and T-9630, some intersections of the polyconic projections were transferred to the base sheets. These common intersections were held in order to transfer the control. Control from the other map manuscripts was transferred to the base sheets by holding the grid lines.

The radial plot was laid starting with templets numbered 41474 thru 41477, the positions of which were already established on manuscript T-9626. No attempt was made to continue this flight of photographs from number 41477 southeasterly to photograph number 41481 at Davidson Inlet. The high elevations in the interior coupled with tilted photographs and conjugate centers lost in the thick, high trees would not lead to a rigid plot. The position for the center of photograph 41444 was not shown on the manuscript, chiefly because the photograph was not needed for compiling the necessary shoreline manuscripts and to some extent because the position might be weak.

After flight 41325 thru 41332 was laid, flights 41312 thru 41319, and 41305 thru 41311 were laid all holding to the identified control, where available. Flight 41298 thru 41304 along the west shore of Warren Island was the last flight laid on the western limits of this plot. This flight had no field identified control and was governed solely by control identified in this office from descriptions and by a few common pass points from flight 41305 thru 41311 to the east.

After the western portion of the plot was completed, the plot was extended to the east. Flight 41449 thru 41455, which was well controlled was laid first. In the next flight to the east, 41430 thru 41484, photograph 41482 was not included because of heavy clouds. Photograph 41687 was substituted. Because the substitute point for WOLF, 1903 was visible on only one photograph, the flight had to be extended south to FOX, 1903 which was office identified.

Flight 41489 thru 41492 was held to field identified control on the north end and to office identified control (MAR, 1913) on the south end of this flight.

Flight 41514 thru 41517 was laid last and held to field identified control stations PINK, 1903 and HOLBROOK PT.

A satisfactory plot was obtained and all of the shoreline on the surveys covered by this plot is well controlled, except for the western tip of Marble Island on survey T-10388, and the islands in the southern part of survey T-10395. It is felt that other plots to be laid as extensions of this plot will materially strengthen these areas.

22. METHOD - RADIAL PLOT (cont'd)

Closure and Adjustment to Control: (cont'd)

Although a satisfactory plot was obtained, it should be stated, however, that pass points in the interior, where extreme elevation would almost certainly cause difficulty with the intersections due to tilt, were avoided and only a few points on lakes and other less elevated features were selected as interior pass points. To offset this departure from established procedure, many more pass points along the shoreline than normally are used to lay a radial plot were selected. In most cases the shoreline pass points are about $2\frac{1}{2}$ inches apart. This method seemed to give a tighter plot with apparently much less adjustment needed. This considerably lessened the time spent in actually laying the plot.

Transfer of Points:

The map manuscripts were placed over the finished plot, oriented, and the position of all pass points and photograph centers then pricked on the manuscript.

23. ADEQUACY OF CONTROL

There was adequate control for a satisfactory radial plot for surveys T-9629, T-9630, T-10382, T-10387, and T-10394.

Substitute point WOLF, 1903 on survey T-10388 was not satisfactory in that the point selected in the field was visible on only one photograph. It is recommended that a new substitute station at or near the pass point pricked on photograph 41490 about 200 meters south of the station be established. An additional substitute station at MAR, 1913 would strengthen the plot in the area.

Of all the control identified in the field only sub pt. QUARTZ, 1903 could not be held in the plot. The radially plotted position is 1.3 mm northwest of the plotted position of the substitute station. It is possible that a ten (10) meter error was made in the measured distance. However, the identification of the nearest stations (STRAW, 1903 and BLACK, 1903) is thought to be weak, and it is quite possible QUARTZ, 1903 should have been held and the other stations let go. This could not be done at this time because they are the last stations identified at the southern end of the plot. If possible, SLAT, 1903 just to the east of QUARTZ, 1903 should be identified.

EDNA BUOY 2, 1946 was identified in this office. The radially plotted position is 0.8 mm. SE of the plotted position. It is assumed that the buoy has been shifted in position since 1946.

Additional control is needed in the southern portions of surveys T-10395 and T-10396. This is especially important because of the questionable identification of STRAW, 1903.

