11991

Diag. Cht. No. 4116.

Form 504

U. S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey SHORELINE (PHOTOGRAMMETRIC)

Field No. Ph-6012 *Office No.* T-11991

LOCALITY

State Hawaii

General locality Maui Island

Locality Keanae

1960 - 1963

CHIEF OF PARTY

H. J. Seaborg, Honolulu District Office
W. E. Randall, Baltimore District Office

LIBRARY & ARCHIVES

DATE 1967

USCOMM-DC 5087

11991

FORM C&GS-181a
(12-61)

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT - DATA RECORD

T -11991

PROJECT NO. (II): PH-6012 (21034)	
FIELD OFFICE (II): Honolulu, Hawaii	CHIEF OF PARTY: H. J. Seaborg
PHOTOGRAMMETRIC OFFICE (III): Baltimore, Maryland	OFFICER-IN-CHARGE: W. E. Randall
INSTRUCTIONS DATED (II) (III): 14 November 1960 28 November 1960 13 June 1961 16 January 1962	
METHOD OF COMPILATION (III): Kelsh Plotter	
MANUSCRIPT SCALE (III): 1:5,000	STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III): 1:5,000
DATE RECEIVED IN WASHINGTON OFFICE (IV):	DATE REPORTED TO NAUTICAL CHART BRANCH (IV):
APPLIED TO CHART NO.	DATE: / DATE REGISTERED (IV):
GEOGRAPHIC DATUM (III): Old Hawaiian	VERTICAL DATUM (III): MSL 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 low water or mean lower low water*
REFERENCE STATION (III): PAUWALU (HGS), 1877, 1929	
LAT.: 20° 51' 43.286"	LONG.: 156° 08' 03.880" / [X] ADJUSTED / [ ] UNADJUSTED
PLANE COORDINATES (IV): y = 192,319.31 x = 681,722.52	STATE: Hawaii / ZONE: 2

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.

USCOMM-DC 16278A

2.

FORM C&GS-181b
(12-61)

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT - DATA RECORD

FIELD INSPECTION BY (II): J. C. Lajoye	DATE: Jan. 1962
MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION): Mean high water-line located by Kelsh Plotter from October 1960 photography aided by field inspection notes.	
PROJECTION AND GRIDS RULED BY (IV): A. E. Roundtree	DATE 4-3-62
PROJECTION AND GRIDS CHECKED BY (IV): A. E. Roundtree	DATE 4-4-62
CONTROL PLOTTED BY (III): L. A. Senasack	DATE 5-7-62
CONTROL CHECKED BY (III): L. O. Neterer	DATE 5-7-62
RADIAL PLOT OR STEREOSCOPIC CONTROL EXTENSION BY (III): Aerotriangulation - Washington office	DATE 2-62
STEREOSCOPIC INSTRUMENT COMPILATION (III): E. L. Williams — PLANIMETRY: E. L. Williams	DATE 5-62
CONTOURS: Inapplicable	DATE
MANUSCRIPT DELINEATED BY (III): D. M. Brant	DATE 5-62
SCRIBING BY (III):	DATE
PHOTOGRAMMETRIC OFFICE REVIEW BY (III): D. M. Brant	DATE 5-62

REMARKS:

FIELD EDIT - 1963 - USC & GSS PATH FINDER
(FIELD EDIT SHEET SUBMITTED)

USCOMM-DC 16276B-P61

FORM C&GS-181c
(12-61)

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT - DATA RECORD

CAMERA (KIND OR SOURCE) (III):

"W" Camera

PHOTOGRAPHS (III)

NUMBER	DATE	TIME	SCALE	STAGE OF TIDE
61 W 841 & 842	24 Sept.1961	0906	1:15,000	0.2 Ft. Above MLLW
60 W(C) 3122 thru 3124	19 Oct. 1960	0754	1:10,000	0.3 Ft. Above MLLW

Tides computed from Predicted Tide Tables.

