

10397

ORIGINAL

10397

Form 504	
U. S. DEPARTMENT OF COMMERCE	
COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	SHORELINE (PHOTOGRAMMETRIC)
Field No.	Office No. T-10397
LOCALITY	
State	ALASKA
General locality	DAVIDSON INLET
Locality	EAGLE ISLAND
1953-1956	
CHIEF OF PARTY Robert A. Earle, Chief of Field Party Wm. F. Deane, Baltimore District Officer	
LIBRARY & ARCHIVES	
DATE	

USCOMM-DC 5087

DESCRIPTIVE REPORT - DATA RECORD

T - 10397

PROJECT NO. (II):

PH-87

FIELD OFFICE (II):

USC&GS Ship HODGSON

CHIEF OF PARTY

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
28 Dec. 1953
23 Dec. 1954
24 Jan. 1955Office: 17 Dec. 1953
7 Nov. 1955
13 Nov. 1956
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):

MLW

~~MEAN SEA LEVEL~~ EXCEPT AS FOLLOWS:

Elevations shown as (25) refer to mean high water

Elevations shown as (5) refer to sounding datum

i.e., ~~MEAN LOWER LOW WATER~~

REFERENCE STATION (II):

FOX, 1903

LAT.:

55° 53' 07.704"

LONG.:

133° 31' 48.076"

☒ ADJUSTED☐ 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-10397

FIELD INSPECTION BY (II): CONTROL OPERATIONS (NO REPORT) → J.P. Randall, A. M. Legako (CONTROL OPERATIONS & EDIT)		DATE: 1955 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 11/30/55	
PROJECTION AND GRIDS CHECKED BY (IV): A. Riley	DATE 11/30/55	
CONTROL PLOTTED BY (III): B. Kurs & F. M. Wisiecki	DATE 01/20/56	
CONTROL CHECKED BY (III): F.M. Wisiecki & A. Queen	DATE 01/23/56	
RADIAL PLOT OR STEREOSCOPIC CONTROL EXTENSION BY (III): L.A. SENASACK FINAL PLOT E.L. Williams PRELIMINARY PLOT →		DATE 14 JAN. 1957 03/21/56
STEREOSCOPIC INSTRUMENT COMPILATION (III):	PLANIMETRY	DATE
	CONTOURS	DATE
MANUSCRIPT DELINEATED BY (III): J.W. VONASEK (ADVANCE MANUSCRIPT) J.Y. Council (INCOMPLETE MANUSCRIPT)		DATE FEB. 1957 02/06/56
SCRIBING BY (III):		DATE
PHOTOGRAMMETRIC OFFICE REVIEW BY (III): R. Glaser		DATE 02/15/57
REMARKS: THE 1956 INSPECTION WORK CONSTITUTED AN EDIT - APPLIED IN FEB. 1957		

4

T-10397

COMPILATION RECORD	COMPLETION DATE	REMARKS
Compiled (INCOMPLETE)	Feb. 1956	SUPERSEDED
* COMPILED (ADVANCE)	FEB. 1957	SUPERSEDED
Final Review	Jan. 1969	

* NEW PLOT

6

SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT T-10397

Shoreline survey T-10397 is one of 58 similar surveys in project PH-87. It covers the westerly shore of Eagle Island in the area of Davidson Inlet. The primary purpose of the project was to provide new shoreline for nautical charts and photo-hydro support data for hydrographic surveys in the area. See page 5 for the position of the survey within the project.

The survey was first compiled as an Incomplete Manuscript. In 1956 field inspection was completed, the manuscript was ~~then corrected~~ * SEE BELOW in accordance with field inspection notes and classified as an Advance Manuscript.

Compilation was at 1:10,000 scale by graphic methods using the 1:10,000 nine-lens photography of August 1956. A cronaflex copy of the manuscript along with a blue line tracing, ozalids and specially prepared photographs were 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 a negative are forwarded for record and registry.

