

12050

9267

Diag. Cht. No. 6450-2.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey SHORELINE (PHOTOGRAMMETRIC)

Field No. Ph-6101 Office No. T-12050

LOCALITY

State WASHINGTON

General locality ADMIRALTY INLET

Locality MIDDLE POINT

19 60 - 1962

CHIEF OF PARTY

FRED NATELLA

LIBRARY & ARCHIVES

DATE May 1964


USCOMM-DC 5087

12050

DESCRIPTIVE REPORT - DATA RECORD
T - 12050

PROJECT NO. (II): PH-6101		
FIELD OFFICE (II): PORT TOWNSEND, WASHINGTON		CHIEF OF PARTY FRED NATELLA
PHOTOGRAMMETRIC OFFICE (III): PORTLAND, OREGON		UNIT CHIEF: ROBERT B. MELBY
		OFFICER-IN-CHARGE FRED NATELLA
INSTRUCTIONS DATED (II) (III):		
	14 MARCH 1961	II, III
AMENDMENT 1,	8 MAY 1961	II, III
AMENDMENT 1,	17 MAY 1961	II, III
AMENDMENT 4,	14 DECEMBER 1962	III
METHOD OF COMPILATION (III): KELBH INSTRUMENT		
MANUSCRIPT SCALE (III): 1:10,000		STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III): 1:6000
		PANTOGRAPH SCALE 1:10,000
DATE RECEIVED IN WASHINGTON OFFICE (IV):		DATE REPORTED TO NAUTICAL CHART BRANCH (IV):
APPLIED TO CHART NO.		DATE: DATE REGISTERED (IV):
GEOGRAPHIC DATUM (III): N.A. 1927		VERTICAL DATUM (III): MEAN SEA LEVEL EXCEPT AS FOLLOWS: X <i>Elevations shown as (25) refer to mean high water</i> <i>Elevations shown as (5) refer to sounding datum</i> <i>i.e., mean low water or mean lower low water</i>
REFERENCE STATION (III): MID, 1920		
LAT.: 48° 08' 11.144"	LONG.: 122° 50' 10.918"	<input checked="" type="checkbox"/> ADJUSTED <input type="checkbox"/> UNADJUSTED
PLANE COORDINATES (IV): 420,899.71 x = 1,510,453.18		STATE WASHINGTON
		ZONE NORTH
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

FIELD INSPECTION BY (II): ROBERT B. MELBY		DATE: Aug. 1962
MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION): AUGUST 1962 BY FIELD INSPECTION. COMPILATION BY KELSH INSTRUMENT.		
PROJECTION AND GRIDS RULED BY (IV): A.R...		DATE 12-20-62
PROJECTION AND GRIDS CHECKED BY (IV): 		DATE 12/26/62
CONTROL PLOTTED BY (III): J. L. HARRIS		DATE 1-21-63
CONTROL CHECKED BY (III): L. L. GRAVES		DATE 1-21-63
RADIAL PLOT OR STEREOSCOPIC CONTROL EXTENSION BY (III): HENRY P. EICHERT		DATE Dec. 1962
STEREOSCOPIC INSTRUMENT COMPILATION (III):	PLANIMETRY R. H. MEYER	DATE 2-26-63
	CONTOURS NONE	DATE
MANUSCRIPT DELINEATED BY (III): SMOOTH DRAFT R. H. MEYER		DATE 2-27-63
SCRIBING BY (III): STICK-UP C. C. HARRIS		DATE 4-29-63
PHOTOGRAMMETRIC OFFICE REVIEW BY (III): ROUGH DRAFT: J. L. HARRIS ADVANCE: J. L. HARRIS		DATE 2-26-63 4-29-63
REMARKS:		

DESCRIPTIVE REPORT - DATA RECORD

CAMERA (KIND OR SOURCE) (III):

C&GS SINGLE LENS "W"

PHOTOGRAPHS (III)

NUMBER	DATE	TIME	SCALE	STAGE OF TIDE
60 W 1961 THRU 1963	9-21-60	11:11	1:30,000	2.0' ABOVE M.L.L.W.
	RATIO PRINTS OF ABOVE AT 1:10,000.			COMPUTED FROM PRE- DICTED TIDE TABLES.

TIDE (III)

		RATIO OF RANGES	MEAN RANGE	DAILY RANGE
REFERENCE STATION: PORT TOWNSEND, WASHINGTON			5.1	8.3
ORDINATE STATION: NONE				
SUBORDINATE STATION:				
WASHINGTON OFFICE REVIEW BY (IV):		DATE:		
PROOF EDIT BY (IV):		DATE:		
NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (II): 2	RECOVERED: 2	IDENTIFIED: 1		
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): 2				

REMARKS:

FIELD INSPECTION REPORT
MAP MANUSCRIPT T-12050 THRU T-12056
AND T-12059 THRU T-12063
PROJECT PH-6101
AUGUST - OCTOBER 1962

2. AREAL FIELD INSPECTION:

THE SHORELINE IN THIS PORTION OF THE PROJECT IS COMMON TO THE NORTHWEST SHORE OF PORT TOWNSEND, THE SOUTH SHORE OF THE STRAIT OF JUAN DE FUCA, PORT DISCOVERY BAY AND SEQUIM BAY.

THE CITY OF PORT TOWNSEND, THE TOWN OF BLYN AND SEVERAL SMALL COMMUNITIES ARE WITHIN THE AREA.

THE PORT TOWNSEND RAILROAD AND THE CHICAGO MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD SERVES THE AREA. THESE ARE SHORT DEAD END RAILROADS. CONNECTION TO OTHER RAILROADS IS BY SEA-GOING TRAIN FERRIES.

