

9131

Original

9131

FORM C&GS-504

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

DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHICField No. _____ Office No. T - 9131

LOCALITY

State ALASKAGeneral locality PRINCE WILLIAM SOUNDLocality WHITTIER1948 - 51

CHIEF OF PARTY

Glendon E. Boothe - field
Hubert A. Paton - Baltimore Photo Office
Louis J. Reed - Washington Office

LIBRARY & ARCHIVES

DATE _____

USCOMM-DC 37022-P65

DESCRIPTIVE REPORT - DATA RECORD

T-9131

PROJECT NO. (II):

PH-152

FIELD OFFICE (II):

Ship DERICKSON

CHIEF OF PARTY

Glendon E. Boothe

PHOTOGRAMMETRIC OFFICE (III):

Baltimore Photo Office
Washington Office

OFFICER-IN-CHARGE

Hubert A. Paton
Louis J. Reed

INSTRUCTIONS DATED (II) (III):

II Field, dated 28 June 1949

METHOD OF COMPILATION (III):

Reading Plotter

MANUSCRIPT SCALE (III):

1:20,000

STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):

1:20,000

DATE RECEIVED IN WASHINGTON OFFICE (IV):

DATE REPORTED TO NAUTICAL CHART BRANCH (IV):

APPLIED TO CHART NO.

DATE:

DATE REGISTERED (IV):

GEOGRAPHIC DATUM (III):

NA 1927

VERTICAL DATUM (III):

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):

Fall 1913

LAT.:

60° 47' 49.820"

LONG.:

148° 40' 38.170"

☒ ADJUSTED☐ UNADJUSTED

PLANE COORDINATES (IV):

STATE

ZONE

Y =

X =

ROMAN NUMERALS INDICATE WHETHER THE ITEM IS TO BE ENTERED BY (II) FIELD PARTY, (III) PHOTOGRAMMETRIC OFFICE,
OR (IV) WASHINGTON OFFICE.

WHEN ENTERING NAMES OF PERSONNEL ON THIS RECORD GIVE THE SURNAME AND INITIALS, NOT INITIALS ONLY.

DESCRIPTIVE REPORT - DATA RECORD
T-9131

| | | |
|---|---|-------------------------|
| FIELD INSPECTION BY (II): Glendon E. Boothe | | DATE: 1949 |
| MEAN HIGH WATER LOCATION (III) (STATE DATE AND METHOD OF LOCATION): 1949 Compiled from aerial photographs taken in 1948 | | |
| PROJECTION AND GRIDS RULED BY (IV): Ruling machine | | DATE 8-14-50 |
| PROJECTION AND GRIDS CHECKED BY (IV): T. L. Janson | | DATE 8-14-50 |
| CONTROL PLOTTED BY (III): O. N. Dalby | | DATE 11-14-50 |
| CONTROL CHECKED BY (III): L. J. Reed | | DATE 1950 |
| RADIAL PLOT OR STEREOSCOPIC CONTROL EXTENSION BY (III): F. J. Tarcza | | DATE 6-7-50 |
| STEREOSCOPIC INSTRUMENT COMPILATION (III): | PLANIMETRY L. Levin and C. Misfeldt | DATE 1950 |
| | CONTOURS L. Levin and C. Misfeldt | DATE 1950 |
| MANUSCRIPT DELINEATED BY (III): J. B. McDonald | | DATE 1950 |
| SCRIBING BY (III): | | DATE |
| PHOTOGRAMMETRIC OFFICE REVIEW BY (III): L. J. Reed | | DATE 1951 |
| REMARKS: | | |

DESCRIPTIVE REPORT - DATA RECORD
T-9131

CAMERA (KIND OR SOURCE) (III):

U.S.C. & G.S. 9-lens Camera "B", F = 8.25"

PHOTOGRAPHS (III)

| NUMBER | DATE | TIME | SCALE | STAGE OF TIDE |
|------------------|--------------|-------|----------|-------------------|
| 23454 thru 23458 | 2 Sept. 1948 | 13:47 | 1:20,000 | 11 ft. above MLLW |
| 23448 thru 23449 | 2 Sept. 1948 | 13:47 | 1:20,000 | 11 ft. above MLLW |

