

T-12248

T-12248

NOAA FORM 76-35

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

### DESCRIPTIVE REPORT

Type of Survey ... Shoreline .....

Job No. PH-6211 ..... Map No. T-12248 .....

Classification No. Final ..... Edition No. ... I .....

Field Edited

#### LOCALITY

State ..... Washington .....

General Locality ... Hood Canal .....

Locality ... Squamish Harbor-West .....

19 62 TO 19 69

#### REGISTRY IN ARCHIVES

DATE .....

MAP NOT INSPECTED BY  
QUALITY CONTROL OF PHOTOGRAMMETRY DIVISION  
PRIOR TO REGISTRATION

NOAA FORM 76-36A (3-72) U. S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMIN.  <b>DESCRIPTIVE REPORT - DATA RECORD</b>		TYPE OF SURVEY <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> RESURVEY <input type="checkbox"/> REVISED	SURVEY TR. 12248 MAP EDITION NO. (1) MAP CLASS Field Edited JOB PH. 6211
PHOTOGRAMMETRIC OFFICE Coastal Mapping Division Norfolk, VA OFFICER-IN-CHARGE J. Bull, Director		LAST PRECEDING MAP EDITION TYPE OF SURVEY <input type="checkbox"/> ORIGINAL <input type="checkbox"/> RESURVEY <input type="checkbox"/> REVISED JOB PH. _____ MAP CLASS _____ SURVEY DATES: 19__ TO 19__	
<b>I. INSTRUCTIONS DATED</b>			
1. OFFICE		2. FIELD	
June 15, 1964 Nov. 22, 1965 (Amendment I) Feb. 16, 1966 (Amendment II) July 1, 1966 (Amendment III) April 5, 1967 (Amendment IV)		Feb 5, 1963 Feb. 23, 1967 (Field Supplemental)	
<b>II. DATUMS</b>			
1. HORIZONTAL: <input checked="" type="checkbox"/> 1927 NORTH AMERICAN		OTHER (Specify)	
2. VERTICAL: <input checked="" type="checkbox"/> MEAN HIGH-WATER <input type="checkbox"/> MEAN LOW-WATER <input type="checkbox"/> MEAN LOWER LOW-WATER <input type="checkbox"/> MEAN SEA LEVEL		OTHER (Specify)	
3. MAP PROJECTION Polyconic Projection		4. GRID(S) STATE Washington ZONE North	
5. SCALE 1:10,000		STATE ZONE	
<b>III. HISTORY OF OFFICE OPERATIONS</b>			
OPERATIONS		NAME	DATE
1. AEROTRIANGULATION C-8 Stereoplanigraph & BY METHOD: Analytic LANDMARKS AND AIDS BY		J. Gerlach	Jan 1965
2. CONTROL AND BRIDGE POINTS PLOTTED BY METHOD: Hand Plot CHECKED BY		A. Santillan	Aug 1966
3. STEREOSCOPIC INSTRUMENT PLANIMETRY BY COMPILATION CHECKED BY INSTRUMENT: Kelsh Plotter. CONTOURS BY SCALE: CHECKED BY		B. Wilson	"
4. MANUSCRIPT DELINEATION PLANIMETRY BY CHECKED BY METHOD: CONTOURS BY CHECKED BY SCALE: HYDRO SUPPORT DATA BY CHECKED BY		B. Barnes	"
5. OFFICE INSPECTION PRIOR TO FIELD EDIT BY		J. Steinberg	"
6. APPLICATION OF FIELD EDIT DATA BY CHECKED BY		J. Battley	July 1969
7. COMPILATION SECTION REVIEW BY		P. Dempsey	"
8. FINAL REVIEW BY		P. Dempsey	Aug 1969
9. DATA FORWARDED TO PHOTOGRAMMETRIC BRANCH BY		P. Dempsey	Sept 1981
10. DATA EXAMINED IN PHOTOGRAMMETRIC BRANCH BY		F. Wright	Sept. 1982
11. MAP REGISTERED - COASTAL SURVEY SECTION BY		H. D. Wolfe	"