* A NEW RADIAL PLOT WAS ASSEMBLED - BASED ON
CONTROL REIDENTIFIED IN 1956
DJB

FIELD INSPECTION REPORT

FOR

DAVIDSON INLET, WHITE CLIFF PASSAGE,
SEA OTTER SOUND, AND EL CAPITAN PASS

1956 FIELD SEASON

MANUSCRIPTS NO'D. 10397 - 10399; 11427
- 10404; and 11100 (PART).2. AREAL FIELD INSPECTION:

The area covered by this report lies along the northern part of Sea Otter Sound between the eastern shores of Davidson Inlet and the southern reaches of El Capitan Pass. It includes areas around White Cliff Passage, Cyprus Cove, etc..

There are no habitations within this area.

Densities and tones were not inspected on the land. In the water areas; shoals and kelp which were discernable, were noted on the photographs or boat sheets.

Photographic coverage was poor over large areas due to the elongated shadows and the varying densities of the photographic prints.

3. HORIZONTAL CONTROL:

White Cliff Passage and Hoot Island Rock navigational lights were located by triangulation. Hoot Island Light was also identified on the photographs.

4 & 5. Inapplicable.

6. WOODLAND COVER:

All land areas, with the exception of small logged off areas and muskeg, are covered with dense coniferous trees.

7. SHORELINE AND ALONGSHORE FEATURES:

(a). The shoreline was inspected from the beach at all photo-hydro stations and from the boat at all other locations.

- 2 -

- (b). The low water line corresponds with the offshore edge of the light color tone on alongshore and offshore shoal features.
- (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 White Cliff which is already noted on Chart 8171. All bluffs though unimportant to navigation have been noted on either manuscripts or photographs.

8. OFFSHORE FEATURES:

All apparent offshore features were visited and where it was possible landings were made. All visible rocks and shoals were defined on the field photographs and the heights or depths, times and dates pertaining to each feature were noted. All heights were estimated and all depths were measured.

All rocks not visible on the photographs were located by the hydrographer. All objects which were erroneously identified by the compiler were noted on the photographs and or on the manuscripts.

9. LANDMARKS AND AIDS:

The two fixed aids to navigation, which were located by triangulation are:

- 1. White Cliff Passage Light
- 2. Hoot Island Rock Light

10. INAPPLICABLE.

11. OTHER CONTROL:

Following this paragraph is the list of photo-hydro signals. The method used for their location is also given. The information necessary for the location of the signals is given on the back of the field photographs. Certain specified signals, on Manuscripts T-10399 and T-11100, must be replotted using photographs with centers that fall over the area. These

photographs were not available, thus it was necessary to locate these few signals by radial plot from distant photographs.

PHOTO HYDRO SIGNALS BY MANUSCRIPTS:

<u>NAME</u>	<u>METHOD LOCATED</u>	<u>NO. PHOTO</u>	<u>MANUSCRIPT NO.</u>
AMY	Direct	41484	T-10397
ANT	"	"	"
BUS	"	"	"
CAR	"	"	"
DIX	Angle & Dist.	"	"
EMO	Direct	"	"
FRY	"	"	"
HOE	Angle & Dist.	"	"
RUT	Direct	"	"
AHA	"	41519	T-10398
ALP	"	41520	"
ANN	Angle & Dist.	41487	"
AXE	Direct	41519	"
BAT	"	41488	"
BOX	"	"	"
BUM	"	41519	"
CRY	"	41488	"
CUR	"	41484	"
DIM	Angle & Dist.	41488	"
DON	Direct	41519	"
DOT	"	41488	"
ELM	"	"	"
ERA	Angle & Dist.	41519	"
FIL	Direct	41488	"
FAT	"	41519	"
FIX	"	"	"
FLY	Angle & Dist.	41488	"
FUN	Direct	41519	"
GAD	"	41484	"
GIG	"	41488	"
GOT	"	41519	"
GUS	"	41487	"
HAT	Angle & Dist.	41484	"
HIS	Direct	41519	"
HUB	"	41487	"
ICE	Angle & Dist.	"	"
ITS	Direct	"	"
JAR	"	41520	"
JAW	Angle & Dist.	41519	"
JIB	Direct	41488	"
JIM	"	41487	"
JOE	"	41488	"
KED	"	41488	"
LET	"	41487	"
LIP	"	41519	"
LOG	"	41488	"
LOW	"	"	"