23. ADEQUACY OF CONTROL

The following stations in survey T-10395, should be identified: FAKE, 1903; and SLAT, 1903. The substitute station selected for STRAW, 1903 is not a good point, and if possible, another substitute station obtained there would help in relaying the plot for surveys T-10401 thru T-10403. For the same reason station ROUND, 1903 on survey T-10396 should also be identified.

For the two manuscripts (T-10393 and T-10400) covering Warren Island, almost all of the shoreline stations should be identified. The office identification of CAY, HIGH ROCK, 1922 is felt to be adequate; however, field identification would be desirable. Identification of any of the triangulation stations located on the many peaks in the interior of Warren Island is thought to be unnecessary for these shoreline surveys.

24. SUPPLEMENTAL DATA

None.

25. PHOTOGRAPHY

The photographic coverage and definition of photographs used in the plot were good. There were many clouds in the flight 41480 thru 41484, but photograph 41687 was used instead of 41482, to provide adequate coverage.

26. CONTROL STATION OFFICE NOTES

In order to clarify the situation in regard to control identification, "Control Station Office Note" cards are being submitted by this office for each office-identified station. On each card is a sketch of the area taken from the photograph showing the relative position of the pass point obtained in the radial plot to the apparent position on the photograph of the station. Also, a description cut from the published lists of descriptions is pasted to the card. It is felt this card should be of help to the field man in recovering and in identifying the triangulation stations. The sketch on this card is in most cases, quite generalized and a sketch made while the field man is actually at the station site showing the area in detail as it appears on the ground is much to be preferred.