MAR 10 1969

**1. COMPILATION PHOTOGRAPHY**

CAMERA(S) L & W cameras 6" Focal length		TYPES OF PHOTOGRAPHY LEGEND		TIME REFERENCE	
TIDE STAGE REFERENCE		(C) COLOR	MERIDIAN 105th	Pacific	<input type="checkbox"/> STANDARD
<input checked="" type="checkbox"/> PREDICTED TIDES		(P) PANCHROMATIC			<input checked="" type="checkbox"/> DAYLIGHT
<input type="checkbox"/> REFERENCE STATION RECORDS		(I) INFRARED			
<input type="checkbox"/> TIDE CONTROLLED PHOTOGRAPHY					

NUMBER AND TYPE	DATE	TIME	SCALE	STAGE OF TIDE
62 W 5061-5066	June 7, 1962		1:30,000	N/A
62 W 5410, 5411	June 7, 1962	11:09	1:30,000	N/A
65 L 5659-5660	Aug 15, 1965	10:23	1:30,000	2.3 feet above MLLW
65 L 5693-5697	Aug 15, 1965	10:48	1:30,000	1.9 feet above MLLW

REMARKS

**2. SOURCE OF MEAN HIGH-WATER LINE:**

The source of the MHW line is office interpretation of the photography listed in Item 1 above.

**3. SOURCE OF MEAN LOW-WATER OR MEAN LOWER LOW-WATER LINE:**

There is no MLLW line on this map.

**4. CONTEMPORARY HYDROGRAPHIC SURVEYS** (List only those surveys that are sources for photogrammetric survey information.)

SURVEY NUMBER	DATE(S)	SURVEY COPY USED	SURVEY NUMBER	DATE(S)	SURVEY COPY USED

**5. FINAL JUNCTIONS**

NORTH	No	EAST	T-12249	SOUTH	T-12253	WEST	T-12247
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REMARKS

HISTORY OF FIELD OPERATIONS.

T-12248

1.  FIELD INSPECTION OPERATION       FIELD EDIT OPERATION.

OPERATION	NAME	DATE
1. CHIEF OF FIELD PARTY	R.B. Melby	April 1969
2. HORIZONTAL CONTROL	RECOVERED BY	None
	ESTABLISHED BY	None
	PRE-MARKED OR IDENTIFIED BY	None
3. VERTICAL CONTROL	RECOVERED BY	N/A
	ESTABLISHED BY	N/A
	PRE-MARKED OR IDENTIFIED BY	N/A
4. LANDMARKS AND AIDS TO NAVIGATION	RECOVERED (Triangulation Stations) BY	None
	LOCATED (Field Methods) BY	None
	IDENTIFIED BY	None
5. GEOGRAPHIC NAMES INVESTIGATION	TYPE OF INVESTIGATION	
	<input checked="" type="checkbox"/> COMPLETE	
	<input type="checkbox"/> SPECIFIC NAMES ONLY	
	<input type="checkbox"/> NO INVESTIGATION	
6. PHOTO INSPECTION	CLARIFICATION OF DETAILS BY	R.B. Melby
7. BOUNDARIES AND LIMITS	SURVEYED OR IDENTIFIED BY	N/A

II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED		2. VERTICAL CONTROL IDENTIFIED	
PHOTO NUMBER	STATION NAME	PHOTO NUMBER	STATION DESIGNATION

3. PHOTO NUMBERS (Clarification of details)

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

PHOTO NUMBER	OBJECT NAME	PHOTO NUMBER	OBJECT NAME

5. GEOGRAPHIC NAMES:     REPORT     NONE      6. BOUNDARY AND LIMITS:     REPORT     NONE

7. SUPPLEMENTAL MAPS AND PLANS  
*NONE*

8. OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)  
*NONE*

HISTORY OF FIELD OPERATIONS

T-12248

I.  FIELD INSPECTION OPERATION  FIELD EDIT OPERATION

OPERATION	NAME	DATE
1. CHIEF OF FIELD PARTY	R. B. MELBY	JUNE 1963
2. HORIZONTAL CONTROL	RECOVERED BY	NONE
	ESTABLISHED BY	NONE
	PRE-MARKED OR IDENTIFIED BY	NONE
3. VERTICAL CONTROL	RECOVERED BY	N/A
	ESTABLISHED BY	N/A
	PRE-MARKED OR IDENTIFIED BY	N/A
4. LANDMARKS AND AIDS TO NAVIGATION	RECOVERED (Triangulation Stations) BY	NONE
	LOCATED (Field Methods) BY	NONE
	IDENTIFIED BY	NONE
5. GEOGRAPHIC NAMES INVESTIGATION	TYPE OF INVESTIGATION <input type="checkbox"/> COMPLETE BY <input type="checkbox"/> SPECIFIC NAMES ONLY <input checked="" type="checkbox"/> NO INVESTIGATION	
6. PHOTO INSPECTION	CLARIFICATION OF DETAILS BY	N/A
7. BOUNDARIES AND LIMITS	SURVEYED OR IDENTIFIED BY	N/A

