12519

Diag. Cht. Nos. 6450-2 & 6460-2.

FORM C&GS-504

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

DESCRIPTIVE REPORT

Type of Survey Chart Compilation

Field No. 21411 Office No. T-12519

LOCALITY

State Washington

General locality Seattle

Locality Elliott Bay - Duwamish Water-

way

19.63.-64

CHIEF OF PARTY
F.Natella, Portland Photo. Office
J.E.Waugh, Div. of Photo. Wash., D.C

LIBRARY & ARCHIVES

DATE December 1967

USCOMM-DC 87022-P66



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DESCRIPTIVE REPORT - DATA RECORD

T- 12519

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PROJECT NO. (II):					·		
21411							
FIELD OFFICE (II):			CHIEF OF PARTY				
PORTLA	.ND		F.	NATELLA			
*							
PHOTOGRAMMETRIC OFFICE (III):			OFFICER-IN-CHAI	RGE			
WASHINGTON	I, D.C.		J. E. V	IAUGH			
	•						
INSTRUCTIONS DATED (II) (III):							
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SEPTEME	BER 1963						
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<u> </u>		<u>-</u>					
APPLIED TO CHART NO.		DATE:	DATE REGISTERED (IV):				
6442 (new cha	rt)	İ					
		<u></u>					
GEOGRAPHIC DATUM (III):			VERTICAL DATU	м (ПВ):			
			MEAN SEA LEVE	EXCEPT AS	FOLLOWS:		
N.A. 1927			Elevations shown	as (25) refer to	mean high water		
			Elevations shown as (5) refer to sounding detum				
			i.e., mean low wat	er or mean lowe	f low water		
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REFERENCE STATION (III):				· <u>-</u>			
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OR (IV) WASHINGTON OFFICE. WHEN ENTERING NAMES OF PERSONN	FL ON THIS DECOME GIVE T	HE SUBNAUE	AND INITIALS NOT	INITIALS AND	v .		
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FIELD INSPECTION BY (II):	DATE:
R. B. Melby	AugOct. 1963
MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION):	
Field AugOct. 1963	
Field Edit Sept. 1964 by R.B. Melby	
PROJECTION AND GRIDS RULED BY (IV):	DATE
H. V. HOward	October 10 196
PROJECTION AND GRIDS CHECKED BY (IV):	DATE
C. F. Kupiec R. K. DeLawder	0ct. 10-15 1963
CONTROL PLOTTED BY (III):	DATE
R. A. Carter	Dec. 26 1963
CONTROL CHECKED BY (III):	DATE
I. Raborn	Dec. 27 1963
RADIAL PLOT OR STEREOSCOPIC CONTROL EXTENSION BY (III):	DATE
John Gerlach	Dec. 16 1963
STEREOSCOPIC INSTRUMENT COMPILATION (III): PLANIMETRY	DATE
R.A.C. F.W. J.B.P.	12/633/64
J.P.B. CONTOURS	DATE
) .
MANUSCRIPT DELINEATED BY (III):	DATE
J.P.B. R.A.C.	1/633/64
SCRIBING BY (III):	DATE
PHOTOGRAMMETRIC OFFICE REVIEW BY (III):	DATE
J.P.B.	
REMARKS:	

USCOMM-DC 162768-P61

DESCRIPTIVE REPORT - DATA RECORD

MERA (KIND OR SOURCE) (111):

Wild Avigon RC 5 (color film)

		PHOTOGRAPHS (III)				
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63 WC 6391-6401 63 WC 6403-6408 63 WC 6411-6420 63 WC 6421-6439	6/10/63	1703-1705 1709-1711 1715-1718 1723-1726	1:10,000	7.0 to above		
		TIDE (III)	<u> </u>			
				RATIO OF RANGES	MEAN RANGE	SPRIN RANG
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BORDINATE STATION:						
UBORDINATE STATION:						
ASHINGTON OFFICE REVIEW	BY (IV):			DATE:	<u></u>	
PROOF EDIT BY (IV):	····			DATE:		

NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (II):

RECOVERED: IDENTIFIED:

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

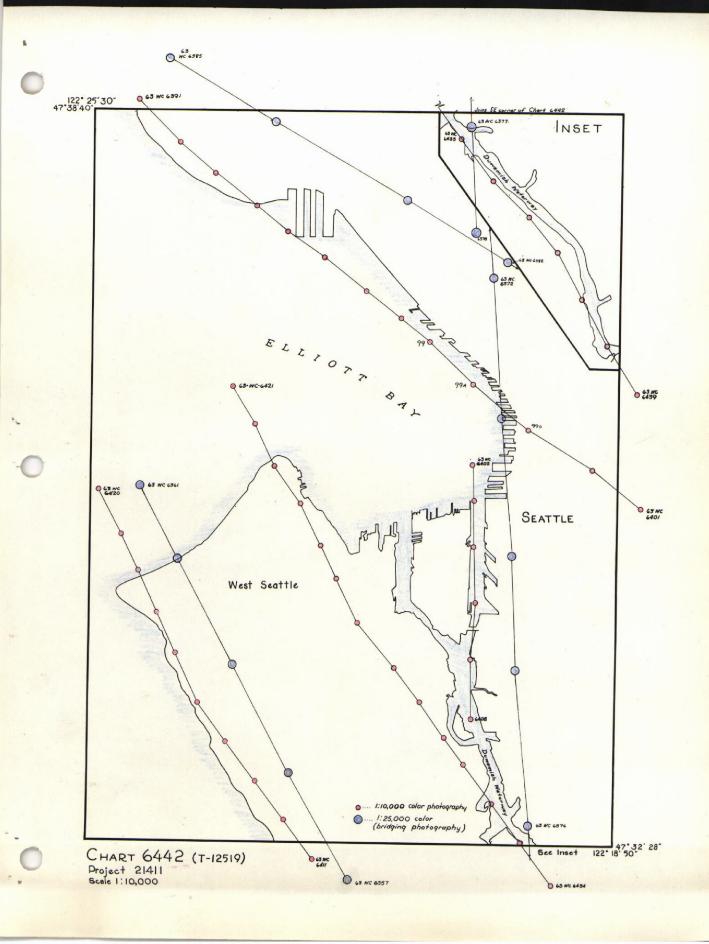
RECOVERED: IDENTIFIED

NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III):

NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III):

REMARKS:

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SUMMARY TO ACCOMPANY DESCRIPTIVE REPORT T-12519 SEPTEMBER 196L

T-12519 is a Chart Compilation Manuscript, compiled for, and comprising new Chart 6442 in its entirety. The manuscript was compiled on the B-8 stereoplotter at a scale of 1:10,000. Chart 6442 will be published at 1:10,000 scale with an inset at the same scale.

The B-8 compilation was achieved with 1:25,000 color glass plates. These plates were also used on the C-8 stereoplanigraph to bridge the area. Color prints at a scale of 1:10,000, containing field inspection data, were available to supplement the bridging photography.

Compilation involved extensive shoreline facilities and all features pertinent to a nautical chart. Field edit additions and/or corrections were minor due to the thorough compilation afforded by the color photography. All features were compiled using the Separate Provisional Photogrammetry Instructions for compiling nautical chart topography.

The Chart Compilation Manuscript was submitted to the Nautical Chart Division. A copy of this manuscript will be registered in the Bureau Archives under T-12519.

Submitted by: Geter P. Battley Ja.

J. P. Battley, Jr.

FIELD INSPECTION REPORT PROJECT 21511 August-October 1963

Areal Field Inspection

The area contained in this report is common to Elliott Bay and the dredged channel portion of the Duwamish River Waterway and the Seattle harbor area.

The project is within the limits of the city of Seattle, Washington with its extensive shipping and industrial facilities.

The area is served by various steamships, railway and airway lines.

U.S. Highway 99 and numerous secondary highways and streets serve the city.

The quality of the photography furnished the field was considered adequate for field inspection, shoreline inspection and for the identification of horizontal control. All photography was color prints.

3. Horizontal Control

(a) The following triangulation stations were established for control of aerotriangulation where previously established station were found to be lost or destroyed.

BRONSON, 1963 ILLINOIS, 1963 SEATTLE, BEVERLY PARK, ELEVATED WATER TANK, 1963

The following triangulation intersection stations were established for location of aids to navigation or landmarks, either not visible on the photography or of a permanent nature.