Respectfully submitted
16 February 1956

E. L. Williams
E. L. Williams
Carto. (Photo.)

SUPPLEMENTARY

PHOTOGRAMMETRIC PLOT REPORT *NOT APPLICABLE FOR T-10394*
Project 27070

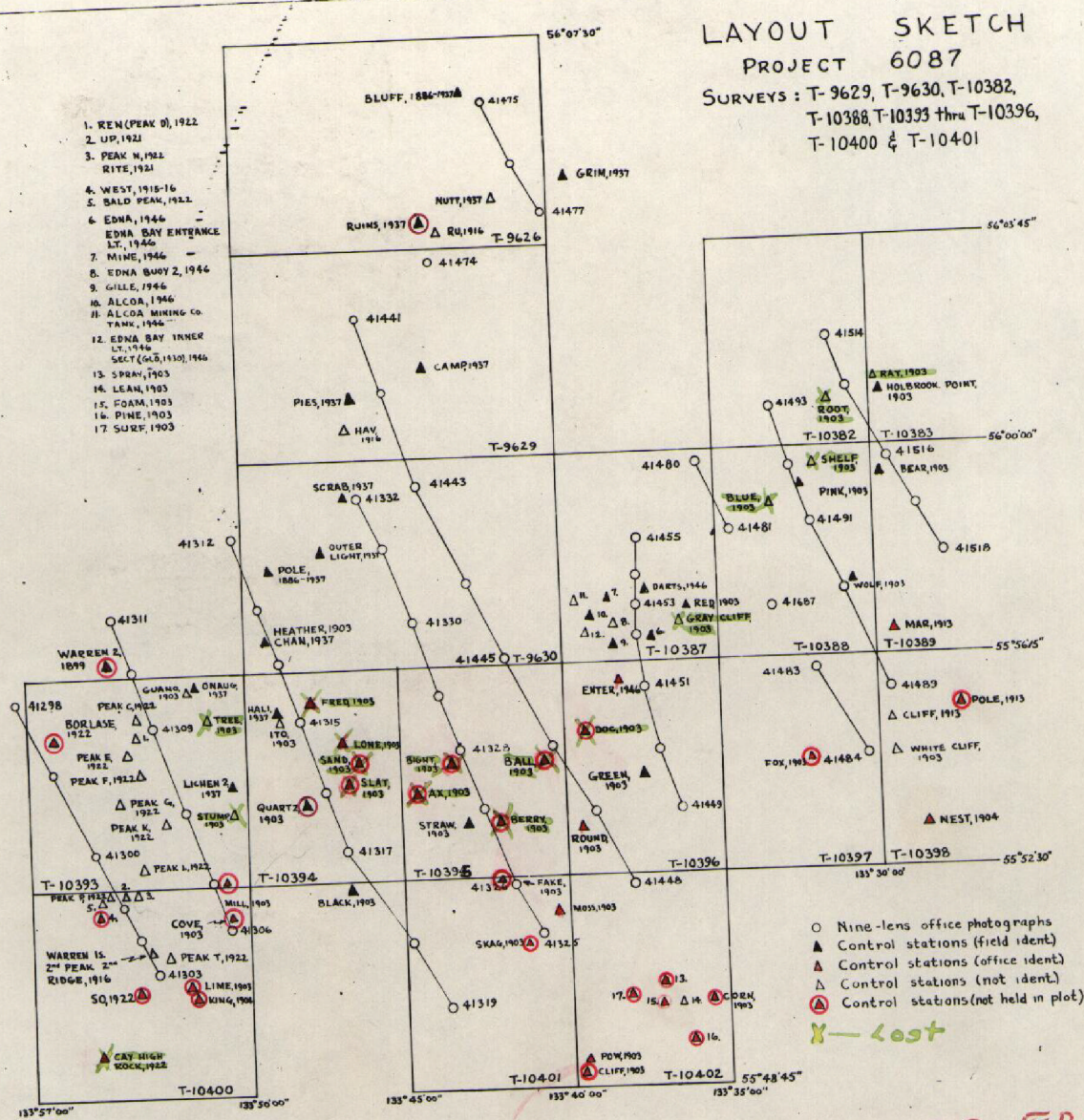
Surveys T-10393 & T-10400

Control identified during the 1956 field season indicated the preliminary radial plot to be in error by about 0.7 mm. in the vicinity of stations WARREN 2, 1899 and BORLASE, 1922. A final radial plot was assembled, extending from ONAUG, 1937 to the west and south through stations WARREN 2, 1899 and BORLASE, 1922 to station WEST, 1915-16. The positions of the pass points and photograph centers in the area around BORLASE, 1922 were moved about 0.7 mm. to the south. The positions of the pass points on surveys T-10393 and T-10400 are now considered within the standards outlined in paragraph 3-.01 of the project instructions dated 13 November 1956.

Respectfully submitted
2 January 1957

E. L. Williams

E. L. Williams
Carto. (Photo.)



SUPPLEMENTARY PLOT ASSEMBLED FOR
MAPS T-10393 AND T-10400
STATIONS HELD - REFER TO PAGE 21

COMPILATION REPORT
T-10394 thru T-10396

Field Inspection Reports:

1. Field Inspection Report for maps T-9623 through T-9630, combined operations USC&GS Ship LESTER JONES, Project 1347 (Ph-87) G. A. Nelson, Commanding. (See Descriptive Report for survey T-9624.)
2. Field Inspection Report for maps T-10393 to T-10396, T-10400 and T-10401. (See page 7).

31. DELINEATION

These manuscripts were delineated by graphic methods. In areas where the shoreline was obscured by shadows or relief displacement, the shoreline was shown with a broken line where field inspection was not furnished.

32. CONTROL

Refer to the Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA

Copies of the following surveys were available for purposes of comparison:

H-6283(1937), scale 1:20,000.
Boat sheet H-8286 (HO 1156)
T-7023b (1946), scale 1:5,000

34. CONTOURS AND DRAINAGE

Contours: Inapplicable.

Drainage: No comment.

35. SHORELINE AND ALONGSHORE DETAILS

These manuscripts were delineated by office interpretation and corrected using field inspection obtained during the 1956 season. See item 15 of the field report.

The stages of tide at the time of photography were computed to be at or near high tide. The edge of the water was delineated as the shoreline. No low water line could be delineated. All the ledge areas visible on the photographs were delineated.

The area of Round Island, (T-10396), was redelineated due to change in position resulting from field identification of station ROUND, 1903.

36. OFFSHORE DETAILS

Refer to item 2 and 8 of the field report.