II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED		2. VERTICAL CONTROL IDENTIFIED	
PHOTO NUMBER	STATION NAME	PHOTO NUMBER	STATION DESIGNATION

3. PHOTO NUMBERS (Clarification of details)

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

PHOTO NUMBER	OBJECT NAME	PHOTO NUMBER	OBJECT NAME

5. GEOGRAPHIC NAMES:  REPORT  NONE

6. BOUNDARY AND LIMITS:  REPORT  NONE

7. SUPPLEMENTAL MAPS AND PLANS  
NONE

8. OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)  
NONE

RECORD OF SURVEY USE

T-12248

I. MANUSCRIPT COPIES				
COMPILATION STAGES			DATE MANUSCRIPT FORWARDED	
DATA COMPILED	DATE	REMARKS	MARINE CHARTS	HYDRO SUPPORT
Shoreline Photo-hydro Support Points	Sept 1966			Sept 1966
Field edit applied	July 1969	Class I map		

II. LANDMARKS AND AIDS TO NAVIGATION			
1. REPORTS TO MARINE CHART DIVISION, NAUTICAL DATA BRANCH			
NUMBER	CHART LETTER NUMBER ASSIGNED	DATE FORWARDED	REMARKS

2.  REPORT TO MARINE CHART DIVISION, COAST PILOT BRANCH. DATE FORWARDED: \_\_\_\_\_  
 3.  REPORT TO AERONAUTICAL CHART DIVISION, AERONAUTICAL DATA SECTION. DATE FORWARDED: \_\_\_\_\_

III. FEDERAL RECORDS CENTER DATA

1.  BRIDGING PHOTOGRAPHS;  DUPLICATE BRIDGING REPORT;  COMPUTER READOUTS.  
 2.  CONTROL STATION IDENTIFICATION CARDS;  FORM NOS 567 SUBMITTED BY FIELD PARTIES.  
 3.  SOURCE DATA (except for Geographic Names Report) AS LISTED IN SECTION II, NOAA FORM 76-36C. ACCOUNT FOR EXCEPTIONS:  
 4.  DATA TO FEDERAL RECORDS CENTER. DATE FORWARDED: 11/82

IV. SURVEY EDITIONS (This section shall be completed each time a new map edition is registered)			
SECOND EDITION	SURVEY NUMBER TP - _____ (2)	JOB NUMBER PH - _____	TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	
THIRD EDITION	SURVEY NUMBER TP - _____ (3)	JOB NUMBER PH - _____	TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	
FOURTH EDITION	SURVEY NUMBER TP - _____ (4)	JOB NUMBER PH - _____	TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	



7

SUMMARY TO ACCOMPANY  
DESCRIPTIVE REPORT

This 1:10,000 scale shoreline manuscript is one of 17 maps that comprise Project Ph-6211, which covers an area in the Northern part of Hood Canal from Port Gamble Southward to Hood Point and includes all of Dabob Bay. All maps in this project were field edited and reviewed. The field edit was accomplished by the hydrographic field party for project OPR-412.

The initial purpose of this map was to provide support for our nautical and aeronautical charting program and provide photo-hydro support data for hydrography scheduled in the area.

A field investigation was performed prior to compilation in April to June 1963. This investigation was to establish control, in order to meet aerotriangulation requirements, and to locate all landmarks and aids previously undetermined. All fixed aids to navigation not previously located by triangulation were located by triangulation or traverse at this time.

Photo coverage for compilation and aerotriangulation was flown in June 1962 with the "W" Wild Aviogon camera at a scale of 1:30,000 with panchromatic film and in August 1965 with the "L" Wild camera at a scale of 1:30,000 (ratio to 1:10,000) with panchromatic film. The 1:10,000 scale ratio prints were used for field notes.

Analytical aerotriangulation was adequately provided by the Rockville office.