BLAKELY ROCK LIGHT, 1963 FOURMILE ROCK LIGHT, 1963 TODD DOCK LIGHT, 1963
WEST WATERWAY LIGHT, 1963 SEATTLE, RADIO STATION KNBX, TOWER, 1963
SEATTLE, BOEING FIELD, ROTATING AERO BEACON, 1963

- (b) No datum adjustments were make by the field party.
- (c) Only control established by the Coast and Geodetic Survey and required for horizontal control, aids to navigation or landmarks were searched for or recovered.

- (d) All horizontal control stations required by the project instructions for steroplanigraph bridging were positively identified.
- (e) A complete recovery of horizontal control stations was not required by the project instructions.
- (f) The quality of identification for each station is stated on the control station identification cards. None of the identification was considered sub-standard.

4. <u>Vertical Control</u>

All tidal bench marks were searched for and the disposition of each mark has been denoted on its respective form 685A "Recovery Note, Bench Mark."

A few other bench marks were recovered to permit the determination of heights of landmarks.

5. Contour and Drainage

Contours not applicable.

Drainage has been indicated on the field photographs.

6. Woodland Cover

Woodland cover is apparent on the color photography.

7. Shoreline and Alongshore Features

The entire shoreline was inspected by field personnel utilizing a small skiff or by walking the beach.

It was necessary to denote a portion of the shoreline inspection on one 1:25,000 scale color photograph (63-WC*6374) because the 1:10,000 scale color photographs failed to give this particular area coverage.

- (a) The mean highwater line was determined on the field photographs by its relative position to identifiable photo images and by color tones.
 - (b) The low water line was not delineated.
- (c) The character of the foreshore has been indicated on the field photographs.

- (d) Bluffs are evident in the northern portion of the project.
- (e) Docks, wharves, piers, ferry slips, barge slips, marine railways, and floating dry docks have been indicated on the field photography.

Two new piers under construction have been indicated on the field photographs. The plans of these features, as furnished by the Port of Seattle Commission are also submitted.

- (f) The shorecends of submarine cables and submarine pipelines have also been indicated on the field photos.
 - (g) Small boat launching ramps were indicated on the field photographs.

8. Offshore Features

Offshore features in the form of piles and dolphins were indicated on the field photography.

Near the West Waterway a new radio tower (KNBX) has been erected.

It rests on a piling supported understructure with guy cables, anchors to three dolphins and surrounded guard piles. The radio mast was located by triangulation intersection methods and a plan of the positionssoff these sitions features is also submitted.

Offshore rocks were located. One rock not visible on the photography was located by a theodolite fix. Another rock not visible on the photographs was located by angle and stadia distance from a triangulation intersection station.

9. Landmarks and Aids

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- (a) All charted landmarks were investigated. Landmarks recommended for charting purposes are listed in three categories. 1. Previously charted landmarks to be retained. 2. Previously charted landmarks to be revised and retained. 3. New landmarks to be charted.
 - All landmarks are listed on form 567 (Landmarks for Charts).
 - (b) No interior landmarks were selected.

- (c) Two aeronautical aids were located or confirmed. These have been listed on form 567.
- (d) All fixed aids to navigation were located and have been listed on form 567.

The West Waterway Control Lights have been listed on form 567, but it is recommend that the feature be retained as a landmark "W. TOWER" (\(\triangle \) Spokane Bridge, Red Light on High West Power Tower, 1934) with the notation that the lights share the same structure, as found on chart 6449.

(e) Fleating aids are not applicable.

10. Boundaries, Monuments and Lines

Boundaries, monuments and lines are not applicable.

11. Other Control

No other control was established by the field unit. The establishment of topographic or hydrographic stations were not required by the project instructions.

12. Other Interior Features

The location of interior features other than landmark buildings was not required.

On field photograph 63-WC-6437 the new air traffic control tower of Boeing Field (King County Airport) has been indicated. This feature may be of interest to the Airport Survey Section.

The navigable waters in the project are Elliott Bay and the dredged channel of the Duwamish River Waterway.

13. Geographic Names

A systematic geographic names investigation was not required. No name discrepancies or conflicts were discovered during field inspection.