TIDE (III) Diurnal

	RATIO OF RANGES	MEAN RANGE	SPRING RANGE
REFERENCE STATION: Honolulu, Hawaii		1.2	1.9
SUBORDINATE STATION: Hana, Hawaii		1.8	2.5
SUBORDINATE STATION:			

~~WASHINGTON OFFICE~~ FINAL REVIEW BY (IV): Leo F. Beugnet For Norfolk Regional Office DATE: Nov. 1965

PROOF EDIT BY (IV): " " " " DATE: Dec. 1965

NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (II):	1	RECOVERED: 1	IDENTIFIED: * 2
NUMBER OF BM(S) SEARCHED FOR (II):	0	RECOVERED: 0	IDENTIFIED 0

NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III): 0

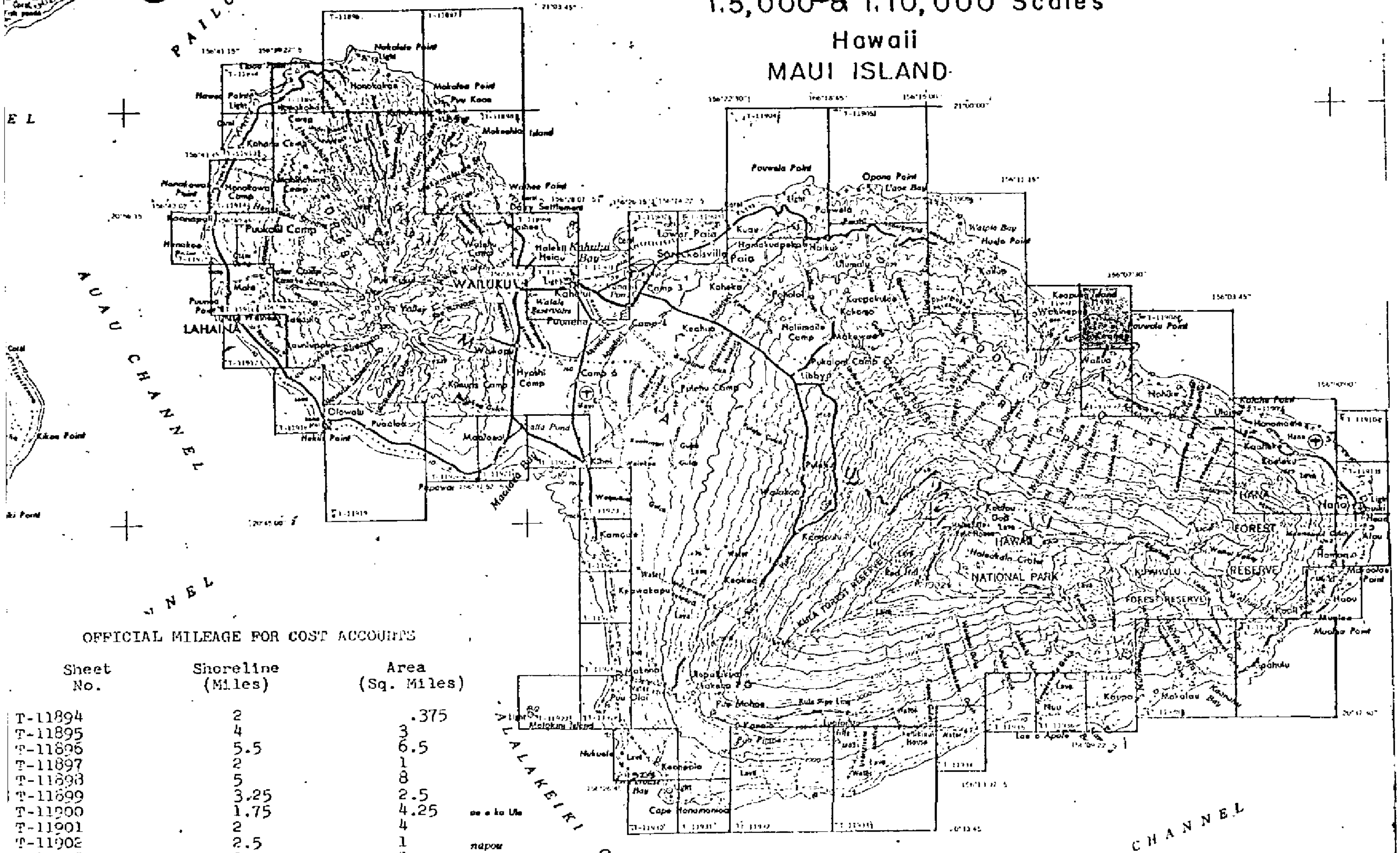
NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III): 7

REMARKS:

* Includes a temporary station which was established and identified.