Compilation was performed at both the Rockville office and the Atlantic Marine Center. Five sheets (T-12248, T-12249, T-12250, T-12253 and T-12254) were compiled in the AMC office in July, August and September 1966. The other twelve sheets were compiled in the Rockville office in April, May and June 1967. The field edit was applied in the Rockville office only.

Final review for this map was performed in the Rockville office in 1981.

## FIELD INSPECTION

There was no field inspection prior to compilation. Field work accomplished was limited to the recovery and identification of the horizontal control necessary for the aerotriangulation of the project.

See attached report on panelling of control,

Horizontal Control and Identification Report

Project Ph-6211

Hood Canal, Washington

April-June 1963

The following comments and remarks are pertinent to the conditions and methods utilized to perform the required photo-control in Project Ph-6211. (Reference control diagram Ph-6211, Hood Canal, Wash.)

Sheet T-12246

Station T.T. 1 RB (USGS), 1955 was identified by the substitute station method, incorporating a dog-leg traverse to one of the substitute stations.

Station LELAND, 1955 was not identified. See station LARSON, 1955 north of sheet T-12247.

Sheet T-12247

Station LARSON, 1955 was identified in lieu of station LELAND, 1955. Station SANDY SHORE, 1955 was identified by a traverse to the substitute stations. A sun azimuth was observed at both ends of the traverse to secure adequate azimuth control of the traverse of the traverse line. Station GRASS 2, 1955 was identified by the substitute station method.

Sheet T-12248 T-12249

Station HOOD CANAL LIGHT 4, 1961 was identified direct and by the reverse, substitute station method.

Sheet T-12249

Station SET 2, 1934 was identified by a single substitute station,

determined by a dog-leg traverse. Station HOOD CANAL LIGHT NO.1, 1945 was identified direct. The light is near SET 2, 1934 and can serve as a second identified point. Station WHITE, 1934 was identified by the substitute station methods, using a dog-leg traverse to determine one of the substitute stations.

During the location of station SISTERS ROCK LIGHT, 1963, observations involving station SHINE, 1927 failed to provide adequate azimuth checks.

Sheet T-12250

North of this sheet station HEAD, 1927 was identified by a single substitute station. Nearby station POINT HANNON LIGHT, 1945 was identified direct to afford another identified point. Station NORTH BASE, 1915 was identified by the substitute station method. Station PORT, 1927 was identified by the substitute station method.

Sheet T-12251

Station COMPUTER BLDG (USN), 1961 was identified by the substitute station method.

Sheet T-12252

Station HOOD CANAL LIGHT 10, 1963 was identified direct. A suitable substitute station could not be found, therefore station CURRANT 2 1934, about 1/3 mile to the southwest was identified with a single substitute station.

Sheet T-12253

No stations were identified in this sheet.

Sheet 12254

Station HOOD CANAL LIGHT NO. 1, 1945 was identified direct to augment identification of nearby station SET 2, 1934.

Sheet T-12255

Station SYLOPASH POINT LIGHT, 1963, was identified by the reverse substitute station method.

Sheet T-12256

Station PULALI 2, 1961 was identified direct. A suitable substitute could not be found.

Sheet T-12257

Station CURRANT 2, 1934 was identified with a single substitute station. This can serve as the second identification point in this area as HOOD CANAL LIGHT 10 1963<sup>on T-12252</sup> was identified direct. Station HAZEL POINT LIGHT, 1963 was identified direct. Nearby station OAK HEAD LIGHT, 1963 in sheet T-12261 was also identified direct to serve as the other required identified point. In the course of the location of station HAZEL POINT LIGHT, 1963, station HAZEL POINT 3, 1945 was found to be in error by about 36 feet. The azimuth of the line CHUTE 3, 1945-HAZEL POINT 3 1945 was in error by 10 minutes. A new position of HAZEL POINT 3, 1945 was determined by the field unit. Station TABOOK POINT LIGHT, 1963 was identified direct.

Sheet T-12258

Station BANGOR, 1955 was identified by a single substitute station. Nearby station BANGOR LOOKOUT TOWER, 1955 was identified direct.

Sheet T-12259

Station QUATSAP 2, 1934 was identified by the substitute station method utilizing a single closed triangle observation.

Sheet T-12260

Station BOULDER, 1878 was identified by two substitute stations.

Sheet T-12261

Station LONG ROCK

Station LOME ROCK, 1878 was identified by the substitute station method by a single closed triangle observation.

Sheet T-12314

No station were identified in the sheet.

None of the control identification was considered substandard.