14. Special Report and Supplemental Data

(1) Plan of Rer 46, King St. Terminal Development

(2) Plan of Pier 21, Unit No. 1, Development

(3) Map of Port of Seattle

(4) Plan of Radio Station KNBX, tower

(a) As color photography was used entirely for field operations, the use of the usual Higgins drawing ink for making field annotations on the photographs proved unsatisfactory as the Higgins drawing ink was lacking in both adhering and contrasting properties. By experimentation a suitable substitute was found in the form of Alpha color Dry Tempera, made by Weber Costello Co. It is available in dry powder form in various colors and can be readily mixed in the field as it is water soluble. This ink adheres well to the gloss finish of the color photographs and has good contrast qualities. In use it must be shaked frequently as the pigment tends to precipitate readily. Its removal from the photographs can be accomplished with a damp cloth in case erasure is desired. The use of a rubber eraser to "rough up" the finish of the photographs to aid the adhering of the ink is not necessary. Also the grasing chiliterates some of the coloring and

15 thru 20. Additional Items
None

detail and was found to be undesirable.

Approved:

Fred Natella, Capt. C.& G.S.

Portland District Officer

Respectfully Submitted

Robert B. Melby

Surveying Technician C.& G.S.

Photogrammetric Plot Report Seattle, Washington PH-21411 Dec.-1963 T-12519

21) Area Covered - Seattle Harbor and Lake Washington, Seattle, Washington. The area is covered on C&GS Chart #6449.

22) Method - The three flights were bridged on the C-8

- stereoplanigraph. The points were located between connective flights. Adjustment was made by the IBM 650 method using field identified horizontal control. The adjustment was checked by numerous office identified control points (see sketch). Plotting values were found from Mercator projection.

 23) Adequacy of Control Field control was adequate for the adjustment. More than enough control points could be office identified as check points. In general, the office identified check points held within ± 3 feet except for a few isolated points with poor photo images or inherent Y parallax in the model. Maximum error for field identified control was 6 feet; for office identified control, 8 feet, both on Strip #2. All points meet National Map Accuracy Standards for 1:10,000 scale.

 25) Photography Photographs were adequate as to coverage,
- 25) Photography Photographs were adequate as to coverage, overlap and definition. The color positive plates had Y parallax in spots, especially on Strip #3 and one model (63W6359-60) on Strip #2. However, this did not seem to affect the overall quality of the bridges.

Approved by:

John D. Perrow, Jr

Submitted by:

John Gerlach

Compilation Report T-12519 (Chart 21411) Seattle, Washington April 1964

31. Delineation

The chart manuscript was delineated on the B-8 stereoplotter utilizing 1:25,000 scale color glass plates. These plates were also used in bridging the area. Field inspection on 1:10,000 scale color prints was available and the inspected details applied. The color photography was very good in definition. This afforded an excellent interpretation of shoreline and planimetric details. Color film, 1:10,000 scale, was supplied to use on the B-8 for areas where minute details (number of RR tracks, etc.) were difficult to interpret on the bridge plates.

32. Control

There is an abundance of triangulation stations in the area of this map. Control used in the bridge held well. In addition, there were 32 landmarks, identified during field inspection, that were triangulation stations. These positions held well with the bridge points on the B-8 stereoplotter. The elevations read on the B-8 agreed with the field determined elevations supplied by the field for the landmarks and aids.

33. Supplemental Data

Port of Seattle plans of new construction approved for Pier 46 and Pier 21 were sent in from the field inspector. The additions planned and noted in progress on the photography were detailed as "under construction." These plans are to be forwarded to the Nautical Chart Branch on completion of the project.

34. Contours and drainage

Inapplicable

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35. Shoreline and alongshore details

Small shoreline structures on the western shore of the Duwamish Waterway at approximately 47°33'05" were difficult to interpret because of shadows. Field inspection was not available in this area. With the exception of the above mentioned area, shoreline inspection was considered adequate. The shoreline bordering Elliott Bay has a concentration of docks, drydocks, wharves, piers and their accompanying

industrial buildings. The color photography proved invaluable in compiling these details.

36. Offshore details

No unusual problems were encountered during compilation. The location of piling and dolphins by the field inspector was very complete.

37. Landmarks and Aids

All landmarks and aids have been listed by the field on 567 forms. Those located photogrammetrically were scaled and entered on the 567 forms. A few larger buildings in the interior of the chart were compiled for consideration by the chart branch as landmark features.

38. Control for future surveys

None

39. Junctions

Inapplicable

40. Horizontal and vertical accuracy

(See Item 32) The manuscript complies with the Nautical Standards of Accuracy and project instructions.