The foul and kelp lines have been revised to show the delineation furnished by the field party, except where no appreciable changes were indicated.

Several office interpreted rocks awash, conflicting with the boat sheet, have been deleted on survey T-10394.

The photographs are at too high a stage of tide to show the ledge areas in the vicinity of Entrance Island (T-10396) delineated on survey T-7023 b (1946).

37. LANDMARKS AND AIDS

None.

38. CONTROL FOR FUTURE SURVEYS

Forms 5524 have been submitted for three recoverable topographic stations.

Refer to paragraph 11 of the field report for a list of the 93 photo-hydro signals located on the blackline impressions of these manuscripts by the field party.

Signal FUN at Round Island (T-10396) was relocated in the office in the area redelineated at station ROUND, 1903.

39. JUNCTIONS

Junctions among these surveys and with adjacent surveys in this project have been made.

40. HORIZONTAL AND VERTICAL ACCURACY

See Photogrammetric Plot Report.

41 - 45 Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison was made with U.S. G.S. Craig quadrangle, scale 1:250,000 edition of 1952.

Survey T-7023b (1946) shows ledge areas at Entrance Island which are not visible on the photographs.

47. COMPARISON WITH CHARTS

<u>Chart No.</u>	<u>Scale</u>	<u>Edition</u>	<u>Corrected to</u>
8163	1:5,000	Nov. 1947	10/8/55
8171	1:40,000	Jan. 1956	
8173	1:40,000	Mar. 1939	10/22/51

Items to be applied to nautical charts immediately:

1. The office interpreted rock awash near Entrance Island, described in Notice to Mariners No. 13, 1956 (item 1460) was not specifically verified by field inspection and has been deleted from the manuscript (T-10396).

2. The three rocks awash, listed in Notice to Mariners No. 15, 1956 (item 1667) have been deleted from the manuscript T-10394).

3. See Notice to Mariners No. 17, 1956 (item 1915) regarding two office interpreted rocks awash in the vicinity of Cosmos Pass (T-10395).

Items to be carried forward: None.

Approved and forwarded

William F. Deane
William F. Deane,
CDR, CGC
Baltimore District Officer

Respectfully submitted
14 December 1956

Joseph W. Vonasek
Joseph W. Vonasek
Cartographer (Photo.)

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-87 (Sumner Strait, Alaska)

T-10394

Black Rock

Halibut Harbor

Kosciusko Island

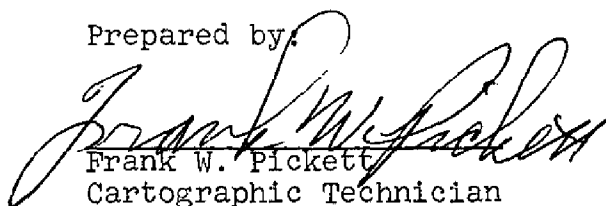
Quartz Rock

Warren Channel.

Approved by:

A. Joseph Wraight
Chief Geographer

Prepared by:

Frank W. Pickett
Cartographic Technician

T-10394

49. NOTES TO HYDROGRAPHER

The elevation of a ledge area (photo 41316) approximately 300 meters N of signal SIS (T-10394) disagrees with the elevation on boat sheet H-8286 (HO-1156). The image on office photograph 41317 appears to indicate that the boat sheet elevation is correct.

Three other elevations (with times and dates) on field photograph 41316 were not shown on the manuscript because they are so low that the images do not appear on the high water photographs and no position could be safely determined. The boat sheet shows elevations in these areas.

Signal FUN at Round Island (T-10396) has been relocated in the office due to the field identification of station ROUND, 1903.