TIDE (III) PREDICTED

Diurnal

| | | RATIO OF RANGES | MEAN RANGE | IMAGE RANGE |
|---|-----------------------------|--------------------|---------------|---------------------------|
| REFERENCE STATION: | Cordova | | | |
| SUBORDINATE STATION: | Culross Bay - Wells Passage | 1 | 9.7 | 12.1 |
| SUBORDINATE STATION: | | | | |
| Atlantic Marine Center WASHINGTON OFFICE REVIEW BY (IV): Charles H. Bishop | | DATE: 6-10-70 | | |
| 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:

Linear miles of shoreline: 12
Land Area: 95

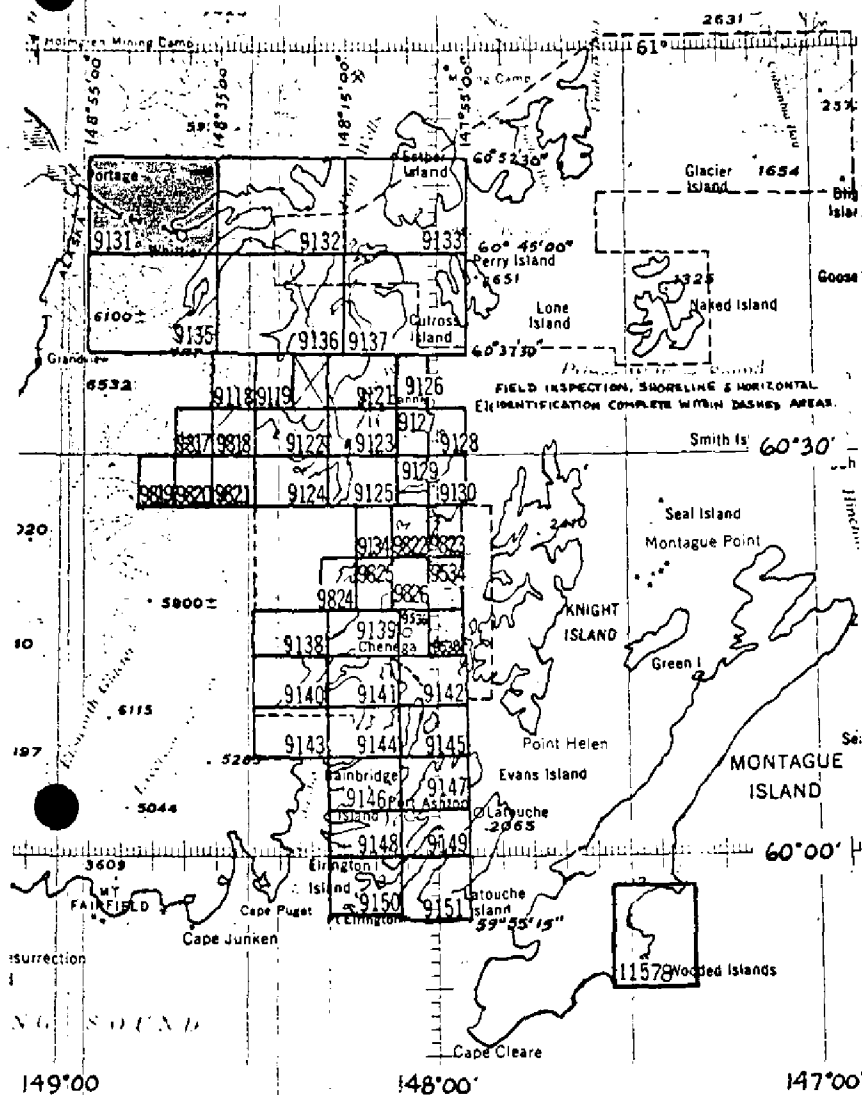
T-9131

| COMPILATION RECORD | COMPLETION DATE | REMARKS |
|------------------------|-----------------|---------|
| Contours and shoreline | 1950 | |
| Final review | June 1970 | |
| | | |
| | | |
| | | |