NAME	METHOD LOCATED	NO. PHOTO	MANUSCRIPT NO.
LOU	Direct	41519	T-10398
MAW	"	"	"
MOP	"	41487	"
MUM	Angle & Dist.	"	"
NEO	Direct	41519	"
NEW	"	41520	"
NIX	Angle & Dist.	41487	"
NOW	Angle & Dist.	41488	"
OBI	"	41520	"
ODD	Direct	41487	"
OHM	Angle & Dist.	41519	"
PIT	Direct	"	"
RHO	Angle & Dist.	41488	"
RIM	Direct	41519	"
RUB	"	"	"
SAM	"	"	"
SET	"	"	"
SOW	"	"	"
THY	"	"	"
THE	Angle & Dist.	"	"
WAG	" " "	41518	"
WAR	" " "	41484	"
WAX	Direct	41518	"
WHO	"	41519	"
YAK	Angle & Dist.	41518	"
ZAM	Direct	"	"
ABE	Angle & Dist.	41520	T-10399
ACT	Direct	"	"
ART	"	52147	"
BAH	"	52164	"
BED	"	41520	"
BIB	"	"	"
BIG	Angle & Dist.	52146	"
BOB	Direct	"	"
CAT	"	41520	"
COP	"	52164	"
CUE	"	41519	"
DAW	"	52146	"
DAY	"	41520	"
DEB	Angle & Dist.	"	"
EST	" " "	"	"
FEW	" " "	"	"
GAL	Direct	"	"
GEE	"	"	"
GEL	"	52146	"
HAL	"	41519	"
HAW	"	41520	"
HID	"	41521	"
IDA	"	"	"
JOE	Angle & Dist.	"	"
KID	" " "	52147	"
KIM	" " "	41520	"

NAME	METHOD LOCATED	NO. PHOTO	MANUSCRIPT NO.
LAD	Direct	41520	T-10399
LEG	"	52146	"
MAR	"	"	"
NED	"	52147	"
OWL	Angle & Dist.	"	"
REV	Direct	41521	"
SEW	"	52164	"
SLO	Angle & Dist.	52164	"
TEA	Direct	41519	"
WEN	"	41519	"
WOE	"	41520	"
ACE	"	52165	T-10404
ADO	"	52164	"
BAG	"	52078	"
BOA	"	"	"
CON	"	"	"
DIP	"	52165	"
EBB	Angle & Dist.	"	"
FEZ	Direct	52078	"
HUM	"	"	"
JAY	"	52165	"
JUT	"	52078	"
KEN	"	52165	"
LAX	"	"	"
MAL	"	"	"
NUT	Angle & Dist.	"	"
OIL	Direct	"	"
PAD	"	"	"
QUO	"	"	"
ROT	"	"	"
SIG	"	"	"
TAX	"	"	"
VIA	Angle & Dist.	"	"
WAS	Direct	"	"
YAK	Angle & Dist.	52164	"
ZOO	" " "	"	"
CAB	" " "	52147	T-11100-A
DIF	Direct	"	"
EAR	"	52164	"
EGG	"	52147	"
FAR	"	52164	"
FIT	"	"	"
GEM	"	52147	"
HER	"	"	"
JOY	"	"	"
BON	"	52035	T-11427
CLU	Angle & Dist.	"	"

12. INAPPLICABLE.

13. GEOGRAPHIC NAMES:

A special report on Geographic Names will be forwarded.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA:

Forwarded to the Director:

- (1). Control Station Identification Cards forwarded 16 October via transmitting letter HDG-56-13.
- (2). Nine Lens Office Photographs forwarded 16 October via transmitting letter HDG-56-13.
- (3). Nine Lens Field Photographs forwarded 22 October via transmitting letter HDG-56-14.
- (4). Blueline Tracings and Blackline Impressions forwarded via transmitting letter HDG-56-14.
- (5). Tidal Data.