THE AREA IS SERVED BY U.S. HIGHWAY 101, STATE HIGHWAYS 9 AND 9E AND VARIOUS COUNTY AND PRIVATE ROADS.

AN AUTO-PASSENGER FERRY OPERATES BETWEEN PORT TOWNSEND AND KEYSTONE, WHIDBEY ISLAND.

FIELD INSPECTION WAS PERFORMED IN ACCORDANCE WITH STANDARD PROCEDURES.

THE QUALITY OF THE FIELD PRINTS WAS CONSIDERED ADEQUATE FOR FIELD INSPECTION, SHORELINE INSPECTION AND FOR THE IDENTIFICATION OF HORIZONTAL CONTROL STATIONS. A CONSIDERABLE AMOUNT OF THE NORTHERN SHORELINE IS BACKED BY BLUFFS WHICH PRODUCED RATHER PRO-NOUNCED SHADOWS. FORTUNATELY, SOME OF THE BLUFFS ARE OF A WHITISH COLOR AND CAN BE DETECTED ON THE PHOTOGRAPHS IN THE SHADOW AREA.

3. HORIZONTAL CONTROL:

(A) SUPPLEMENTAL CONTROL ESTABLISHED BY THE FIELD PARTY WERE STATIONS PORT TOWNSEND, NATIONAL PAPER PRODUCTS, RANGE FRONT LIGHT; PORT TOWNSEND, NATIONAL PAPER PRODUCTS, RANGE REAR LIGHT; PORT TOWNSEND, NATIONAL PAPER PRODUCTS, N.W. STACK; AND STATION HARD. ALL OF THESE STATIONS WERE LOCATED BY TRIANGULATION INTER-SECTION METHODS.

THE POSITION OF STATION BOULDER, 1870, WAS REDETERMINED.

THE POSITION OF BENCH MARK B 5 (U.S.E.) 1962 WAS DETERMINED BY TRAVERSE FROM HIGH, 1941.

(b) NO DATUM ADJUSTMENTS WERE MADE BY THE FIELD PARTY. HOWEVER, EARLIER THIS YEAR A GEODETIC PARTY UNDER THE SUPERVISION OF MR. NORMAN E. SYLAR PERFORMED TRIANGULATION IN THE SEQUIM BAY AREA. A COPY OF HIS UNADJUSTED FIELD GEODETIC COMPUTATIONS WAS OBTAINED. A COMPARISON WITH THE PUBLISHED POSITION OF STATION BUGGE (USE), 1920, AND THE FIELD COMPUTATIONS BY MR. SYLAR INDICATED A DIFFERENCE OF ABOUT 9 FEET IN LATITUDE AND 15 FEET IN LONGITUDE. DEPENDING ON THE FINAL ADJUSTMENT OF MR. SYLAR'S FIGURES, IT COULD AFFECT STATION KIAPOT (USE), 1920, WHICH WAS IDENTIFIED FOR PHOTO CONTROL. STATION KIAPOT (USE) IS AT THE WEST END OF A BASE LINE EXTENDING BETWEEN STATIONS KIAPOT (USE) AND BUGGE (USE), APPARENTLY MEASURED BY THE U. S. ENGINEERS.

(c) CONTROL ESTABLISHED BY OTHER AGENCIES WAS NOT SEARCHED FOR OR RECOVERED.

(d) ALL STATIONS REQUIRED BY THE PROJECT INSTRUCTIONS FOR CONTROL WAS RECOVERED OR ESTABLISHED AND POSITIVELY IDENTIFIED.

(e) ALL STATIONS ESTABLISHED BY THE COAST AND GEODETIC SURVEY WERE SEARCHED FOR.

THE FOLLOWING STATIONS WERE SEARCHED FOR AND HAVE BEEN LISTED AS LOST OR DESTROYED:

SHEET T-12050

NONE

SHEET T-12051

PORT WILSON, RED AND WHITE STRIPED POLE, 1941
 FORT WORDEN, NORTHWEST RADIO POLE, 1940
 FORT WORDEN, SOUTHEAST RADIO POLE, 1940
 ADMIRALTY INLET, WEST SHORE DOLPHIN, WHITE, 1941

SHEET T-12052

STUMP, 1926

DOLPHIN, 1926

SHEET T-12053

KANEM (USE), 1920

SHEET T-12054

PRO (HYDROGRAPHIC), 1942

TECT, 1942

SHEET T-12055

NONE

SHEET T-12056

PORT TOWNSEND, MORGAN HOTEL CUPOLA, 1908
 PORT TOWNSEND, CATHOLIC CHURCH, SPIRE, 1926
 PORT TOWNSEND, CITY HALL, CUPOLA, 1926
 PORT TOWNSEND, COAST GUARD FLAGPOLE, 1941
 CANNERY RANGE, 1912
 PORT TOWNSEND, EISENBEIS RESIDENCE, STEEPLE, 1908
 PORT TOWNSEND, MILL STEEL STACK, 1926
 PORT TOWNSEND, R.R. FERRY STRUCTURE, CENTER, 1940
 PORT TOWNSEND, NORTHWEST SANITARIUM STEEPLE, 1908
 PULP, 1941 YELLOW FLAG, 1941
 GLEN COVE, FLAGSTAFF, 1926 OLD FORT, FLAGSTAFF, 1926
 PORT TOWNSEND, DOLPHIN, 1937
 OLD FORT, BLDG., EAST GABLE, 1926
 PORT TOWNSEND, ELEVATOR ON WHARF TOWER, 1926
 PORT TOWNSEND, NAVY SUBMARINE NET, LIGHT FLOAT, RED, 1941
 PORT TOWNSEND, KUHNBLDG., PYRAMIDAL CUPOLA, 1941
 PORT TOWNSEND, MUNICIPAL GOLF COURSE, FLAGPOLE, 1941
 PORT TOWNSEND, CATHOLIC CHURCH, STEEPLE, CROSS, 1941
 PORT TOWNSEND, TRINITY METHODIST CHURCH, STEEPLE, BALL, 1941
 PORT TOWNSEND, POST OFFICE WEATHER VANE, 1941