Landmarks and aids

All landmarks and aids previously undetermined were located at this time. All fixed aids to navigation not previously located by triangulation were located by triangulation or traverse methods at this time.

Respectfully submitted

*Robert B. Melby*  
Robert B. Melby  
Surveying Technician

AEROTRIANGULATION REPORT  
Job PH-6211  
Hood Canal, Washington

August 8, 1966

21. Area Covered

The bridging covers the northwest shore of Hood Canal, approximately 20 miles northwest of Seattle, Washington.

22. Method

One strip consisting of photos 62-W-5060 thru 5067 was bridged on the stereoplanigraph to provide control for compilation of shoreline.

23. Adequacy of Control

Control was adequate. All stations held within National Map Accuracy except ROCK ISLAND LT, 1878, which would not hold within 12 feet. No reason could be found for the discrepancy except the possibility of misidentification by the stereo operator.

24. Supplemental Data

Vertical control points were taken from quads and can be expected to have only the accuracy of the quad itself. All points were drilled on the PUG.

25. Photography

Photography was adequate as to coverage and overlap. Some areas of the photography showed poor definition due to sun reflections.

Submitted by

  
John D. Perrow, Jr.

Aerotriangulation Report

Charge No. 21053

Hood Canal, Washington

21. Area Covered

The bridging covers the area of Hood Canal, approximately 20 miles northwest of Seattle, Washington.

22. Method

Six strips were bridged on the Zeiss C-8 stereoplanigraph to provide control for compilation of shoreline (see attached sketch). Strip 2 was not bridged because the area was duplicated by Strip 1. Strip 7 was adjusted on the IBM 650 and all other strips on the IBM 1620.

23. Adequacy of Control

Control positions were adequate for bridge adjustment. However, sub stations of Pulali 2, 1961 and Computer Building (USN) 1961 were impossible to locate with any accuracy due mainly to poor images. Sisters Rock Light, 1963 also had a very poor image on the photographs in strip 6.

No explanation could be found for the discrepancy of Tabook Point Light, 1963 and sub-station B of Hoods Point, 1878. Sub station B of Hoods Point was within accuracy limits on Strip 3.

All other points held within accuracy requirements.

24. Supplemental Data

Common tie points were hit between adjoining bridges and were averaged. Vertical control points were taken directly from the quads and can be expected to have only the accuracy of the contours of the quad itself.

25. Photography

Photography was adequate as to coverage. The overlap was too great on Strip 1, necessitating the use of every other photograph in the bridge. Definition was poor on the strips to the west, partially because of sun reflections.

Submitted by:

John T. Gerlach

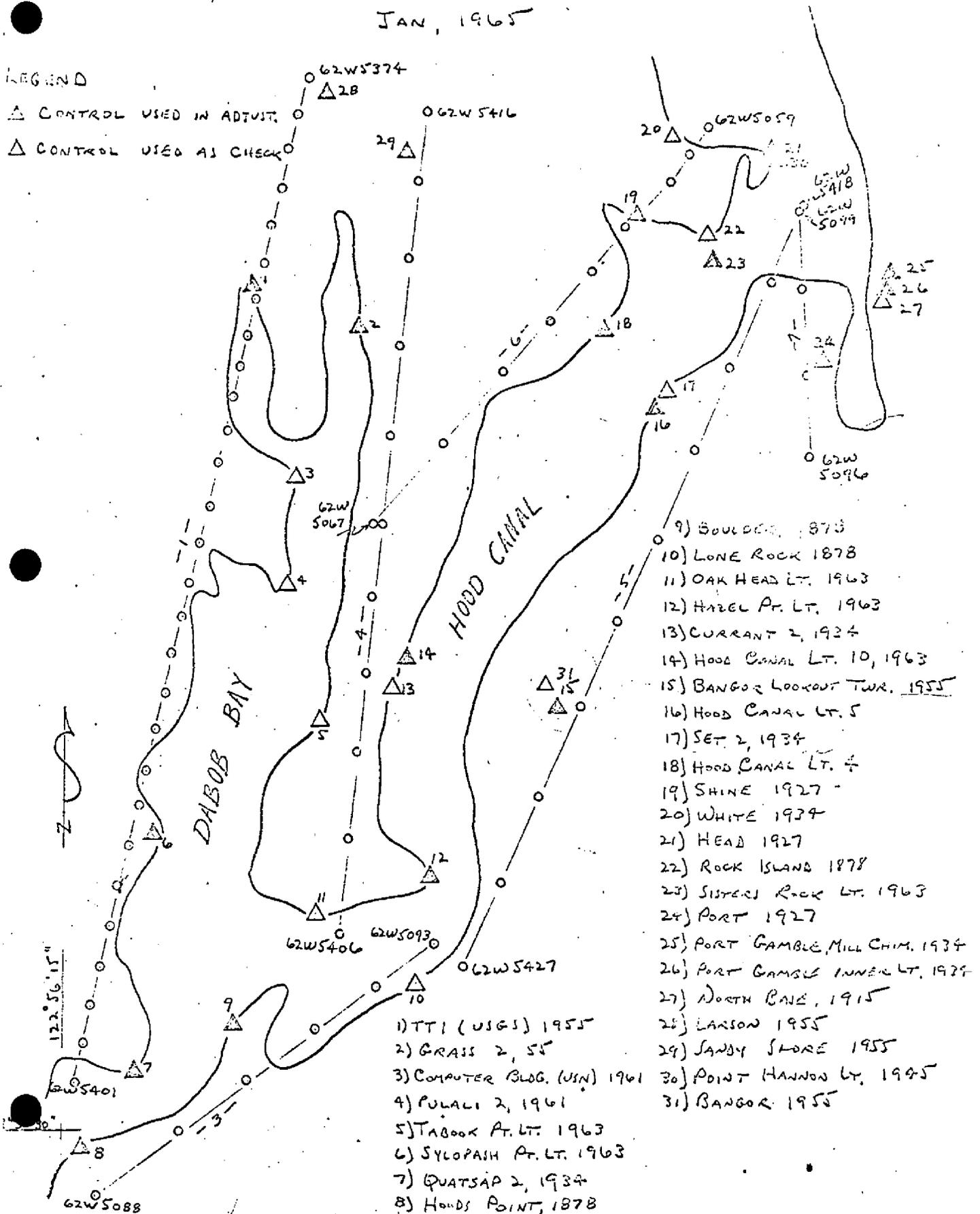
Approved by:

John D. Perrow, Jr.

AEROTRIANGULATION SKETCH  
CHARGE NO. 21053  
HOOD CANAL, WASHINGTON  
JAN, 1965

LEGEND

- △ CONTROL USED IN ADJUST.
- △ CONTROL USED AS CHECK



- 9) BOULDER, 1873
- 10) LONE ROCK 1878
- 11) OAK HEAD LT. 1963
- 12) HAZEL Pt. LT. 1963
- 13) CURRENT 2, 1934
- 14) HOOD CANAL LT. 10, 1963
- 15) BANGOR LOOKOUT TWR. 1955
- 16) HOOD CANAL LT. 5
- 17) SET 2, 1934
- 18) HOOD CANAL LT. 4
- 19) SHINE 1927
- 20) WHITE 1934
- 21) HEAD 1927
- 22) ROCK ISLAND 1878
- 23) SISTER'S ROCK LT. 1963
- 24) PORT 1927
- 25) PORT GAMBLE MILL CHIM. 1934
- 26) PORT GAMBLE INNER LT. 1934
- 27) NORTH BAY, 1915
- 28) LARSON 1955
- 29) SANDY STORE 1955
- 30) POINT HANNOV LT. 1945
- 31) BANGOR 1955

- 1) TTI (USGS) 1955
- 2) GRASS 2, 55
- 3) COMPUTER BLOC. (USN) 1961
- 4) PULALI 2, 1961
- 5) TABOOK Pt. LT. 1963
- 6) SYLOPASH Pt. LT. 1963
- 7) QUATSAP 2, 1934
- 8) HONDS POINT, 1878

## Compilation Report

T-12248  
PH-621131. Delineation

The 1962 photos were used in the Kelsh Plotter to delineate the inshore planimetry and to establish points in common with the 1965 photos. These were then fixed to the Kelsh located points and additional shoreline and elevated points selected and cut in where needed. There was no field inspection, but the shoreline interpretation presented no special difficulty, using the ratio photos, which were of very good definition. The entire shoreline and all offshore features were delineated from the 1965 photos and the inshore detail filled in where cultural changes had occurred since the 1962 photography.

32. Control

A reference station was selected just to the east of this manuscript as there is no triangulation within its limits.