COMPILATION RECORD	COMPLETION DATE	REMARKS
Alongshore area for hydro.	January 1962	
Final Compilation	March 1964	

Planimetric Mapping
1:5,000 & 1:10,000 Scales
Hawaii
MAUI ISLAND



OFFICIAL MILEAGE FOR COST ACCOUNTS

Sheet No.	Shoreline (Miles)	Area (Sq. Miles)
T-11894	2	.375
T-11895	4	3
T-11896	5.5	6.5
T-11897	2	1
T-11898	5	8
T-11899	3.25	2.5
T-11900	1.75	4.25
T-11901	2	4
T-11902	2.5	1
T-11903	2	2
T-11904	5	6
T-11905	4.5	4
T-11906	6.5	10
T-11907	7	7.8
T-11908	5	6
T-11909	4.7	16
T-11910	.75	.25
T-11911	2.7	2
T-11913	27.	3
T-11914	2.2	4.5
T-11915	2.5	2.2
T-11916	2.5	4
T-11917	27	2.6
T-11918	3	4
T-11919	4	6
[illegible]	[illegible]	[illegible]

OFFICIAL MILEAGE FOR COST ACCOUNTS

Sheet No.	Shoreline (Miles)	Area (Sq. Miles)
T-11922	3	3
T-11923	2	3
T-11924	2.5	2.5
T-11925	2.5	1.5
T-11926	2.5	1
T-11927	1	.04
T-11928	3	1.5
T-11929	4.5	3
T-11930	1.5	.25

OFFICIAL MILEAGE FOR COST ACCOUNTS

Sheet No.	Shoreline (Miles)	Area (Sq. Miles)
T-11931	2.5	1.5
T-11932	4.5	12
T-11933	5	8
T-11934	2.7	3
T-11935	2.5	4
T-11936	5	4
T-11937	5	4
T-11938	5	6
T-11939	4.5	3
[illegible]	2.5	2
[illegible]	[illegible]	3

5.

SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT T-11991

Shoreline manuscript T-11991 is one of forty-nine similar maps at either 1:5,000 or 1:10,000 scale which cover the shoreline of Maui Island. This was a Kelsh project in advance of hydrographic surveys which were made in the area. The field operations preceding compilation included recovery and identification of horizontal control and field inspection. The Kelsh compilation was at 1:5,000 scale from which a cronar positive showing shoreline, alongshore features and shoreline pass points was furnished for preparation of the boat sheet. 1:25,000 scale photographs taken in October 1960 were used for compilation. Ratio prints of 1:15, 000 scale photography obtained in 1961 were provided for hydro support and field edit purposes. The compilation manuscript is a vinylite sheet 2 minutes 22.5 seconds in latitude by 1 minute 52.5 seconds in longitude from which the smooth map was re-produced on cronaflex for photogrammetric review. One cronar positive and one cronar negative are provided for record and registry after final review.

FIELD INSPECTION REPORT
PROJECT PN-6012
MAUI ISLAND, HAWAII

2. AREAL FIELD INSPECTION:

The area covered by this report encompasses the whole of the Island of Maui, second largest of the Hawaiian Islands. It is formed by two mountains with a fertile valley /between, devoted to the cultivation of sugar cane and pineapple. The island is shaped like a Shinto priest in prayer with the head at the western end formed by the West Maui range of mountains and the body at the eastern end formed by Mt. Haleakala which rises over 10,000 feet above sea level.

The climate varies from the tropical rain forest at the eastern end of the island near Hana, to the barren lava fields along the south slopes of Mt. Haleakala. Rain seldom falls on the south coasts and thus the disintegration of the lava is a slow process.

Shoreline conditions vary from the stark lava bluffs around Mt. Haleakala and on the east side of the West Maui Range, to the sandy beaches along the valley between the mountains and on the western or lee shores of the island.