SHEET T-12059

SKULL (USE), 1920

SHEET T-12060

NONE

SHEET T-12061

NONE

SHEET T-12062

FAIRMONT (USE), 1920

GIBB (USE), 1920

SHEET T-12063

BELT, 1941 HADLOCK STACK, 1926
 HADLOCK, HOUSE WITH DOUBLE WINDOWS, 1915
 IRONDALE, MINE ELEVATOR SHAFT, 1926
 IRONDALE, 1915 IRONDALE HOTEL, 1926
 IRONDALE, LIGHT TOWER ON WHARF, 1915
 IRONDALE, BRICK HOUSE, N.E. CORNER, 1915
 KUHN 2, 1941 DEEP, 1941

(F) THE QUALITY OF IDENTIFICATION OF EACH STATION OR SUBSTITUTE STATION HAS BEEN INDICATED ON THE CONTROL STATION IDENTIFICATION CARD. NONE OF THE IDENTIFICATION WAS CONSIDERED TO BE SUB-NORMAL.

4. VERTICAL CONTROL:

VERTICAL CONTROL REQUIREMENTS ARE THE RECOVERY AND IDENTIFICATION OF TIDAL BENCH MARKS. TWENTY TIDAL BENCH MARKS WERE SEARCHED FOR AND ALL MARKS WERE RECOVERED.

5. CONTOURS AND DRAINAGE:

CONTOURS ARE NOT APPLICABLE.

DRAINAGE IS COMMON TO MOST OF THE AREA. THE COURSES OF THE STREAMS ARE GENERALLY OBSCURE, DUE TO THE WOODLAND COVER. NEVERTHELESS, THE GENERAL COURSES OF THE STREAMS CAN BE DETERMINED BY STEREOSCOPE, IN THE BOTTOMS OF THE OBVIOUS DRAWS OR RAVINES. IN OPEN AREAS THE STREAMS HAVE BEEN INDICATED ON THE FIELD PHOTOGRAPHS. MARSH AREAS HAVE BEEN NOTED ON THE FIELD PHOTOGRAPHY.

6. WOODLAND COVER:

MOST OF THE LANDS THAT IS NOT UNDER CULTIVATION OR IN URBAN AREAS ARE COVERED WITH DENSE GROWTH OF MIXED TIMBER. THE WOODLAND COVER HAS BEEN CLASSIFIED ON THE FIELD PHOTOGRAPHS.

7. SHORELINE AND ALONGSHORE FEATURES:

THE ENTIRE SHORELINE WAS INSPECTED BY FIELD PERSONNEL USING A SMALL BOAT OR BY WALKING THE BEACH.

(A) THE MEAN HIGH WATER LINE WAS INDICATED ON THE FIELD PHOTOGRAPHS. ITS POSITION WAS DETERMINED BY VISUAL INSPECTION AND BY ITS RELATIVE POSITION TO IDENTIFIABLE SHORELINE FEATURES.

(B) THE LOW WATER LINE WAS NOT INDICATED OR DELINEATED ON THE FIELD PHOTOGRAPHS.

(C) THE CHARACTER OF THE FORESHORE HAS BEEN INDICATED ON THE FIELD PHOTOGRAPHS.

(D) BLUFFS ARE CHARACTERISTIC OF MOST OF THE EXPOSED NORTH SHORELINE. THE BLUFFS ARE MOSTLY STABLE, BUT OCCASIONAL SLIDE AREAS WERE OBSERVED.

(E) DOCKS, PIERS AND WHARVES HAVE BEEN INDICATED ON THE FIELD PHOTOGRAPHY. THE CITY OF PORT TOWNSEND HAS SEVERAL OIL PIERS, A FERRY SLIP AND A FREIGHT PIER.

(F) SUBMARINE CABLE CROSSINGS HAVE BEEN INDICATED AT THE ENTRANCE TO SEQUIM BAY AND AT THE ENTRANCE TO PORT DISCOVERY BAY.

(G) OTHER SHORELINE FEATURES ARE SMALL BOAT LAUNCHING RAMPS, BULKHEADS AND LOG DUMPS. TWO SMALL BOAT BASINS ARE FOUND AT THE CITY OF PORT TOWNSEND AND ANOTHER AT CAPE GEORGE. MARINE RAILWAYS HAVE BEEN INDICATED.

8. OFFSHORE FEATURES:

OFFSHORE FEATURES IN THE FORM OF ROCKS OR PILES NOTED DURING THE SHORELINE INSPECTION HAVE BEEN INDICATED ON THE FIELD PHOTOGRAPHY. A SUNKEN WRECK HAS BEEN INDICATED ON PHOTOGRAPH 60 W 1945. THE HEIGHTS OF OFFSHORE ROCKS HAVE BEEN INDICATED ON THE FIELD PHOTOGRAPH. THE TIME OF DETERMINATION OF ROCK HEIGHTS IS BASED ON PACIFIC DAYLIGHT SAVING TIME.

9. LANDMARKS AND AIDS:

(A) ALL CHARTED LANDMARKS WERE INVESTIGATED AND HAVE BEEN REPORTED ON FORM 567.

(B) NO INTERIOR LANDMARKS WERE SELECTED.

(C) NO AERONAUTICAL AIDS WERE FOUND IN THE AREA.

(D) ALL FIXED AIDS TO NAVIGATION WERE INVESTIGATED AND HAVE BEEN LOCATED BY TRIANGULATION OR PHOTOGRAMMETRIC METHODS. ALL FIXED AIDS HAVE BEEN LISTED ON FORM 567.