15. NOTES TO THE COMPILOR:

The shoreline as shown on these manuscripts was quite accurate except in the large and numerous shadowed areas. All shadowed shoreline was cut in by planetable or sextant angles and located on the photographs or manuscripts.

Numerous rocks must be inserted and a few deleted from the manuscripts. These were located on photographs and boat sheets.

No important jumps were noted in the sounding lines.

Approved and forwarded:

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

Respectfully submitted,

James P. Randall
James P. Randall,
Lt.(jg), USC&GS

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 T-10397

21. AREA COVERED

REFER TO PAGE 23 (FINAL PLOT FOR T-10397)

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.

18
14
- 2 -

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 41432 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 411490 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.

20/16

23. ADEQUACY OF CONTROL

The following stations in survey T-10395, should be identified: FAKK, 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.)

19

PRELIMINARY PHOTOGRAMMETRIC PLOT REPORT
Project 6087
Shoreline Surveys: T-10402, T-10403

FOR FINAL PLOT FOR T-10397 (REFER TO PAGE 23)

21. AREA COVERED

This preliminary radial plot covers the area of surveys T-10402 and T-10403.

The geographic area covered by surveys T-10402 and T-10403 encompasses the northernmost shoreline of Heceta Island, including all of Port Alice.

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.

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

Base sheets were prepared in this office.

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

Photographs:

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

The twenty-eight (28) photographs used in this plot numbered as follows:

41319 thru 41325
41691
41448
51997 thru 52003
52031 thru 52035
41483 thru 41489

Closure and Adjustment to Control:

This radial plot is an extension of the plot laid for surveys T-9629, T-9630, T-10382, T-10387, T-10388, T-10393 thru T-10396, T-10400 and T-10401. The southernmost templets of that plot, including templets numbered 41319, 41325, 41448, 41483, 41484 and 41489 were left in position as they had been. Then, in general, the flights were extended to the south and adjusted to hold the office-identified control as closely as possible. There was no field-identified control.

On the eastern side of this plot, it was possible to bridge from office-identified control stations POLE, 1913; NEST, 1904; and PIN, 1904 in the northeast to stations TIP, 1904; OWL, 1904; and HEN, 1904. This resulted in a good plot for flight 41483 thru 41485 and flight 52031 thru 52035.

20

22. METHOD - RADIAL PLOT (cont'd)

Closure and Adjustment to Control: (Cont'd)

None of the other flights could be controlled as well because the other control could not be as closely identified as the above stations had been.

A right plot was obtained without trying to hold the control. Many shoreline pass points were selected to help maintain a constant scale, because few inferior pass points could be selected which would strengthen the plot without also causing difficulties due to relief and tilt.

Transfer of Points:

The map manuscripts were placed over the finished plot, oriented, and the positions of all pass points and photograph centers lightly pricked on the manuscript. Then vinylite sheets without projections were superimposed on the manuscripts and the pass points and photograph centers transferred to the blank sheets. Registration ticks were added to the blank sheets which could be used to affect a junction between them. The unruled sheet for survey T-10402 was displaced sufficiently to the south, so that all of Port Alice could be delineated on the sheet. This makes it unnecessary to compile any of Port Alice on the preliminary manuscript for Survey T-10406.

23. ADEQUACY OF CONTROL

There was no field identified control for this plot.

The geographic position for LEAN, 1903 n.d. plots in deep water on Chart 8171. No rocks or other detail show on the photographs in this area. It is assumed that the published position for LEAN might be incorrect. The position is unchecked.

Station SOUTH POINT, LOW BLACK ROCK, 1905 n.d. also is apparently in deep water.

24. SUPPLEMENTAL DATA

None.

25. PHOTOGRAPHY

The photographic coverage and definition of photographs used in the plot were good.

Photographs numbered 41691 and 52037-A were not used in this plot. Photograph 41691 is almost a duplicate of photograph 41323 which was used. Photograph 52037A is extremely tilted and in an area adequately covered by other photographs.