PHOTOGRAMMETRIC OFFICE REVIEW

T- 10394 thru T-10396

1. Projection and grids ☒ 2. Title ☒ 3. Manuscript numbers ☒ 4. Manuscript size ☒

CONTROL STATIONS

4a. Classification label ☒5. Horizontal control stations of third-order or higher accuracy ☒ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ☒ 7. Photo hydro stations ☒ 8. Bench marks ☒
9. Plotting of sextant fixes ☒ 10. Photogrammetric plot report ☒ 11. Detail points ☒

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline ☒ 13. Low water line ☒ 14. Rocks, shoals, etc. ☒ 15. Bridges ☒ 16. Aids to navigation ☒ 17. Landmarks ☒ 18. Other alongshore physical features ☒ 19. Other along-shore cultural features ☒

PHYSICAL FEATURES

20. Water features ☒ 21. Natural ground cover ☒ 22. Planetable contours ☒ 23. Stereoscopic instrument contours ☒ 24. Contours in general ☒ 25. Spot elevations ☒ 26. Other physical features ☒

CULTURAL FEATURES

27. Roads ☒ 28. Buildings ☒ 29. Railroads ☒ 30. Other cultural features ☒

BOUNDARIES

31. Boundary lines ☒ 32. Public land lines ☒

MISCELLANEOUS

33. Geographic names ☒ 34. Junctions ☒ 35. Legibility of the manuscript ☒ 36. Discrepancy overlay ☒ 37. Descriptive Report ☒ 38. Field inspection photographs ☒ 39. Forms ☒
40. R. G. Glaser Joseph Steinberg
Reviewer Supervisor, Review Section of Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler

Supervisor

43. Remarks:

FIELD INSPECTION (OR EDIT) APPLIED BY COMPILER IN 1956

M-2623-12

REVIEW REPORT T-10394
SHORELINE
JANUARY 14, 1969

61. GENERAL STATEMENT:

See accompanying Summary which is page 6 of the Descriptive Report.

There is no field edit report or field edit sheet for this survey. Field inspection was accomplished after compilation; the manuscript was then corrected in accordance with the field inspection notes on the photographs.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

Comparison was made with a copy of Registered Survey No. 6588, 1:20,000 scale made in June 1937. The shoreline of the two surveys is in only fair agreement; survey T-10394 supersedes the prior survey for nautical chart construction purposes.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

Comparison was made with USGS CRAIG (D-6), ALASKA, 1:63,360 scale, 15 x 20 minute quadrangle, edition of 1951. The shoreline of the two surveys is in good general agreement. Because of the difference in scale no attempt was made to superimpose the rocks from the quadrangle onto the comparison print.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

Comparison was made with copies of H-6283 and H-8286, a reviewed survey. The shoreline of H-8286 and this survey is in agreement. The difference in the shoreline between H-6283 and this survey has been shown on the comparison print in purple.

Because of the high stage of the tide at the time of photography and the large areas of kelp only a few of the rocks located by the hydrographer could be verified photogrammetrically. All rocks shown on the hydrographic surveys that are not visible on the photographs have been noted on the comparison print in purple.

A discrepancy exist in the elevation of a rock (latitude $55^{\circ} 54' 38''$, longitude $133^{\circ} 46' 09''$) between this survey and H-8286. Although the elevation of the rock on the manuscript agrees with the field data on photograph 41316 it is believed that the elevation on the hydrographic survey is correct.

65. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Chart 8173, 4th edition, October 25, 1965. The shoreline of the chart and this survey is not in agreement. The differences have been shown on the comparison print in red.

As stated in item 64, because of the high stage of the tide and large areas of kelp only a few of the rocks located by the hydrographer or those shown on the chart were visible on the photographs. Rocks on the chart that are not visible on the photograph have been noted on the comparison print in red.

There appears to be a discrepancy in position of the rocks that are common between the chart and H-8286. The charted positions appear to be to the westward of the positions on H-8286.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

This survey complies with instructions and meets the National Standards of Map Accuracy.

Field photographs 41314 thru 41317 and office photographs 41314 thru 41317 and 41328 thru 41329 were used during final review.

Approved by:

Reviewed by:

For Allen L. Powell

Allen L. Powell, RADM USESSA
Director, Atlantic Marine Center

Leo F. Beugnet

Leo F. Beugnet

Approved by:

Charles J. Henner
Chief, Photogrammetric Branch *pub*

R. H. Houtator
Chief, Photogrammetry Division

Chief, Nautical Chart Division