The process of selecting points common to the 1962 and 1965 photos was both very eye-straining and difficult. Most of the possible points were so weak that two or more were selected in each area in which one definite point would have sufficed, in order to achieve strength by numbers.

33. Supplemental Data - None34. Contours and Drainage

Contours inapplicable. Drainage was applied by office interpretation of the photography.

35. Shoreline and Alongshore Details

All detail is from office interpretation of the photos.

36. Offshore Details - None37. Landmarks and Aids

There are no landmarks or aids.

38. Control for Future Surveys - None

39. Junctions

Junctions have been made to T-12249 to the east, T-12253 to the south, and T-12247 to the west which has no detail along the junction, and there is no contemporary survey to the north.

40. thru 45. Inapplicable

46. Comparison with Existing Maps

Comparison has been made with USGS quadrangle Lofall, Wash., scale 1:24,000, dated 1953. The two are in fair agreement.

47. Comparison with Nautical Charts

Comparison has been made with Nautical Charts:

6421, scale 1:20,000, 2nd Edition, May 4, 1964

6422, scale 1:25,000, 3rd Edition, Feb. 8, 1965

Items to be applied to Nautical Charts immediately: None

Items to be carried forward: None

Submitted by,

B. Wilson

Approved and Forwarded:

J. Bull  
Director, Atlantic Marine Center

## FIELD EDIT REPORT

Chart Topography  
Hood Canal, Washington  
April 1969

Map Manuscripts T-12248, 12249, 12250, 12253, 12254  
Project PH-6211

This report covers the area of Hood Canal, from the vicinity of Hood Head, southwestward to the vicinity of Vinland and including Port Gamble (bay).

The entire shoreline was inspected using a small boat. The field edit copies (discrepancy prints) of the map manuscripts were used as the index for the field corrections and the photographs containing the bulk of the corrections were cross-referenced to the field edit copies. However, minor corrections and deletions may only appear on the photographs and the cross-reference to the map manuscripts will be by photo number only.

#### Adequacy of Compilation:

The extent and accuracy of the maps appear to be reasonably complete, considering the compilation was accomplished without the benefit of field inspection.

#### Methods:

The shoreline was inspected and the corrections have been indicated on the field edit photography in red ink. Annotations on the field edit sheets are in purple ink. Deletions of features on both the field edit sheets and the photography are in green ink.

Mean high water references were made to identifiable alongshore objects and to the existing triangulation stations. The characteristics of the shore are generally of a sand-gravel composition with scattered stones and boulders. The foreshore and adjacent offshore underwater areas are quite shallow. A noticeable accretion and erosion takes place along the unstable beach areas.

Bluffs are evident along the major portion of the shoreline. Wave action and normal erosion cause the bluffs to be constantly sloughing. The bluffs are unstable, as solid bed rock is not in evidence along the shoreline. These bluffs with overhanging trees obscure the mean high water line on the west and north beaches. Since the trees grow to the edge of the precipitous bluffs, about one-half of the diameter of the trees foliage of the outer-most limit of the woodland cover will extend out and over the shoreline.

The only community of any size is the town of Port Gamble. Along the shores of Hood Canal and Port Gamble (bay) are numerous summer cottages and retirement residences.

Piers and wharves are few. There is a lumber pier at the sawmill at Port Gamble (town). The remaining piers are small and usually accessible by boat only at the higher stages of the tides.

Offshore features are in the form of rocks, piling dolphins and a floating highway bridge. Due to the extensive, shallow foreshore, most of the small craft, pleasure boats, etc. are moored offshore in the deeper water during the summer months and then removed to dry storage during the winter season. Numerous small mooring buoys are evident on the photography and were consequently compiled. It is recommended, these buoys be deleted as they are somewhat temporary in nature. They consist of a block of concrete or similar object to serve as an anchor, a length of chain or rope that is secured to a small barrel, wooden block or a cluster of white, bleach bottles. These are usually removed or lost during the winter months.

All fixed aids to navigation were investigated and positions determined for any that had not been previously located. They have been listed on Form 567.

Rocks and shoals were investigated. The elevations of these features in relationship to the stage of tide at the time of the investigation were recorded on the field edit photography. Sunken rocks in question were visited at or below the zero tide stage, to confirm their existence.

Pertinent information pertaining to each individual discrepancy sheet will be listed under that specific sheet.