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. These cards should aid the field man in

21

26. CONTROL STATION OFFICE NOTES (cont'd)

recovering and identifying the triangulation stations. On each card is a sketch of the area near the probable location of the station as well as photographic data and the published description of the station.

The sketch on this card is generalized. A sketch made by the field man while he is actually at the station site, is much preferred.

Respectfully submitted
29 February 1956

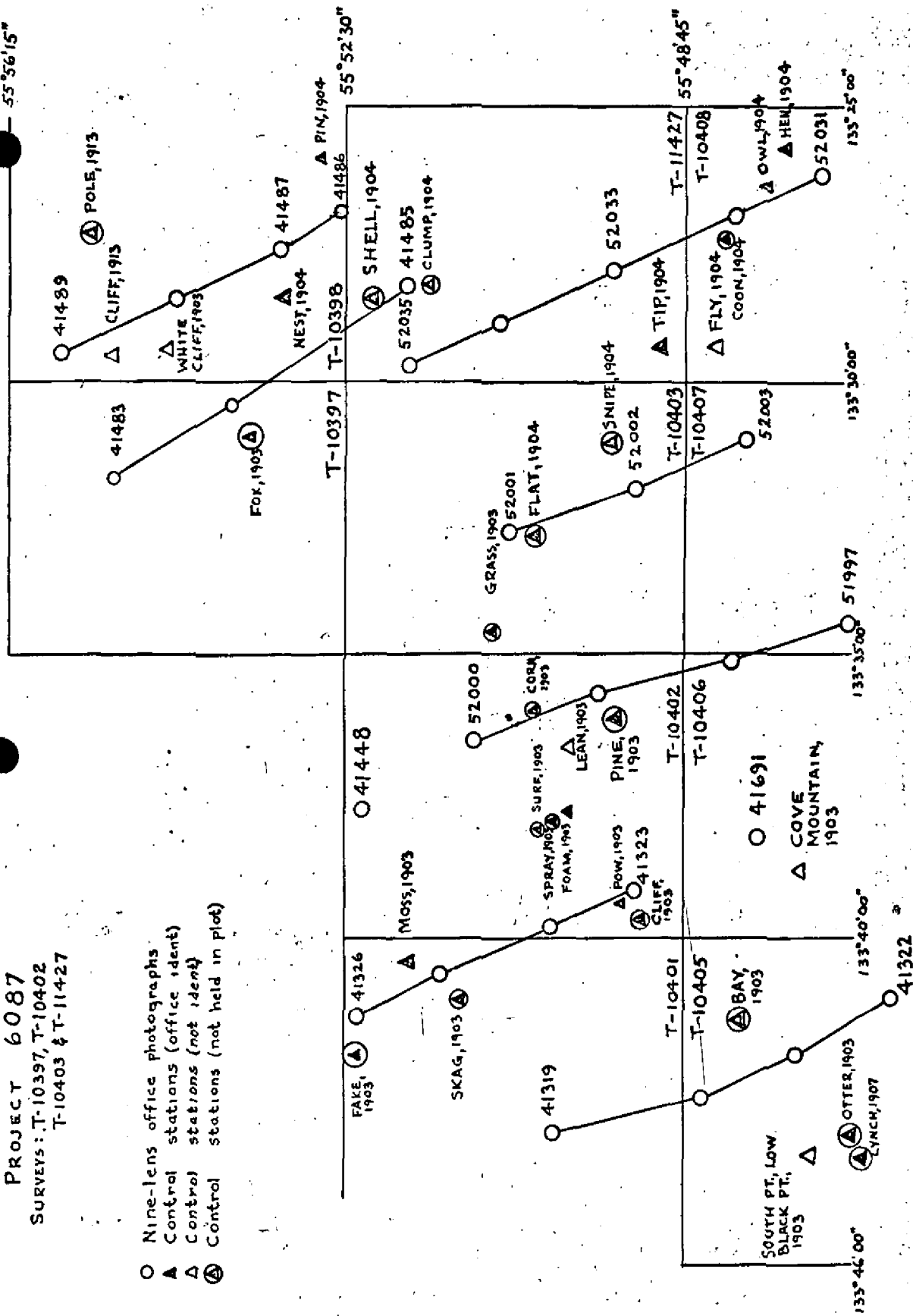
E. L. Williams
E. L. Williams
Carto. (Photo.)