The area is cooled by trade winds from the north and east accentuated by the Venturi effect caused by the valley between the mountains and , in the exposed areas, waves beat continuously on the rocky cliffs. On the western shores around Lahaina and on Madlaea Bay, only a "kona" or southerly storm infrequently disturbs this peaceful area.

Kahului is the principal port on the island. It is protected by a breakwater and serves as a port of call for large ocean going

vessels which bring in freight and load out processed pineapple and raw sugar. It is also the port of call for tug and barge service from Honolulu.

Photography was adequate for the identification of control and for field and shoreline inspection. In some areas which were cloud covered in the 1960 photography, 1962 reflight photographs which were furnished to the hydrographic party were secured and the shoreline and interior inspected and inked on those photos.

Shoreline inspection along the lava fields at the south side of the east portion of the island is somewhat sketchy. Areas that were impassable due to broken lava, large crevases, or lack of trails, were left to be inspected from a launch when one becomes available. The shoreline may be delineated at the edge of the lava but additional hydrographic signal sites must be selected from the seaward side.

Shoreline inspection in the beach areas was accomplished by walking along the high waterline, and delineating the waterline supported by measurements from prominent objects. Where it was possible, as in the case of low bluffs, the shoreline was inspected from the top of the bank. In the areas of high rocky bluffs and cliffs, it was not possible to get anywhere near the shoreline and inspection was carried out by leaning over the precipitous bluffs, which desend almost vertically to the high water line. In every area except the sandy beaches mentioned, and even in the lava fields at the south portion of the island, the high waterline lies at the base of bluff and is confused by along shore rocks and breaking surf, and offshore reefs.

3. HORIZONTAL CONTROL

(a) The following marked or recoverable intersection stations were located by triangulation as nautical aids, aeronautical aids, or as additional photogrammetric control:

Kahului Harbor Entrance East Breakwater Light	d.n.m.
Kahului Harbor Entrance West Breakwater Light	d.n.m.
Kahului Harbor Entrance Range, Front Light.	d.n.m.
Kahului Harbor Entrance Range, Rear Light.	d.n.m.
Kahului Airport Control Tower, Beacon	d.n.m.
V O R OGG	d.n.m.
Lahaina Lighthouse	d.n.m.
E (USE)	d.m.
EAST POINT	d.m.
WEST POINT	d.m.

The following temporary stations were established for supplemental control of aerial photographs and were not marked:

Apple (temp)	State (temp)
Camp (temp)	Grove (temp)
Ditch (temp)	Pau (temp)
Dalay (temp)	Power (temp)

Pau and Power were established to determine a position for Lahaina Lighthouse.

The following hydrographic signals were located by theodolite cuts either to establish signals in obscured areas or to provide a check on signal sites established by photogrammetric methods:

Hydro Sig. 2301	Hydro Sig. 2303	Hydro Sig. 2305
POL	CAM	MAY

RED	Hydro Sig. 2401	HAY
PAR	QBE	VON
BEG	CAR	NAHUNA 2
DAN	PAR	EVE
JOE	MAM	GOO

(b) There were no datum adjustments made by the field party.

(c) All control was either established by the Coast and Geodetic Survey or was tied to Coast Survey control by previous surveys.

(d) All stations required by the project diagram were recovered and identified except where specific permission was received from the Washington Office to substitute one station for another.

(e) Control adjacent to the shoreline and that within the area of photogrammetric coverage was searched for and Form 526 has been submitted for all stations. Stations outside the area covered by the photographs were not searched for due to heavy brush and undergrowth in the interior of the island.

(f) Control station identification cards were submitted for all stations required by the project diagrams.

4. VERTICAL CONTROL

Tidal bench marks at Kahului, Lahaina, Mala Wharf, Aihei, and Makena were searched for and recovered.

Tidal bench marks at Hana were searched for but due to changes in the area, they were not recovered.

No vertical points were required for stereoscopic mapping.