41. thru 45.

Inapplicable

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46. Comparison with existing maps

A comparison was made with the latest basic hydrographic surveys. These were HS 5844, 5845, 5846 and 5724, dated Feb. 1935. A comparison print is being prepared that records in detail differences of importance to hydrographic and chart reviewers.

47. Comparison with nautical charts

A comparison was made with nautical chart 6446 dated June 8, 1946, revised May 26, 1962; scale 1:25,000.

Items to be applied to nautical charts immediately:
None

Approved by K. N. Maki Chief, Compilation Section

Submitted by J. P. Battley, Jr. P. Cartographer

U.S. DEPARTMENT OF COMMERCE COAST AND G DETIC SURVEY

MONTHSOMETHERS TO STATE LANDMARKS FOR CHARTS Seattle, Washington

October 11

I recommend that the following objects which have Wirexiant been inspected from seaward to determine their value as landmarks be charted on Matternation the charts indicated. A CONTRACTOR

The positions given have been checked after listing by Robert B. Molby

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lously located

CEGS FORM 567

CHARTS Fred Natella, Capt. C.& G.S. 9/20/63 X 9/23/63 X \$/23/63 X 10/1/63 Triang. 9/27/63 LOCATION DATUM 1927 D. P. METERS LONGITUDE # POSITION 2 D. M. METERS LATITUDE # * 47 36 4 % 12 37 8 . . 2 BIGNAL Poultry Tank, 1929 Ht. = 104 (107) Port Colman Creosote Works, Center 1929 Ht.= 126 (130) Bell Street Dock, Tank, 1929 Spire, 1933 Ht. 175 (476) Spire, 1933 ht. 177 (470 ot. James Catholic Church, St. James Catholic Church DESCRIPTION Washington

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This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted The data should be landmarks and nonflooting side to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions.

considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given. * TABULATE SECONDS AND METERS

USCOMM-DC 16234-P61

U.S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY

MODIFICOACHICAGING LANDMARKS FOR CHARTS

Seattle, Washington

October 11 . 19 63

I recommend that the following objects which have Mavexhold been inspected from seaward to determine their value as landmarks be charted on Maleday road the charts indicated. TO BE DELETER

The positions given have been checked after listing by Robert B. Melby

STRIKE OUT TWO

TO BE CHARTED

Now LIMINS

C&CS FORM 567

Fred Natelle, Capt. C.& G.S. Chief of Party.

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			10 21	36.329	8				X 29/6/01		79 9779	2742
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* TABULATE SECONDS AND METERS

USCOMM-DC 16234-P61

U.S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY

DISTRIBUTION OF INDIVERSITY OF CHARTS STRIKE OUT TWO ously located TO BE CHARTED TO

CAGS FORM 567

Seattle Washington

October 11 1963

I recommend that the following objects which have (Rate Alak Mark been inspected from seaward to determine their value as landmarks be The positions given have been checked after listing by Robert B. Melly charted on (Hale Man Traint) the charts indicated.

Fred Natella, Capt. C. & G.S.

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* TABULATE SECONDS AND METERS

USCOMM-DC 16234-P81

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CLGS FORM 567

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STRIKE OUT TWO

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U.S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY

MONTH TO ANTICOME DESIGNATION INDIMARKS FOR CHARTS

Seattle, Washington

October 11 196

I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on (deleted from) the charts indicated. TO SERVICE AND A SERVICE OF SERVICE AS A SER

The positions given have been checked after listing by Robert B. Molby

Chief of Party. Fred Matella, Capt. C.& G.S.

2442 979 CHARTS 6779 9/23/63 X 8/20/63 X Triang. 10/1/63 X MP 9/20/63 LOCATION METHOD OF LOCATION AND SURVEY No. . N.A. DATUM = 06,150 122 20 566.4 50.556 27,100 122 22 1055.7 D. P. METER 323.1 LONGITUDE + 122 21 122 21 POSITION 18.303 325,0 6.085 LATITUDE # 47 34 47:34 17 34 47 34 SIGNAL 1 Ht.= 202 (207)
West Seattle, Standpipe, 1929
Ht.= 50 (506)
Spokane Bridge, Red Light Ca Spokene Bridge, Red Light On 13151 High West Power Tower, 1934 High East Power Tower, 1934 Diamond Cement, Stack, 1929 DESCRIPTION Ht.= 244 (256) Ht. = 244 (256) Washington E. TOWER 24 STANDPIPE 35 W. TOMBR CHARTING STATE STACK

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted The data should be landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given. * TABULATE SECONDS AND METERS

USCOMM-DC 16234-P61

U.S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY

NEW FOR CHARTS NONFLOATING AIDS 676

Seattle, Washington

October 10 , 1963

Fred Natella, Capt. C.& G.S.