PROJECT 6087

SURVEYS: T-10397, T-10402

T-10403 & T-11427

- Nine-lens office photographs.
▲ Control stations (office ident)
△ Control stations (not ident)
⊗ Control stations (not held in plot)



- 23 -
- 18 -

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SUPPLEMENTARY PHOTOGRAMMETRIC PLOT REPORT

PROJECT 27070
Surveys T-10397 thru T-10399
T-10404 & T-11427

NOTE : NO SKETCH FOR THIS PLOT WAS FOUND.

This plot covers the east part of Davidson Inlet and parts of Sea Otter Sound and El Capitan Passage.

This plot was made to verify the Preliminary Radial plot.

The area between FOX, 1903 and CLUMP, 1904 moved between 0.6 and 0.7 mm to the southwest. The area between PIN, 1904 and EAST, 1922 moved between 0.5 and 0.6 mm to the southeast.

Two field identified control stations could not be held in this plot. The radial plotted position for MID, 1904-22 (T-10399) falls 4.7 meters to the southwest. The radial plotted position for ROCK, 1922 (T-10399) falls 3.0 meters to the northeast. Both of these stations were identified direct in the field. No reason for this was discovered in this office due to lack of sufficient field information; so it was assumed they were misidentified.

Station FOX, 1904 caused considerable trouble. When the identification card was received from the field, the angle to the substitute point was missing. Following correspondence with the Seattle office, the information was finally located in geodetic records in the Washington office. When an attempt to hold the position of Sub. Pt. FOX, 1904 failed, a stereoscopic examination showed that the station was misidentified. The sub. pt., described as the highest point on the island, was identified on field photograph 44484 on a low rocky point. Using the description of the station and all available data on identification card and recovery note, it was decided that the original identification of the station used in the preliminary radial plot should be used. The station was held, and resulted in a good rigid plot with two other field identified stations: NEST, 1904 and SHELL, 1904.

Respectfully submitted
14 January 1957

Leroy A. Senasack

Leroy A. Senasack
Carto. Photo. Aid

SCALE FACTOR 0.00

1 FT. = 3048006 METER	COMPUTED BY: L. A. Senasack	DATE: January 1954	CHECKED BY: J. C. Cregan	DATE: January 1954	COMM. DC - 57843
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COMPILATION REPORT
T-10397,
T-10398

The Photogrammetric Plot Reports ^{are} ^{this} is part of the Descriptive Report for surveys T-10382 through T-10384. REFER TO PAGE 23 FOR THE FINAL PLOT REPORT

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 boat sheets were available for purposes of comparison:

H-8288 (HO 1356 & HO-1356A)
H-8289 (HO 1456)

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. In the area of Eagle Island the shoreline was redelineated due to changes in the radial plot.

The stages of tide at the time of photography were computed to be near high tide. The edge of the water was delineated as the shoreline.

All the ledge areas visible on the photographs were delineated.

36. OFFSHORE DETAILS

Refer to item 8 of the field report. The foul and kelp lines have been revised to show the delineation furnished by the field party.

37. LANDMARKS AND AIDS

Form 567 has been submitted for White Cliff Passage Light (T-10398).

38. CONTROL FOR FUTURE SURVEYS

Form 524 has been submitted for station NIPE, 1956 (T-10398), not listed in item 11 of the field report. The position was furnished by the field party.

Refer to item 11 of the field report for a list of the seventy-three photo-hydro signals located on the blackline impressions of these manuscripts by the field party. Of these, twelve have been relocated due to changes in the radial plot. (See Item 49 for names of signals).

39. JUNCTIONS

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

40. HORIZONTAL AND VERTICAL ACCURACY

Refer to the Photogrammetric Plot Report.