Geographic Names are the subject of a separate report. Name changes or corrections will be discussed in this separate report.

#### Sheet T-12248

A new road is under construction in the vicinity of Thorndyke Bay (Photo 65L5659). A portion of the road has been completed and the remainder of the road is under various stages of construction. The road will eventually connect with existing roads in the vicinity of Thorndyke Bay and South Point. Plans of the road have been obtained from the Jefferson County Engineers Office.

A new riprap bulkhead (seawall) has been constructed along a section of the shore at South Point. The configuration of this feature has been planetabled on photograph 65L5695.

#### Sheet T-12249

Hood Canal Light 4 had been rebuilt in 1967 and the new position of the light had been determined by triangulation the same year.

The channel along the west side of a sand spit that extends northward from South Point has been dredged and lengthened. See Photograph 65L5695 for the planetable survey of this feature.

A sunken rock in the vicinity of Sisters Rock Light was located by theodolite and stadia distance from the light.

Sheet T-12250

The fog signals on the Hood Canal Floating Bridge were located by photogrammetric methods.

Port Gamble Light, a fixed aid to navigation, was located by triangulation intersection methods. In Port Gamble (bay) are numerous piers and dolphins, for the storage and securing of log rafts. Shoreline features in question were investigated and noted on the field edit photography. Two landmarks, previously charted were field inspected and recommended to be retained for charting purposes, are found in the town of Port Gamble. They have been listed on form 567.

A surfaced small boat launching ramp is found in the vicinity of Salisbury Point.

Sheet T-12253

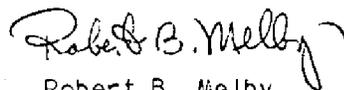
For information pertaining to the highway under construction in the vicinity of Thorndyke Bay, see the remarks under Sheet T-12248.

Bangor Explosive Anchorage Lighted Buoy A (a floating aid) was photo-identified for clarification purposes only.

Sheet T-12254

The interior roads in question were classified and the shoreline inspected. Hood Canal Light 5 is found on this sheet.

Respectfully Submitted,



Robert B. Melby  
Chief, Photo Unit, PMC

Review Report  
T-12248  
Shoreline

61. General

In the application of the field edit a section of shoreline just south of South Point was changed, due to construction of a new seawall with fill behind it. This section of the shoreline was plane tabled on photo 65 L 5695.

The dotted line appearing outside the MHW line of this manuscript is the limits of foreshore area visible on the photography. There is no MLLW line on this map.

62. Comparison with Registered Topographic Surveys - N/A

63. Comparison with Maps of Other Agencies - N/A

64. Comparison with Contemporary Hydrographic Surveys

Comparison was made with hydrographic survey H-8916, scale 1:10,000, dated April 1969. The hydrographic survey shows segments of the dotted foreshore line on the manuscript coincides with their MLLW line. The surveys are in agreement.

65. Comparison with Nautical Charts

Comparison was made with Nautical Charts 6421, scale 1:20,000, 2nd Edition, May 4, 1964 and 6422, scale 1:25,000, 3rd Edition, Feb. 8, 1965. The shoreline south of South Point differs from shoreline on chart 6421 as explained under Item 61, otherwise the map and charts are in agreement.

66. Adequacy of Results and Future Surveys

This map complies with project instructions and meets the requirements for Bureau Standards and National Standards of Map Accuracy.

Submitted by,



P. Dempsey

Approved:

Chief, Photogrammetric Branch

Chief, Photogrammetry Division

corrected from  
field report  
May 20, 1969  
- Frank W. Pickett

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-6211

T-12248 (Hood Canal, Wash.)

Hood Canal

Lost Lake

Mud Lake

Squamish Harbor

Thorndyke Creek

Thorndyke Lake

Twin Lakes

Approved by:

*A. J. Wright*

A. J. Wright  
Chief Geographer

Prepared by:

*Frank W. Pickett*

Frank W. Pickett  
Cartographic Technician

Project PH-6211 Material on File

Hood Canal, Washington

Federal Records Center

Control Station Identification Cards  
Field Edit Photographs  
Computer Readouts  
Field Edit Photographs  
Field Edit Ozalids (Discrepancy Prints) for each map

Project Completion Report

Bureau Archives

Registered Copy of each map  
Descriptive Report of each map

Reproduction Division

8x Reduction Negative of each map

Office of Staff Geographer

Geographer Names Standard