I recommend that the following objects which have the inspected from seaward to determine their value as landmarks be FOR PREVISED FOR SERVISED

charted on delegations the charts indicated.

The positions given have been checked after listing by Robert B. Molley

STRIKE OUT TWO

TO SE CHARTED

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C& GS FORM 567

U.S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY NONFLOATING AIDS UTT CHARTS FOR CHARTS

Seattle, Washington

October 10 1963

STRIKE OUT TWO

I recommend that the following objects which have MANNAM been inspected from seaward to determine their value as landmarks be charted on MINIMAM the charts indicated. TO BE CHARTED Y

Chief of Party. Fred Matella, Capt. C. C.S. The positions given have been checked after listing by Robert B. Molby

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USCOMMOC 16234-P81

COAST AND GÉODETIC SURVEY

INDMARKS FOR CHARTS THE TAXONALIST OF TAXONAL SAND Scattle, Mashington

October 10 1962

Fred Natalla, Capt. C. & G.S. Chief of Party

I recommend that the following objects which have (MXXXXXXX) been inspected from seaward to determine their value as landonerks be Mileda. (deleted from) the charts indicated. TON SURVINER TO BE DELETED

The positions given have been checked after listing by Robert B, Kally

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STRIKE OUT TWO

6779 6779 S CHARTS 33 OFFEHORE CHART THAND SHOREM X E9/6/01 TRANS ROSEAM XXXX 9/20/63 LOCATION # METHOD OF LOCATION AND BURVEY No. DATUM D. P. MEYERS LONGITUDE . 122 21 122 20.0 122 19. 122 21. POSITION • D. M. METERS LATTUDE # 17 33.7 77 33.8 17 26.3 7 35.1 SIGNAL Tower no longer in operation, DESCRIPTION not prominent Dismontled Dismantled **Washington** Obscuro

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Pasitions of charted The data should be landmarks and nonflooting aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given. * TABULATE SECONDS AND METERS

UTCOMM-DC 16234-P6)

C&GS FORM 567

U.S. DEPARTMENT OF COMMERCE ETIC SURVEY COAST AND GE

NONFLOATING AIDS CHEKETONDARMENSK FOR CHARTS

PORTLAND, OREGON

8 SEPT. 1984

I recommend that the following objects which have, (hank knock been inspected from seaward to determine their value as landmarks be charted on (taketecht found) the charts indicated.

R. B. MELEY The positions given have been checked after listing by

STRIKE OUT TWO

TO BE CHARTED RESERVENCE

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USCOMM-DC 16234-P61 This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted The data should be landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

* TABULATE SECONDS AND METERS

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FIELD EDIT REPORT

PROJECT 21411

CHART 6442, SEATTLE, WASHINGTON

51. METHODS:

The shoreline and alongshore features were examined from a skiff. Discrepancies, omissions or additions were denoted on an ozalid copy: of Chart 6442 in purple link. Corrections noted on the color photography have been referenced on the ozalid prints as to photograph number. One chart drawing 6442 and four color photographs were used in the field editing.

52 - 55. NOT APPLICABLE.

56. ADDITIONAL ITEMS:

Two radio masts (KXA) were identified on color photograph 63 WC 6399A. Other radio towers with call letters were previously listed on form 567, dated October 1963. Two new dolphins in the vicinity of pier 88 were located by planetable methods. A new ferry blip has been constructed between Piers 29 and 30. A plan of the blip was obtained from the Seattle Port Commission. Pier 21 is completed as far as charting purposes are concerned. A new pier is under construction which will join pier 21 on its south end and appear as a southern extension of it.