SHORELINE MAPPING PROJECT PH - 152

5

Prince William Sound, Alaska



OFFICIAL MILEAGE FOR COST ACCOUNT

| SHEET NO. | LIN. MI. SHORELINE | AREA MI.² |
|-----------|--------------------|-----------|
|-----------|--------------------|-----------|

| | | |
|-------|----|----|
| 9118 | 3 | 13 |
| 9119 | 9 | 11 |
| 9121 | 11 | 10 |
| 9122 | 23 | 7 |
| 9123 | 17 | 7 |
| 9124 | 7 | 5 |
| 9125 | 15 | 6 |
| 9126 | 5 | 3 |
| 9127 | 6 | 8 |
| 9128 | 5 | 3 |
| 9129 | 7 | 8 |
| 9130 | 14 | 6 |
| 9131 | 12 | 95 |
| 9132 | 48 | 50 |
| 9133 | 36 | 45 |
| 9134 | 5 | 11 |
| 9135 | 24 | 90 |
| 9136 | 26 | 85 |
| 9137 | 68 | 48 |
| 9138 | 10 | 7 |
| 9139 | 13 | 5 |
| 9140 | 12 | 8 |
| 9141 | 24 | 12 |
| 9142 | 10 | 3 |
| 9143 | 9 | 4 |
| 9144 | 26 | 9 |
| 9145 | 19 | 8 |
| 9146 | 18 | 8 |
| 9147 | 24 | 9 |
| 9148 | 25 | 9 |
| 9149 | 19 | 7 |
| 9150 | 24 | 8 |
| 9151 | 15 | 9 |
| 9534 | 6 | 4 |
| 9536 | 6 | 6 |
| 9538 | 4 | 1 |
| 9817 | 9 | 10 |
| 9818 | 11 | 6 |
| 9819 | 3 | 9 |
| 9820 | 7 | 5 |
| 9821 | 2 | 10 |
| 9822 | 9 | 9 |
| 9823 | 7 | 4 |
| 9824 | 9 | 10 |
| 9825 | 11 | 6 |
| 9826 | 10 | 8 |
| 11578 | 19 | 21 |

TOTALS

702

726

SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT T-9131

At the time of final review, which is twenty years after compilation, many of the records concerning this map and most of the photographs from which it was compiled were not available for the final reviewer's use. The only available photograph that covered the mapped area was 23449. Data Record Forms 181a, 181b, and 181c, the Compilation Record, and Form 164 Control Record were prepared by the final reviewer. Notes concerning the absence of reports are inserted where the reports should be in this Descriptive Report.

A Compilation Report covering three T-sheets is included as part of this Descriptive Report. It is not dated, nor does the title indicate which maps it covers. The contents indicate that it is for T-9131, T-9132, and T-9133. Items 31 and 35 of this report indicate that there was field inspection. It is assumed that it was done by the ship DERICKSON in 1949 as that ship did field inspection for the adjoining sheets to the south in 1949.

Compilation was by Reading Plotter, Model A, using 1:20,000 scale, 9-lens photography taken in 1948. All features were delineated simultaneously, using field inspection as a guide during this delineation.

There is no shoreline west of longitude 148° 45', and this area was not mapped. Mapping is complete east of this longitude.

It does not appear that

~~No~~ data was furnished for hydro support; hydrography was accomplished in 1948.

There was no data available stating that Field Edit has been performed, or when it was performed.

Final review was done at the Atlantic Marine Center during May and June 1970.

The compilation manuscript was a vinylite sheet 7½ minutes in latitude by 20 minutes in longitude.

A cronaflex copy of the final reviewed manuscript and a negative have been forwarded for record and registry.