(c) The foreshore in the bluff areas is confused due to many along shore rocks. The continuous surf along the north, east and south sides of the islands served to confuse the high waterline on the photographs. In the sandy areas of the western and northern shore, the beach is protected by a coral reef which was found by the hydrographer, and which is visible on the photograph. In the Kihei area, offshore rock piles, the remains of old fish pond walls, are visible on the photographs. Offshore rocky reefs are found in some areas and, where seen, were noted on the field photographs.

(d) Bluffs and cliffs form the largest portion of the shoreline, although Maui is represented as having more beach area than any other of the Hawaiian Islands. From a few miles north of Kahului to Honolua Bay the shore is composed of high cliffs and low rocky bluffs. From Honolua Bay, through Lahaina and slightly south of Olowalu the shore is low with sandy beaches between rocky headlands. From the beginning of the cliffs at the south end of the West Maui Range to Mc Gregor Point, the shore is again rocky and precipitous. At Maalaea, and continuing south past Makena to about a mile south of Puu Olai, the shore is protected and sandy with a few rocky projections which act as groins to hold the sand.

From the recent lava flow south of Puu Olai and continuing south and east toward Hana, the shoreline is rocky with bluffs ranging from 10 to 150 feet. In the area near Kaupo , Kipahulu, and Puuiki High vertical bluffs predominate. The only sand beach in the ontiro area is located several miles southeast of the village of Hana.

From Hana west to Kuau, or into sheet T-11903 the vertical cliffs range from 50 to 200 feet in height and there are no beach areas and no place to approach the high waterline from the beach side except at Keanae or Nahiku except by decending the vertical bluffs by ropes.

(e) Kahului Harbor, as mentioned in the Areal Description, is the principal and only commercial port in the island. It has recently been dredged, is well jettied and has wharfage and facilities for ocean going vessels.

Hana Harbor is partially protected by natural rock projections but is open to some trade directions. It was used as a stop for interisland steamer traffic, and prior to World War 2, when the sugar plantation at Hana was under cultivation, cargo was loaded out of this port. Since the discontinuing of steamer traffic between the islands, only an occasional fuel barge or fishing boat use the large concrete pier located here.

Mala Wharf, located a few miles north of Lahaina, was used to load sugar and pineapple during the days of steamer traffic but the large concrete wharf is in poor repair and has been closed by the Board of Harbor Commissioners.

Lahaina, once the seat of the Hawaiian Kings, and the oldest town in the island, is the site of a protected small boat harbor. Fuel, food, and housing are available here.

Maalaea is the site of a small boat harbor used mainly by fishing boats. It is well jettied and fuel and supplies are available.

In the olden days, when steamers made the rounds of the island

and water transportation was at its height, there were other places where cargo was unloaded by boom and where whaleboat landings were made. Principal among these were Huu Landing, Kaupo, and Nahiku. These have now been abandoned and only the remains of the old concrete foundations and the old mooring bolts remain.

(f) There are no overhead or submarine cables in the area covered by the project.

(g) There are no other shoreline structures.

8. OFFSHORE FEATURES

No offshore rocks were actually visited by the photogrammetric party. It was noted on the field photographs that the hydrographic party be asked to determine the heights of offshore rocks. Where heights were indicated on the photographs, they were estimated from shore.

9. LANDMARKS AND AIDS.

Landmarks, nautical and aeronautical aids in Strips 1 to 7 were listed on Form 567 and forwarded with the field inspection photos. Other landmarks should be reported by the hydrographic party.

10. BOUNDARIES, MONUMENTS and LINES.

Investigation of boundaries, monuments and lines were not included in the instructions for the project.

11. OTHER CONTROL

No recoverable topographic stations were established. Where hydrographic or photogrammetric control by geodetic methods was required, only temporarily marked stations were used.

In areas which were inaccessible to the field party, hydro signal sites were not selected. It was requested that the hydrographic

party make a launch available to the photogrammetrist for the inspection of shoreline and the selection of hydro signal sites in these areas.

12. OTHER INTERIOR FEATURES

Roads within the area adjacent to the shoreline were classified as dfl, ddl and sdl. Class 1 structures were not noted. Class 2 structures, churches and public buildings were noted.