(E) FLOATING AIDS ARE NOT APPLICABLE.

10. BOUNDARIES, MONUMENTS AND LINES:

BOUNDARIES AND MONUMENTS ARE NOT APPLICABLE. THE LIMIT LINES OF CEMETERIES HAVE BEEN INDICATED ON THE FIELD PHOTOGRAPHS. FORMER FORT WORDEN IS NOW DIVIDED INTO TWO SECTIONS. THE NORTHERN PORTION IS A U. S. NAVY RESERVATION AND THE SOUTHERN PORTION IS OCCUPIED BY THE STATE OF WASHINGTON.

11. OTHER CONTROL:

OTHER CONTROL ESTABLISHED BY THE FIELD PARTY WAS THE SELECTION AND IDENTIFICATION OF NATURAL AND CULTURAL FEATURES TO SERVE AS PHOTO-HYDRO STATIONS.

12. OTHER INTERIOR FEATURES:

ROADS, PUBLIC BUILDINGS AND BUILDINGS OF LANDMARK VALUE WERE INDICATED ON THE FIELD PHOTOGRAPHS AND CLASSIFIED. THERE ARE THREE AIRFIELDS IN THE AREA. ALL THREE HAVE 600 RUNWAYS. THE AIRFIELDS HAVE BEEN INDICATED ON THE FIELD PHOTOGRAPHS.

13. GEOGRAPHIC NAMES:

GEOGRAPHIC NAMES WILL BE THE SUBJECT OF A SEPARATE INFORMAL REPORT.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA:

A SPECIAL REPORT ON IDENTIFICATION OF HORIZONTAL CONTROL STATIONS ON MAP MANUSCRIPTS T-12054, T-12056, T-12060, T-12062 AND T-12063 WAS SUBMITTED UNDER HEADING "NOTES TO THE COMPILER", 4 AUGUST 1961.


SUPPLEMENTAL DATA CONSISTS OF THE FOLLOWING:

(1) MILL LAYOUT OF PAPER MILL BE CROWN ZELLERBACH CORP. FOR DELINEATION OF ALONGSHORE FEATURES OBSCURED BY SMOKE AT THE TIME OF PHOTOGRAPHY. SEE ALSO PHOTOGRAPH 60 W 1980 FOR GENERAL LOCATION IN MAP MANUSCRIPT T-12056.

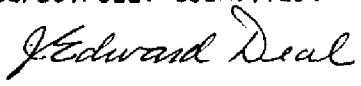
(2) FOUR SHEETS OF NEW ROADS AND SUB-DIVISIONS IN THE VICINITY OF CAPE GEORGE (CAPE GEORGE COLONY) FOR LOCATION OF NEWLY CONSTRUCTED ROADS. SEE PHOTO 60 W 1961, MAP MANUSCRIPT T-12054.

(3) MAP OF CITY OF PORT TOWNSEND, FOR STREET NAMES.

APPROVED:


FRED NATELLA, CAPT, C&GS
PORTLAND DISTRICT OFFICER

RESPECTFULLY SUBMITTED:


(for) ROBERT B. MELBY
SURVEYING TECHNICIAN, C&GS

PHOTOGRAMMETRIC PLOT REPORT NO. 2
PUGET SOUND, PH-6101
December 1962

21. Area Covered

The area of Admiralty Inlet covered by map manuscripts T-12050 thru T-12065.

22. Method

The method of analytic aerotriangulation which utilizes the WILD P.U.G. Point Transfer Device and the Mann Monocular Comparator was used. This portion of the project involves 45 photographs in 6 separate strips.

Adjustment was done by electronic computer treating each strip as an individual problem except for strips 7 and 9. In order to obtain a better solution, machine coordinates of strip 7 were transferred into the system of strip 9. A common adjustment to ground control was then performed by electronic computer. Strip no. 5 was adjusted using three tie points for strip no. 6 in conjunction with two triangulation stations. Both of the above problems were in an area where control was insufficient to provide a strong solution.

23. Adequacy of Control

Closure to control and ties between strips indicate that results are sufficiently accurate for 1:10,000 scale mapping. Closures to control are indicated on the appended sketch. Excessive closures are discussed below:

- .01 STATION POINT TOWNSEND COURT HOUSE STEEPLE, 1908, strips 7-9, was office-identified. It failed to hold by 58 feet in X and 38 feet in Y. As other control nearby held closely and adequate ties were achieved, this discrepancy was attributed to probable misidentification.
- .02 STATION CLAM (USE), 1955, strips 7-9 and 8, was missed in the bridging as indicated. Since beginning the adjustment, Geodesy Division received new positions involving the arc of triangulation which included this station. A new position was not furnished for this station.

- .03 BLYN (USE) (Lookout Tower), 1955 - The adjustment of Strip 8 using this station was not satisfactory. Only two models in the upper portion of the strip were needed. Thus this strip was shortened to eliminate this station as control and thereby achieve adequate ties to Strip #7-9. The center portions of the lower half of strip #8 are largely water areas. This may have sufficiently weakened the relative orientation solution which would have adversely affected the accuracy.

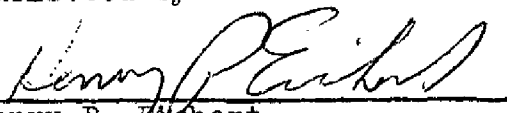
24. Supplemental Data

None.

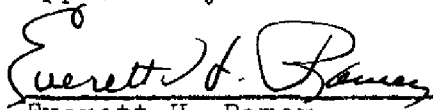
25. Photography

Photography was adequate in all respects for aerotriangulation.