FIELD INSPECTION REPORT

2-20

Field inspection was accomplished in 1949 in conjunction with hydrographic operation in the area. The report on this field inspection was meager and can be found in the 1949 season's report of the USC & GS Ship DERICKSON, Project CS-277, Prince William Sound, Alaska, Glendon E. Boothe, Chief of Party, Commanding, a copy of which report relative to field inspection follows:

4. Field Inspection of Air Photographs:

Unfortunately air photographs of the area of the working grounds were not available. Under date of 9 Aug 49 instructions were received to make a field inspection of air photographs covering Passage Canal, Wells Passage, Pigot Bay, and heads of Blackstone Bay, Cochrane Bay, Port Wells, and Cylross Passage. All triangulation stations in the area were recovered, and where possible the station was located on the air photographs. All of the shoreline was inspected from small boats cruising along close to the beach, landings were made as necessary for inspection purposes, the high water line was determined and off-lying rocks were inspected and notes made on the photographs. The usual standard practices for this type of work were used. A new oil dock at Whittier was located by measurement on the ground and placed on the air photograph.

RADIAL PLOT REPORT

21 - 30

See combined descriptive report for map manuscripts T-9131, T-9132, and T-9133, page 8, which report applies here since the same plot covered all six quadrangles.

RADIAL PLOT REPORT

MAP T-9131

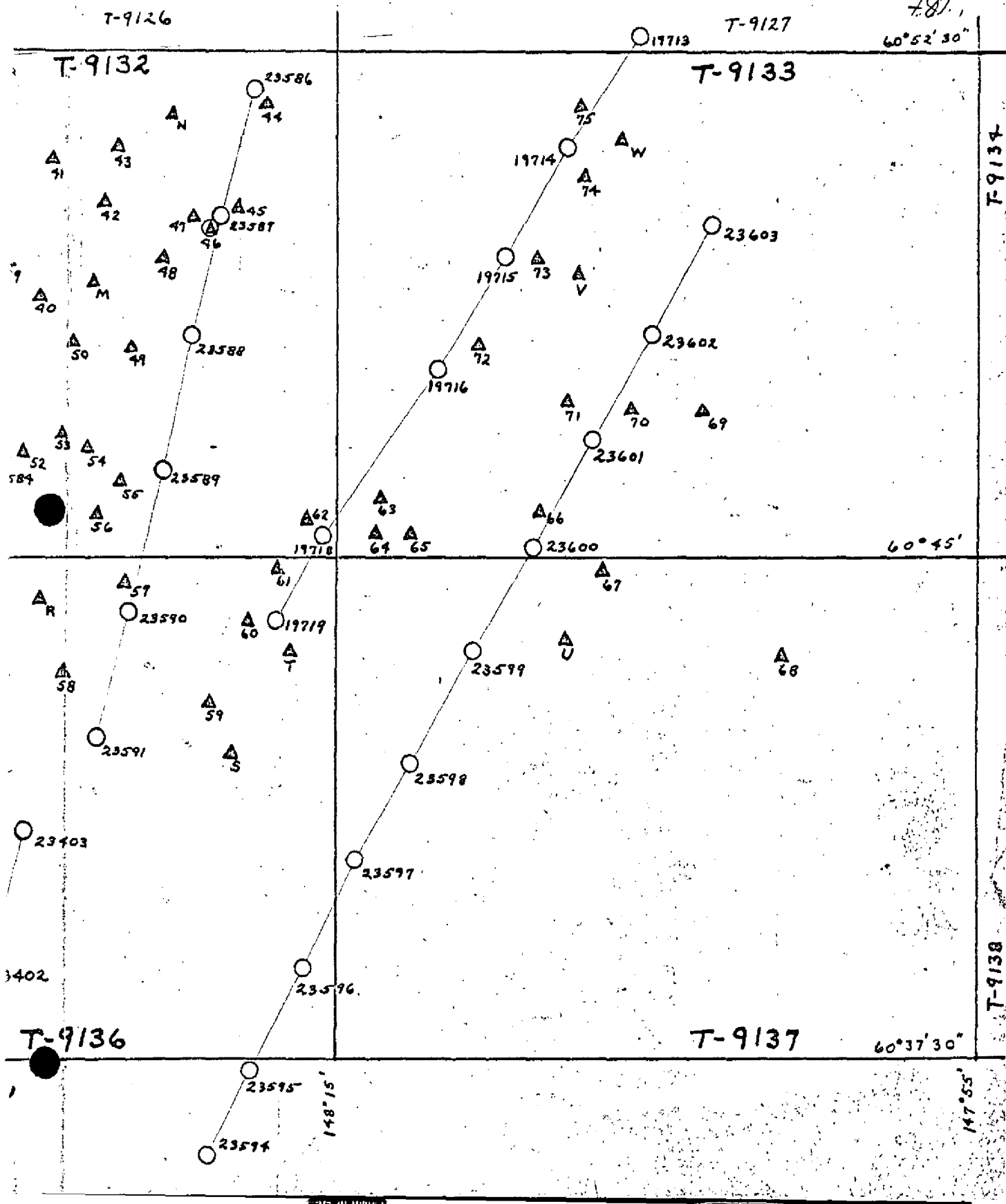
PROJECT PH-152

A Radial Plot Report is mentioned in Item 32 of the Compilation Report for T-9131, 9132, and 9133. This plot report was not available at the time of final review and is not bound with this Descriptive Report.

The following sketch (original bound with T-9135) is for the 1950 plot.

July 15, 1970

- NIKE-LENS OFFICE PHOTOGRAPHS
- △ TRIANGULATION STATIONS (NOT IDENTIFIED)
- △ TRIANGULATION STATIONS (IDENTIFIED and HELD)
- ⊙ TRIANGULATION STATIONS (NOT HELD IN RADIAL PLOT)
- ▲ TRIANGULATION STATIONS (IDENTIFIED IN OFFICE)