The Landmarks and aids to navigation were inspected from seaward. No changes are recommended except the relocation of the East Waterway Light (Light List No. 1789). The light is now located on the outer end of Pier 18 instead of on the dolphin as previously identified. « A form 152, Control Station Identification card and a form 567, Landmarks for Charts are submitted for the new location of the light. It should be noted that the new position of the light is described as temporary in publication Notice to Mariners, Part II, No. 22, dated May 30, 1964, paragraph (2765).

THE OVERHEAD POWER CABLE AT LATITUDE 47° 34' 16", LONGITUDE 122° 20' 40" WAS IDENTIFIED ON COLOR PHOTOGRAPH 63 WC 6406 AND ITS VERTICAL CLEARANCE WAS DETERMINED. THE ADJACENT, FIXED SPAN, RAIL-ROAD BRIDGE IS THE CONTROLLING FACTOR OF THE VERTICAL CLEARANCE AT THIS LOCATION.

The two radio towers shown on Chart 6449 at Latitude 47° 33' 45", Longitude 122° 21' 20° have been dismantled. They were recommended to be deleted on form 567 dated October 10, 1963.

CORRECTIONS TO THE SHORELINE ALONG THE WEST SHORE OF THE DUWAMISH WATERWAY HAVE BEEN INDICATED ON COLOR PHOTOGRAPH 63 WC 6430.

APPROVED:

Les F. Beugnet Lor P. A. STARK, CDR, C&GS PORTLAND FIELD OFFICER SUBMITTED:

ROBERT B. MELBY SURVEYING TECHNICIAN

REVIEW REPORT T-12569 (Chart 6442) CHART COMPILATION September 1964

61. General Statement

(See summary enclosed)

62. Comparison with Registered Topographic Surveys

Upon assignment of this project to Photogrammetry, the Nautical Chart Division had recommended that a comparison need only be made with the Hydrographic Surveys in the area. The latest shoreline topography available at that time had been incorporated on the hydrographic sheets.

63. Comparison with Maps of Other Agencies

A comparison was made with 1:24,000 scale Geological Survey Quadrangles: Seattle North, Seattle South, Des Moines and Shilshole Bay, Washington, dated 1949.

64. Comparison with Hydrographic Surveys

Comparisons were made and discrepancies resolved between the chart compilation and Hydrographic Surveys No. 5844, 5845 and 5846, all at a scale of 1:5000. Comparison was also made with Hydrographic Survey No. 5724, scale 1:10,000.

Discrepancies between the surveys were minor and were resolved during field edit.

65. Comparison with Nautical Charts

During compilation and prior to field edit a comparison was made with nautical charts 6446, scale 1:25,000 and 6449, scale 1:25,000. Discrepancies with the nautical chart were noted on the Discrepancy Print and resolved during field edit.

All corrections, deletions and additions noted by the field editor were applied to the Chart Manuscript in red ink, Copies of the revised manuscript were made and will be sent to the Nautical Chart Division along with the original manuscript showing revisions in red.

66. Adequacy of Results and Future Surveys

The map complies with project instructions including the new methods devised for chart compilation.

See Item 32 (Control) in the Compilation Report for a report on the accuracy results for this project.

This map complies with the National Standards of Accuracy.

67. Additional Items

The field editor identified and obtained the call letters of two radio towers not previously shown. These towers were shown on the edited manuscript with a red circle along with their call letters. They are not of landmark value, but are for information to small-craft operators who use loop-antenna directional These masts were not listed on a Form 567. finders.

The recently completed construction and additions to Pier 46 were compiled from Port of Seattle Commission Plans which were verified by the field editor. The new ferry slips between Piers 29 and 30 were compiled from plans also obtained from the Port of Seattle Commission.

Pier 88 was in a state of redevelopment during compilation and field edit. The delineation as shown is correct to the time of field edit and is noted as "under development". All plans furnished by the Port of Seattle Commission will be submitted to the Nautical Chart Division.

Approved by:

Reviewed by:

c Branch

Photogrammetry Division

Chief, Nautical

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NAUTICAL CHART DIVISION

RECORD OF APPLICATION TO CHARTS

T-12519 FILE WITH DESCRIPTIVE REPORT OF SURVEY NO.

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
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FORM CAGS-8352 SUPERSEDES ALL EDITIONS OF FORM CAGS-975.

- USCOMM-DC 6558-P68

Part appel (no com) To cht 6450 6-26-65 RKD

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