The principal airport, Kahului Airport, is located about 3 miles east of Kahului Harbor. There is a paved airstrip at Hana used by D C 3 and small private aircraft. A small dirt strip is located at Kaanapali, about 6 miles north of Lahaina and is used by small private aircraft. The abandoned Naval Airstrip at Puu Nene is not used.

There are no bridges or cables over navigable waters. No trace was found of the shore ends of any submarine cables.

13. GEOGRAPHIC NAMES

No geographic names investigation was required by the project instructions.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

There were no special reports, or supplemental data.

Respectfully submitted

John C. Lajoye
Super. Sur. Tech.

8 September 1962

FORM 164
(4-23-54)

U.S. DEPARTMENT OF COMMERCE
DESCRIPTIVE REPORT

COAST AND GEODETIC SURVEY
NTROL RECORD

MAP T- 11991 PROJECT NO. PH 6012 SCALE OF MAP 1:5,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
PAUWALU (HGS), 1877, 1929	P.C. 15	Old Hawaiian	192,319.31							
			681,722.52							

1 FT. = .3048006 METER

COMPUTED BY: J.C.R. DATE 7-12-62

CHECKED BY: H. R. Roudolph DATE 7-17-62

COMM-DC-57843

COMPILATION REPORT T-11991

For additional data pertaining to this survey please refer to the Photogrammetric Plot Report bound with T-11907.

Items 31 thru 36

Please refer to the Compilation Report bound with T-11896

37. LANDMARKS AND AIDS

There are no landmarks, aids to navigation, or aeronautical aids within the compilation limits of this map.

38. CONTROL FOR FUTURE SURVEYS

No control for future surveys was established during compilation.

39. JUNCTIONS

Satisfactory junctions were made with T-11907 on the west and with T-11992 on the south. The Pacific Ocean is to the north and east.

46. COMPARISON WITH EXISTING MAPS

Comparison was made with U.S.G.S. Keanae, Hawaii quadrangle, 1:24,000 scale, 12th edition of 1957.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with nautical chart 4116, 1:250,000 scale, 12th edition, August 17, 1964.

ITEMS TO BE APPLIED TO CHARTS IMMEDIATELY

None

ITEMS TO BE CARRIED FORWARD

None

Respectfully submitted:

Joseph Steinberg

For: Donald M. Brant
Carto. (Photo)

Approved:

S. Hollis
for J. Bull
Capt. C&GS
Norfolk Regional Officer

GEOGRAPHIC NAMES

T-11991

Hahaha Bay
Kawee Point
Kauwalu
Keanae
Keanae Point
Manahoa Rock
Moku Hala
Moku Mana
Moku Holua
Nuaailua Bay
Ohia Stream
Pacific Ocean
Paepaemoana Point
Pauwalu Point
Waialohe Pond

A. J. Wraight

A. J. Wraight
Chief, Geographic Branch

49. NOTES TO HYDROGRAPHER

Incomplete copies of the above surveys have been furnished for photo hydro support. Included is a set of ratio photos with selected shoreline pass points there on. Hydrographic signal sites selected by the field inspection party have been located and shown by name and number. A listing of these follows:

T-11991

Signal No.	Description	Photo Number
9101	High point of island	2512
9102	Flag on point	2512
9103	Rag on lauhala tree	2512
9104	Rag on ironwood tree	2512
9105	Church steeple	2512
9106	Rag on small tree	2512
9107	Northeast corner of landing	2512

T-11992

9201	End of rock point	2513
9202	Rag on lauhala tree	2513
9203	Catholic church steeple	2513

FORM 182 (3-61)