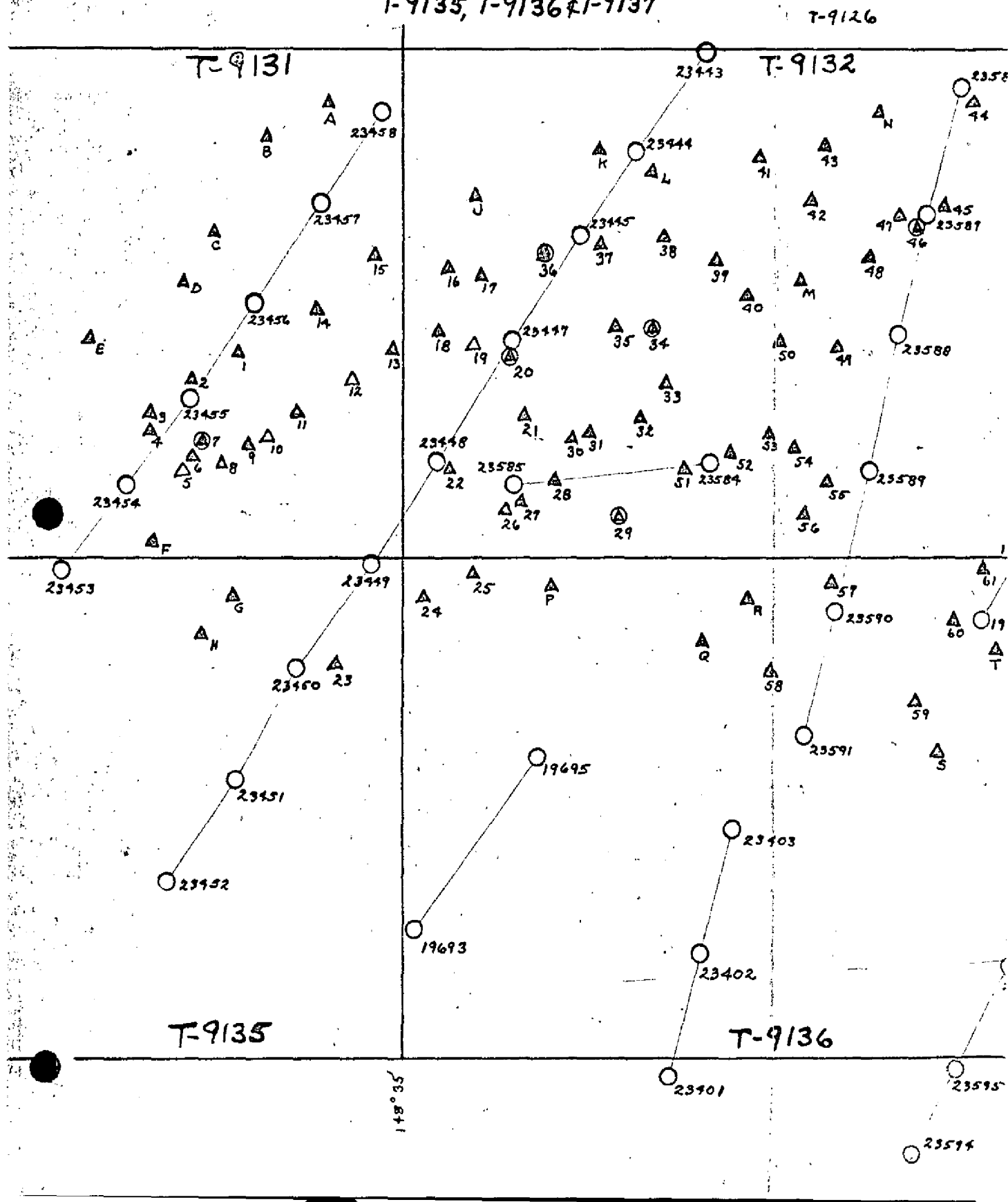


LAYOUT SKETCH

PROJECT PH-39 (48)

SURVEYS T-9131, T-9132, T-9133,
T-9135, T-9136 & T-9137

11



DESCRIPTIVE REPORT CONTROL RECORD

MAP T- 9131

PROJECT NO. PH-152

SCALE OF MAP 1:20,000

SCALE FACTOR

| STATION | SOURCE OF INFORMATION (INDEX) | DATUM | LATITUDE OR Y COORDINATE LONGITUDE OR X COORDINATE | N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS (1 ft. = 3048006 meter) | |
|----------------------------------|-------------------------------|----------------|---|---|--------|
| | | | | FORWARD | (BACK) |
| AREA 1948 | Vol. VI p. 27 | NA 1927 | 60 45 26.473 | 819.4 | 1037.7 |
| | | | 148 36 24.631 | 373.0 | 535.7 |
| BEAR 1914 | " p. 9 | " | 60 47 55.179 | 1707.9 | 149.2 |
| | | | 148 53 25.532 | 386.2 | 521.4 |
| BOULDER 1914 | " p. 9 | " | 60 46 24.300 | 752.1 | 1105.0 |
| | | | 148 50 20.456 | 309.7 | 598.5 |
| BULWARK 1914 | " p. 9 | " | 60 46 01.150 | 35.6 | 1822.1 |