Submitted by:

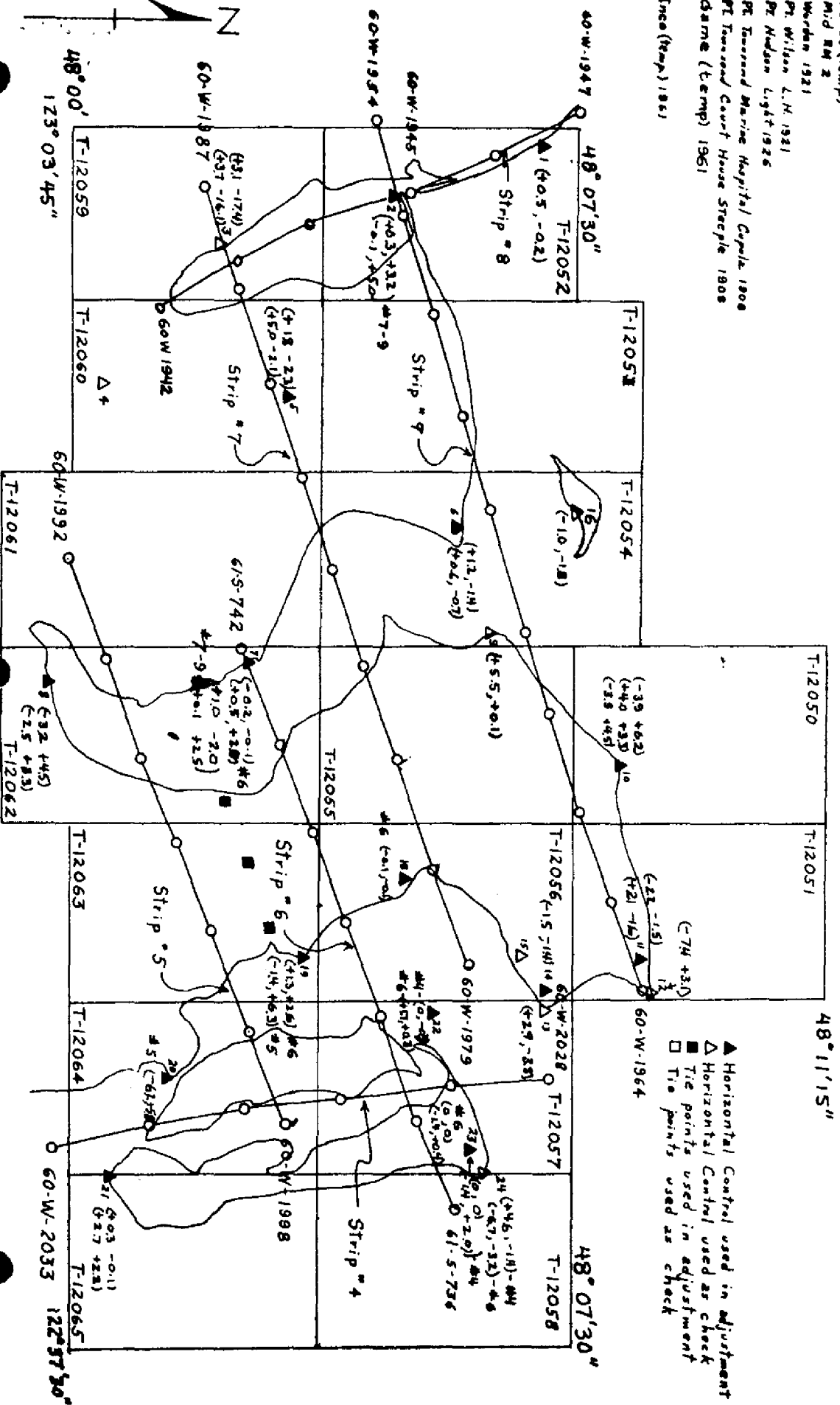

Henry P. Richert

Approved by:


Everett H. Ramey
Chief, Aerotriangulation Section

- 19 Kala Pt. Light 1961
20 Oak Bay Light 1961
21 Oak RM 1
22 Clump 1943
23 Rawlins (USE)
24 Point Marrowstone LH

PUGET SOUND WASH.
PH. - 6101



- ▲ Horizontal Control used in adjustment
- △ Horizontal Control used as check
- Tie points used in adjustment
- Tie points used as check

MOONEY

COMPILATION REPORT
MAP MANUSCRIPT T-12050
PROJECT PH-6101

ITEMS 31 THRU 34:

REFER TO COMPILATION REPORT FOR T-12065.

35. SHORELINE AND ALONGSHORE DETAILS:

ALL INFORMATION UNDER THIS SIDE HEADING OF THE COMPILATION REPORT FOR T-12065 IS APPLICABLE TO THIS MAP MANUSCRIPT WITH THE EXCEPTION THAT THE PHOTOGRAPHY WAS TAKEN AT A PREDICTED TIDE OF 2.0 FEET ABOVE M.L.L.W.

ITEMS 36 AND 37:

REFER TO THE COMPILATION REPORT FOR T-12065.

38. CONTROL FOR FUTURE SURVEYS:

TWO PHOTO-HYDRO STATIONS WERE IDENTIFIED BY THE FIELD PARTY AND LOCATED DURING COMPILATION BY KELSH INSTRUMENT.

39. JUNCTIONS:

SATISFACTORY JUNCTIONS WERE MADE WITH T-12051 TO THE EAST AND WITH T-12055 TO THE SOUTH. THE STRAIT OF JUAN DE FUCA LIES TO THE WEST AND NORTH.