41 - 45

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

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

47. COMPARISON WITH CHARTS

Comparison was made with the following charts:

<u>Number</u>	<u>Scale</u>	<u>Edition</u>	<u>Corrected to:</u>
8120	1:20,000	May 1954	10/15/55
8171	1:40,000	Jan. 1956	---

Items to be applied to nautical charts immediately:

None.

Items to be carried forward:

None.

Respectfully submitted
11 February 1957

Joseph W. Vonasek
Joseph W. Vonasek
Carto. (Photo.)

Approved and Forwarded

William F. Deane
William F. Deane,
CDR, C&GS
Baltimore District Officer

GEOGRAPHIC NAMES
 FINAL NAME SHEET
 PH-87 (Davidson Inlet, Alaska)
 T-10397

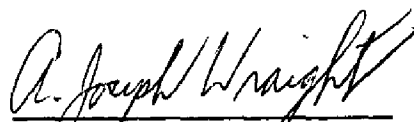
Davidson Inlet

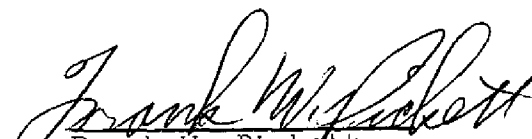
Eagle Island

Fox Rock

Approved by:

Prepared by:


 A. Joseph Wraight
 Chief Geographer


 Frank W. Pickett
 Cartographic Technician

T-10397 & T-10398

49. NOTES FOR THE HYDROGRAPHER

Due to a change in position of the shoreline, following field identification of control stations SHELL, 1904, and FOX, 1903, the positions of the following hydrographic signals were replotted on the map manuscripts:

T-10397

GAD
HAT
ICE

T-10398

AMY
ANT
BUS
CAR
DIX
EMO
FRY
HOE
RUT

PHOTOGRAMMETRIC OFFICE REVIEW

T-10397 & T-10398

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. Glaser
ReviewerJoseph Steinberg
Supervisor, Review Section or 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_____
Supervisor43. Remarks: FIELD INSPECTION OR EDIT ACCOMPLISHED IN
1956 WAS APPLIED IN FEB. 1957 (REFER TO COMPILATION REPORT)
JHB

REVIEW REPORT T-10397
SHORELINE
JANUARY 22, 1969

61. GENERAL STATEMENT:

See Summary which is page 6 of this report.

There is no field edit report or field edit sheet for this survey. The survey was originally compiled as an incomplete manuscript. In 1956 field inspection was accomplished, the manuscript was then corrected from field inspection notes appearing on the photographs.

see *
below

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

Comparison was made with a copy of Registered Survey No. 2691, a 1:20,000 scale survey made in 1904. The passage of time has made that survey obsolete. It is superseded by T-10397 for nautical chart construction purposes.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

Comparison was made with USGS CRAIG (D-5), ALASKA, 15 x 20 minute quadrangle, 1:63,360 scale, 1951 edition. The two surveys are in good general agreement.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

Comparison was made with a copy of H-8288, a reviewed survey. Survey T-10397 was the source of the shoreline for H-8288 in the area of Eagle Island. The shoreline of the two surveys is therefore in agreement.

All rocks appearing on the hydrographic survey also appear on T-10397 in the area common to the two surveys.

* A new radiol plot was assembled in Jan. 1957. The manuscript was corrected to reflect both the new plot and 1956 field inspection or edit in Feb. 1957
AND

65. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with chart 8171, 8th edition, June 10, 1968. A rock appearing on the chart at latitude $55^{\circ} 52' 45''$ longitude $133^{\circ} 30' 48''$ is not visible on the photographs. There are no other discrepancies between the two surveys.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

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

There is no comparison print to accompany this survey. The only discrepancy has been listed in item 65.

There were no field inspection photographs available at the time of final review. Office photographs 41483, 41484, ~~and~~ 41486 and 41487 were available and used during the review.

Approved by:

Reviewed by:

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

Leo F. Beugnet
Leo F. Beugnet

Approved by:

Charles H. Houtstar
Chief, Photogrammetric Branch ^{APB}

R. H. Houtstar
Chief, Photogrammetry Division

Chief, Nautical Chart Division