| | | | 148 44 37.684 | 570.6 | 337.8 |
| BUT 1914 | " p. 62 | | 60 46 38.53 | 1192.6 | 664.5 |
| | | | 148 42 19.10 | 289.1 | 619.1 |
| CAMP 1914 | " p. 9 | | 60 46 35.709 | 1105.3 | 751.8 |
| | | | 148 51 16.542 | 250.4 | 657.8 |
| DELTA 1913 | " p. 7 | " | 60 48 41.978 | 1299.3 | 557.8 |
| | | | 148 37 34.534 | 522.1 | 385.0 |
| DUG 2, 1948 | " p. 15 | " | 60 47 34.051 | 1053.9 | 803.2 |
| | | | 148 41 31.491 | 476.4 | 432.3 |
| FALL 1913 | " p. 7 | " | 60 47 49.820 | 1542.0 | 315.1 |
| | | | 148 40 38.170 | 577.4 | 329.7 |
| FORD 1914 | " p. 10 | " | 60 48 30.317 | 938.4 | 918.7 |
| | | | 148 54 54.677 | 826.8 | 80.4 |
| GUERINS SIGNAL 1914 | " p. 65 | " | 60 45 25.16 | 778.8 | 1078.3 |
| | | | 148 42 54.29 | 822.2 | 86.5 |
| GUERIN'S SIGNAL, NEAR BEAR, 1914 | " p. 65 | " | 60 47 50.204 | 1553.9 | 303.2 |
| | | | 148 53 26.343 | 398.5 | 509.1 |
| COMPUTED BY C.H.B. | DATE 6-2-70 | CHECKED BY LFB | DATE 6-3-70 | 12 | |