40. HORIZONTAL AND VERTICAL ACCURACY:

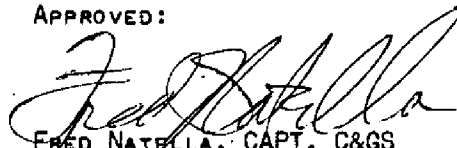
46. COMPARISON WITH EXISTING MAPS:

COMPARISON WAS MADE WITH THE U.S.G.S. $7\frac{1}{2}$ MINUTE PORT TOWNSEND NORTH, WASHINGTON QUADRANGLE, SCALE 1:24,000, EDITION 1953.

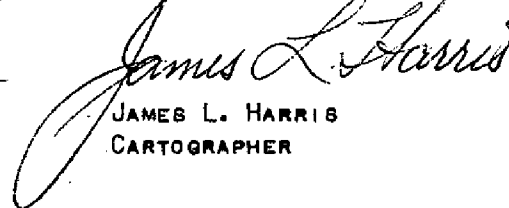
47. COMPARISON WITH NAUTICAL CHARTS:

COMPARISON WAS MADE WITH NAUTICAL CHART 6403, SCALE 1:40,000, 5TH EDITION, OCT. 23, 1941, REVISED 6-20-60.

APPROVED:


FRED NATELLA, CAPT, C&GS
PORTLAND DISTRICT OFFICER

RESPECTFULLY SUBMITTED:


JAMES L. HARRIS
CARTOGRAPHER

48. GEOGRAPHIC NAME LIST;

THE GEOGRAPHIC NAMES LISTED BELOW AND SHOWN ON THIS MANUSCRIPT WERE FURNISHED BY THE WASHINGTON OFFICE ON A FINAL NAME SHEET, A COPY OF THE U.S.G.S. PORT TOWNSEND NORTH, WASHINGTON 7½ MINUTE QUADRANGLE, SCALE 1:24,000, EDITION 1953.

MIDDLE POINT
QUIMPER PENINSULA
STRAIT OF JUAN DE FUCA

George S. Bull
Geographic Names Section
20 August 1963

49. NOTES TO THE HYDROGRAPHER:

THE TWO PHOTO-HYDRO STATIONS SHOWN ON THIS MANUSCRIPT AND LISTED BELOW, WERE IDENTIFIED BY THE FIELD PARTY AND LOCATED BY THE KELSH INSTRUMENT DURING COMPILATION.

No.	DESCRIPTION	FIELD PHOTO. No.
5001	LONE DOLPHIN	60 W 1961
5002	GRAY ROCK	60 W 1963

PHOTOGRAMMETRIC OFFICE REVIEW

T-10363 12050

1. PROJECTION AND GRIDS ✓	2. TITLE ✓	3. MANUSCRIPT NUMBERS ✓	4. MANUSCRIPT SIZE ✓
CONTROL STATIONS			
5. HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY ✓	6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY (Topographic stations) None		7. PHOTO HYDRO STATIONS ✓
8. BENCH MARKS None	9. PLOTTING OF SEXTANT FIXES None	10. PHOTOGRAMMETRIC PLOT REPORT ✓	11. DETAIL POINTS None
ALONGSHORE AREAS (Nautical Chart Data)			
12. SHORELINE ✓	13. LOW-WATER LINE ✓	14. ROCKS, SHOALS, ETC. ✓	15. BRIDGES None
16. AIDS TO NAVIGATION None	17. LANDMARKS None	18. OTHER ALONGSHORE PHYSICAL FEATURES ✓	19. OTHER ALONGSHORE CULTURAL FEATURES ✓
PHYSICAL FEATURES			
20. WATER FEATURES ✓		21. NATURAL GROUND COVER ✓	22. PLANETABLE CONTOURS Not Applicable
23. STEREOSCOPIC INSTRUMENT CONTOURS Not Applicable	24. CONTOURS IN GENERAL Not Applicable	25. SPOT ELEVATIONS None	26. OTHER PHYSICAL FEATURES ✓
CULTURAL FEATURES			
27. ROADS ✓	28. BUILDINGS ✓	29. RAILROADS None	30. OTHER CULTURAL FEATURES ✓
BOUNDARIES			
31. BOUNDARY LINES None		32. PUBLIC LAND LINES None	
MISCELLANEOUS			
33. GEOGRAPHIC NAMES ✓		34. JUNCTIONS ✓	35. LEGIBILITY OF THE MANUSCRIPT ✓
36. DISCREPANCY OVERLAY None	37. DESCRIPTIVE REPORT ✓	38. FIELD INSPECTION PHOTOGRAPHS ✓	39. FORMS ✓
40. REVIEWER J. L. Morris		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		SUPERVISOR	
43. REMARKS			

COMPILATION RECORD

COMPLETION DATE

REMARKS

Interior details added compilation complete	4/29/63	SUPERCEDED
FIELD EDIT APPLIED	9/13/67	} *
REMAINING FIELD EDIT FROM BOAT SHEET APPLIED	4/26/68	

* Applied to RS 872

See Addendum

Review Report
Shoreline Maps
T-12050 thru T-12055
September 1963

61. General Statement

These are six (6) shoreline maps of project PH-6101, Admiralty Inlet, Washington. These maps were prepared primarily for the location of non-floating aids and landmarks for use in the revision of our Nautical Charts and for control of proposed hydrographic surveys.

62. Comparison with Registered Topographic Surveys

T-4189	1:10,000	1926
T-4190	1:10,000	1926
T-4191	1:10,000	1926
T-6884b	1:10,000	1941

There are cultural and shoreline differences but in general the agreement is good. There are some offshore rock differences that should be reconciled when the hydrographic surveys are made.

63. Comparison with Maps of Other Agencies

Port Townsend (North)	1:24,000	1953
Port Townsend (South)	1:24,000	1953
Sequim	1:24,000	1956
Gardiner	1:24,000	1953

64. Comparison with Contemporary Hydrographic Surveys

None.

65. Comparison with Nautical Charts

6403	1:40,000	revised to July 1963
6405	1:20,000	revised to Feb. 1962

Differences exist. However there are no items to be applied immediately.