50

PHOTOGRAMMETRIC OFFICE REVIEW

T- 11991

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

1. PROJECTION AND GRIDS	2. TITLE	3. MANUSCRIPT NUMBERS	4. MANUSCRIPT SIZE
L.F.B.	L.F.B.	L.F.B.	L.F.B.

CONTROL STATIONS	5. HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY: L.F.B.		6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (TOPOGRAPHIC STATIONS): None	
	7. PHOTO HYDRO STATIONS: None	8. BENCH MARKS: None	9. PLOTTING OF SEXTANT FIXES: None	10. PHOTOGRAMMETRIC PLOT REPORT: L.F.B.
	11. DETAIL POINTS: L.F.B.			
ALONGSHORE AREAS (Nautical Chart Data)	12. SHORELINE: L.F.B.	13. LOW-WATER LINE: None	14. ROCKS, SHOALS, ETC.: L.F.B.	15. BRIDGES: None
	16. AIDS TO NAVIGATION: None	17. LANDMARKS: None	18. OTHER ALONGSHORE PHYSICAL FEATURES: L.F.B.	
	19. OTHER ALONGSHORE CULTURAL FEATURES: L.F.B.			
PHYSICAL FEATURES	20. WATER FEATURES: L.F.B.		21. NATURAL GROUND COVER: L.F.B.	
	22. PLANETABLE CONTOURS: None		23. STEREOSCOPIC INSTRUMENT CONTOURS: None	
	24. CONTOURS IN GENERAL: None		25. SPOT ELEVATIONS: None	
	26. OTHER PHYSICAL FEATURES: L.F.B.			
CULTURAL FEATURES	27. ROADS: L.F.B.	28. BUILDINGS: L.F.B.	29. RAILROADS: None	
	30. OTHER CULTURAL FEATURES: L.F.B.			
BOUNDARIES	31. BOUNDARY LINES: None		32. PUBLIC LAND LINES: None	
MISCEL-LANEOUS	33. GEOGRAPHIC NAMES: L.F.B.		34. JUNCTIONS: L.F.B.	
	35. LEGIBILITY OF THE MANUSCRIPT: L.F.B.	36. DISCREPANCY OVERLAY: L.F.B.	37. DESCRIPTIVE REPORT: L.F.B.	
	38. FIELD INSPECTION PHOTOGRAPHS: L.F.B.		39. FORMS: L.F.B.	
	SIGNATURE OF REVIEWER: Leo F. Burgnet		SIGNATURE OF SUPERVISOR, REVIEW SECTION OR UNIT: Joseph Steinberg	

40. FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT - Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted in remarks on reverse side.

SIGNATURE OF COMPILER	SIGNATURE OF SUPERVISOR
Joseph Steinberg, For: Donald M. Brant	Joseph Steinberg

USE REVERSE SIDE FOR REMARKS

USCOMM-DC 25353-P61

FIELD EDIT REPORT
T-11991

No formal Field Edit Report was received. Please refer to the two following Memorandums concerning the Field Edit of this manuscript.

FORM CD-121 (22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

244 21

TO : The Director
Coast and Geodetic Survey
U.S. Department of Commerce
Washington 25, D.C.

DATE: 8 July 1963

FROM : Commanding Officer
USC&GS Pathfinder
705 Federal Office Building
Seattle, Washington

SUBJECT: Field Edit Report - CPR-419

During the first half of the 1963 field season, Pathfinder personnel field edited the manuscripts listed below for accuracy and completeness. All recommended changes have been noted on the blackline impressions in red and green ink. In general, the manuscripts were found to be very reliable with only minor descrepancies being noted.

Four manuscripts with noted changes are being forwarded to the Washington Office on July 9. Those manuscripts with no recommended changes have been noted below. The remaining manuscripts will be forwarded as soon as we have had an opportunity to compare them with the boat sheets now in Washington for photographying.

T-11905	Edited - No changes
T-11906	Edited - Will be forwarded later
T-11907	Edited - Will be forwarded later
T-11908	Edited - Will be forwarded later
T-11909	Edited - Will be forwarded later
T-11910	Edited - Will be forwarded later
T-11911	Edited - Will be forwarded later
T-11930	Forwarded 9 July
T-11931	Edited - No recommended changes
T-11932	Edited - No recommended changes
T-11933	Edited - No recommended changes
T-11934	Forwarded 9 July
T-11936	Forwarded 9 July
T-11937	Forwarded 9 July
T-11991	Edited - Will be forwarded later
T-11992	Edited - Will be forwarded later

It is requested that these manuscripts be returned to the Ship as soon as is practical as they will be needed for smooth plotting.

H. J. Seaborg
H. J. Seaborg
Captain, USC&GS

22.