66. Adequacy of Results and Future Surveys

These surveys were prepared according to project instructions and are within the required accuracy for Nautical Charting.

Reviewed by:


L. C. Lande

Approved by:

Charles Therman
Chief, Photogrammetric Branch

J. E. Vaughn 5/26/64
Chief, Photogrammetry Division

ADDENDUM TO DESCRIPTIVE REPORT T-12050, JOB PH-6106
REVISION SURVEY RS-872 JOB PH-6714.
ADMIRALTY INLET, WASHINGTON
APRIL 24, 1968

The revision of this survey was confined to the selection and positioning of shoreline pass points as an aid to the Hydrographer to establish additional hydrographic signal sites; and the subsequent application of additional field edit.

In as much as the original hydro support data was inadvertently mis-placed and new photography was not available, nor planned; crona-paque ratio prints of the original photography were furnished and processed for additional hydro. signal site location, if required.

Control for this revision and the processing of hydro. support data was adequate and consisted of previously established photo-hydro stations and other office identified control. Revision and support data was done graphically with good results.

Appropriate standard hydro. support data and a field edit ozalid with Notes for the Hydrographer were forwarded to the USC&GS Ship PATHFINDER on February 28, 1967.

The field edit ozalid was prepared after comparison of this survey was made with USC&GS Chart No. 6403, scale 1:40,000, rev. July 29, 1963.

Field edit for this revision was received September 5, 1967 and was applied September 13, 1967. Additional field edit information in the form of boat sheet data and fixes from hydrographic volumes were required to complete the application of edit data. This was not available at the time of application.

In April, 1968, this additional information became available and was applied to the revised sheet in the form of additional offshore rock data, hydro. signal sites for plotting fixes, wreck locations and other pertinent data.

Other fix data in the form of hydrographic volumes have been or will be applied to the hydrographic sheet by the hydrographic processing unit.

An amended copy of the "Notes for the Hydrographer", a page size diagram and a copy of the Field Edit Report is included with this addendum.

Respectfully submitted:

Albert C. Rauck, Jr.

Albert C. Rauck, Jr.
Supervisory Cartographer

OFFICIAL HIDEWAYS

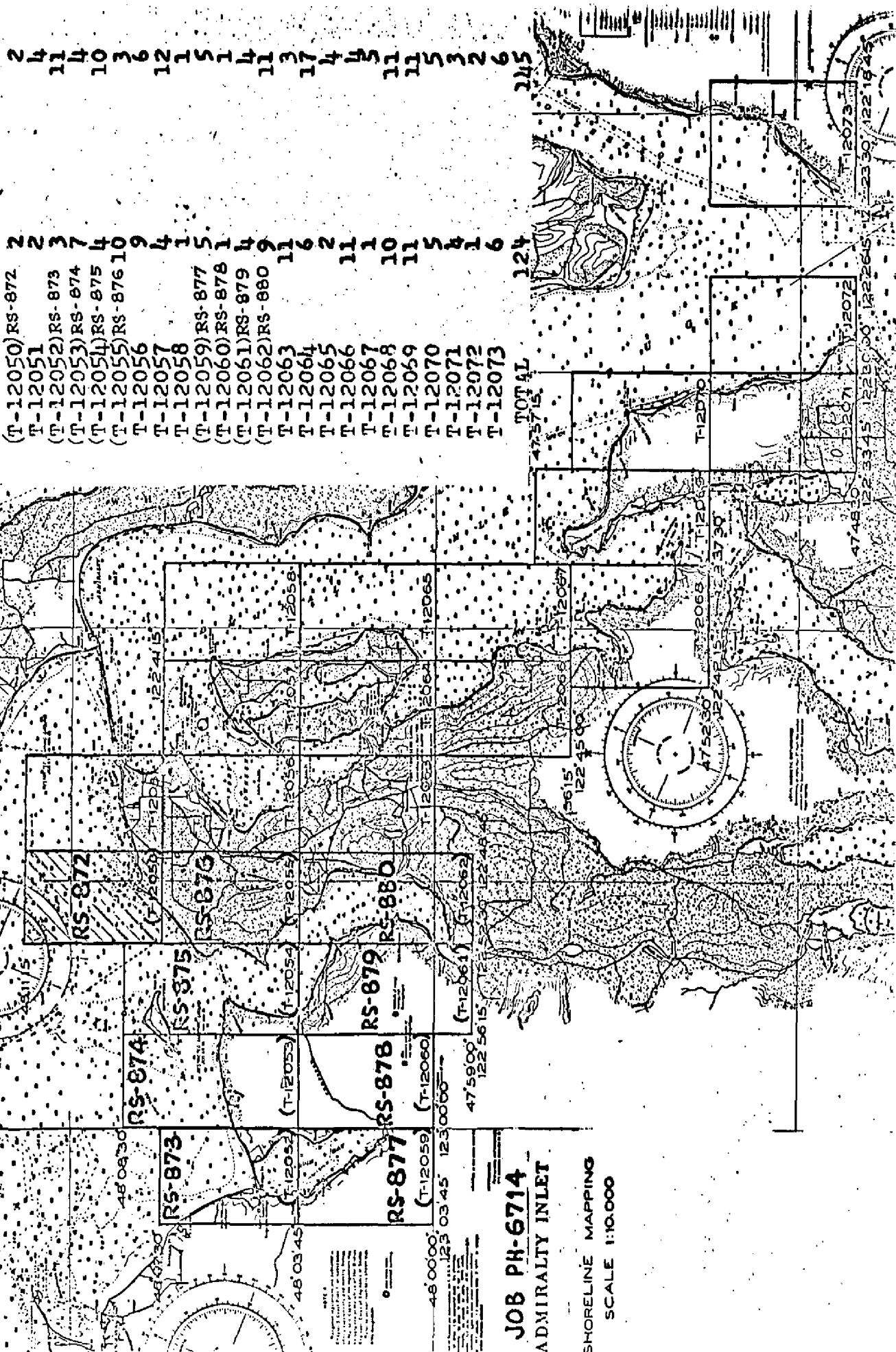
SHEET NO. AREA SQ. MI. LINEAR SHORELINE

(T-12050)RS-872 2
T-12051 2
(T-12052)RS-873 3
(T-12053)RS-874 7
(T-12054)RS-875 4
(T-12055)RS-876 10
T-12056 9
T-12057 4
T-12058 1
(T-12059)RS-877 5
(T-12060)RS-878 1
(T-12061)RS-879 4
(T-12062)RS-880 9
T-12063 11
T-12064 6
T-12065 2
T-12066 11
T-12067 1
T-12068 10
T-12069 11
T-12070 5
T-12071 4
T-12072 1
T-12073 6

TOTAL 124

JOB PH-6714
ADMIRALTY INLET

SHORELINE MAPPING
SCALE 1:10,000



T-12050
RS-872

49. NOTES FOR THE HYDROGRAPHER

The two photo-hydro stations shown on this manuscript and listed below, were identified by the field party and located by the Kelsh instrument during compilation.

No.	Description	Field Photo No.
5001	Lone Dolphin	60 W 1961
5002	Gray Rock	60 W 1963

See field edit ozalid for notes on items yet to be verified during edit.

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY

TO : Chief, Photogrammetry Division

DATE: August 23, 1967

In reply refer to:

FROM : Commanding Officer,
USC&GS Ship HODGSON

SUBJECT: Field Edit Report: Projects Job PH-6714, Admiralty
Inlet, and PH-6706, Dungeness Bay, Wn.

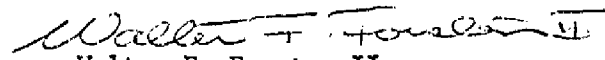
In accordance with Project Instructions OPR 412-Port Discovery - to Dungeness Bay dated 6 February 1967 the above subject assigned field editing was accomplished.

Under separate cover are submitted field edit ozalids and photographs for OPR 412 and subject projects. Signals were located by standard photo-grametric methods and all location of photo-hydro signals are considered final.

Final verification of preliminary control overlays is now being undertaken. After final control verification the mylar cronaflex copies of the "T" sheets will be forwarded to your office.

Attached with this report is a summary per "T" sheet of field editing accomplished. All notes are in purple ink. Little photo-identification of rocks was accomplished on the southern part of the subject survey area because of heavy shadowing. Hydrographic fixes were plotted on all "T" sheets to aid in the final varification of questioned items and uncharted rocks.

The HODGSON is being deactivated as of 25 August 1967. All field data that is remaining aboard will be transferred to Chief Processing, Seattle, Washington.


Walter F. Forster II

Enclosure: Summaries of accomplished
field editing



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Attachment

23 August 1967

OPR 412 PORT DISCOVERY TO DUNGENESS BAY WASHINGTON
SUMMARIES OF ACCOMPLISHED FIELD
EDITING

T-12050

Verification of this entire sheet was accomplished. In addition, the most important rocks off Middle Point are shown on the paper field ozalid. This area is mostly foul with boulders.

Cross reference was made to 60W 1961

T-12052

Verification of this entire sheet is complete. The middle ground in Sequim Bay does exist and its final extent will be shown on smooth sheet H-8928. The sunken barge was located by fixes 1a and 2a HO-10-1-67. Rocks and other items found not to exist on chart 6403 are also shown.

Cross reference was made to photos 60W 1955.

1a Sunken Barge

Lat 48 04.88N

Long 123 01.77W

Sunken Barge bares 2 feet @ 0927 on 4/26/67

T-12053

All field varification is complete for this sheet. Note hydrographic fixes plotted for uncharted rocks.

Cross reference is made to photo 00W 1957.

T-12054

Field varification on questioned items is complete. All new uncharted rocks have been plotted on the manuscript for reference.

Cross reference note was made to:

60W 1959
60W 1961
60W 1982
60W 1983

T-12055

Field varification of this sheet is considered complete. At approx
Lat. $48^{\circ} 06.8N$ Long. $122^{\circ} 52.25W$ rocks and boulders in this area are
quite numerous.

Cross reference was made to Photo 60W 1961

T-12059

Field varification of this sheet is considered complete. Numerous uncharted rocks and piles are plotted on the sheet using hydrographic fixes. Fix 12c changes the position of 4 piles in a row approx Lat $48^{\circ} 01.8N$ Long $123^{\circ} 01.1W$.

Cross reference is made to Photo 60W 1986.

T-12060

Verification of all questioned items are complete. One deadhead was found in this area and its position is shown on the field edit ozalid.

Cross reference to Photo 60W 1986 was made on T-12060.

T-12061

All field varification is considered complete.

T-12062

Varification of this sheet is considered complete. Additional deadheads
fixes 13 b & 14 b were plotted on the sheet. No photo identification was
made of these items.

JOB PH-6706

T-13097

Verification of T-13097 is complete. All notes to the verifier are on the field edit ozalid attached. Field edit was made only within the area of the hydrographic survey, these limits are shown on the ozalid. The MLLW line will be developed in its final correct position on smooth sheet H-8930.

JOB PH-6706

T-13098

All requested items were verified in the field. In addition, 9 piles, one sunken wreck, and an obstruction was found and their location transferred to the paper ozalid in purple ink. Field editing was accomplished for the entire sheet.

Cross reference was made to photos 665 32 93A and 665 32 56A. Appropriate notes may be found on these photos.