FORM C3-1 (3-62)
(PRINTED BY A.O. 5-3-62)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

C 6314

TO : Chief, Photogrammetry Division

DATE: January 24, 1964

C 631/W

FROM : Commanding Officer
USC&GSS PATHFINDER
705 Federal Office Bldg.
Seattle 4, Washington 98104

SUBJECT:
Field Edit data, Project 2103 4 (Ph-6012), Maui Island, Hawaii

Manuscripts T-11907 and T-11991 were corrected and sent 1/9/64 with transmittal letter PATH 1-64. Manuscripts T-11906, T-11908 through T-11911 and T-11992 are being sent. Shoreline revision was necessary on T-11909 and T-11908 only.

Replying to 6314/ih

for H. J. Seaborg Capt. USC&GS
Ship PATHFINDER
Seattle, Washington

Dear

You will not receive any indication other than this letter re field edit on manuscripts with no changes noted. The ~~[illegible]~~ (T-11907) cronoflex copies that were transmitted here with no changes I sent back to the ship (T-11910-T-11911, T-11992) they are hydro. records

[illegible]
1/31/64

REVIEW REPORT T-11991
SHORELINE

61. GENERAL STATEMENT

See Summary accompanying Descriptive Report

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

A visual comparison was made with Registered Planetable Surveys 3273 and 3274, 1:20,000 scale, dated March 30, 1914.

Shoreline manuscript T-11991 supersedes these prior surveys and should be used for nautical chart construction.

63. COMPARISON WITH MAPS OF OTHER AGENCIES

Comparison was made with U.S.G.S. Keanae, Hawaii 7½ minute quadrangle, 1:24,000 scale, edition of 1957. The shoreline of these two surveys are in good general agreement.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

Comparison was made with copies of boat sheets H-8720-PF-10-3-63, scale 1:10,000 and H-8723, FF scale 1:5,000. There is a small discrepancy between this manuscript and the shoreline on the 1:10,000 scale boat sheet. (See comparison print) *

65. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with nautical chart 4116, scale 1:250,000, 12th edition, August 17, 1964. Because of the extreme difference in scale between the chart and manuscript only a visual comparison was made.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS

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

* Refer to page 25

Reviewed by:

Leo F. Bergquist

Approved by:

J. Hollis

J. Bull, Director, Atlantic Marine Center

Approved by:

Charles Lemm

Chief, Cartographic Branch

L. F. Woodcock

Chief, Photogrammetry Division

Chief, Chart Division

Chief, Operations Branch

NOTES TO VERIFIER
H-8720 and H-8723
(Comparison with T-11991)

(1968)

Differences between the surveys in MHW line, apparently resulting from error in application of shoreline survey MHW line to the boat sheets, were noted on the comparison print by the shoreline survey reviewer.

Due primarily to a procedure used by the hydro party for furnishing a field edit sheet; i.e., providing a poor black and white copy of the original cronaflex field edit sheet; application of field edit information was found to be incomplete upon examination of T-11991 in the Washington office (prior to registering the map). The Marine Chart Division file copy of the boat sheet for H-8723 (BP-64291) was found to reflect field edit information. Application of edit changes has been made and, with the exception mentioned in the 1st paragraph and one additional exception, the surveys are in agreement.

A rock awash shown on T-11991, off Moku Mana Island, at latitude 20°51'45.3" and longitude 156°07'45.7" is not shown on H-8720 (BP-64394). The following note is included on the comparison print: visible on photos 61-W-842 and 843 - computed height is 0.2 feet above MLLW. Resolved SB

T-11991 was reproduced prior to registration - subsequent to application of the correction discussed in the 2nd paragraph.

SB
W.A. Review Unit

FORM C&GS-6352
(3-25-63)

NAUTICAL CHART DIVISION

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. T-11991

INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

CHART	DATE	CARTOGRAPHER	REMARKS
4116	6-1-75	H.J. Grenda	Full ~~Part~~ Before After ~~Verification~~ Final Review ~~Inspection Signed~~ Via
			Drawing No. Revised Shoreline + Foul line, App'd
			Misc. other Corr.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
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FORM C&GS-6352 SUPERSEDES ALL EDITIONS OF FORM C&GS-978.

USCOMM-DC 8528-P82