DESCRIPTIVE REPORT CONTROL RECORD

MAP T- 9131 PROJECT NO. PH-152 SCALE OF MAP 1:20,000 SCALE FACTOR

| STATION | SOURCE OF INFORMATION (INDEX) | DATUM | LATITUDE OR Y COORDINATE LONGITUDE OR X COORDINATE | N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS (1 Ft. = 3048006 meter) FORWARD (BACK) |
|--------------------|-------------------------------|-------------------|---|---|
| JILL 1948 | Vol. VI p. 58 | NA 1927 | 60 47 04.318 | 133.7 1723.4 |
| | | | 148 42 54.189 | 820.0 88.0 |
| JOKER 1948 | " p. 7 | " | 60 47 18.316 | 566.9 1290.2 |
| | | | 148 35 15.890 | 240.4 667.4 |
| KEEP 1948 | " p. 58 | " | 60 46 37.212 | 1151.8 705.3 |
| | | | 148 42 48.283 | 730.8 177.4 |
| MIKE 1914 | " p. 63 | " | 60 46 56.881 | 1760.6 96.5 |
| | | | 148 42 52.946 | 801.2 106.8 |
| MORaine 1914 | " p. 63 | " | 60 46 55.453 | 1716.4 140.7 |
| | | | 148 43 09.241 | 139.9 768.1 |
| OVEN 1948 | " p. 57 | " | 60 47 41.013 | 1269.4 587.7 |
| | | | 148 36 30.178 | 456.5 450.6 |
| PEAK No. 5, 1914 | " p. 85 | " | 60 47 18.73 | 579.7 1277.4 |
| | | | 148 44 56.90 | 861.0 46.3 |
| PEAK NO. 6, 1914 | " " | " | 60 48 09.71 | 300.5 1556.6 |
| | | | 148 44 44.23 | 668.9 238.5 |
| PEAK NO. 10, 1914 | " " | " | 60 51 35.48 | 1098.2 759.0 |
| | | | 148 37 05.27 | 79.6 826.2 |
| PEAK NO. 63, 1948 | " p. 77 | " | 60 51 15.96 | 494.0 1363.2 |
| | | | 148 39 01.90 | 28.7 877.3 |
| PEAK NO. 67, 1948 | " p. 78 | " | 60 49 47.69 | 1476.1 381.0 |
| | | | 148 40 57.45 | 868.1 38.5 |
| PEAK NO. 72, 1948 | " p. 79 | " | 60 45 12.38 | 383.2 1473.9 |
| | | | 148 42 51.59 | 781.4 127.4 |
| COMPUTED BY C.H.B. | DATE 6/2/70 | CHECKED BY L.F.B. | DATE 6/3/70 | |

DESCRIPTIVE REPORT CONTROL RECORD

MAP T- 9131

PROJECT NO. PH-152

SCALE OF MAP 1:20,000

SCALE FACTOR

| STATION | SOURCE OF INFORMATION (INDEX) | DATUM | LATITUDE OR Y COORDINATE LONGITUDE OR X COORDINATE | N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS (1 Ft. = 3048006 meter) | |
|---------------------------------------|-------------------------------|-------------------|---|---|--------|
| | | | | FORWARD | (BACK) |
| PEAK NO. 73, 1948 | Vol. VI p. 79 | NA 1927 | 60 48 09.61 | 297.4 | 1559.7 |
| | | | 148 45 00.44 | 6.7 | 900.7 |
| PEAK NO. 74, 1948 | " | " | 60 49 02.60 | 80.5 | 1776.6 |
| | | | 148 41 46.40 | 701.4 | 205.6 |
| PORTAGE 1914 | " p. 9 | " | 60 46 01.051 | 32.5 | 1824.6 |
| | | | 148 49 09.990 | 151.3 | 757.1 |
| PUNT 1948 | " p. 57 | " | 60 46 50.699 | 1569.2 | 287.9 |
| | | | 148 39 18.612 | 281.7 | 626.4 |
| RED 1914 | " p. 61 | " | 60 46 29.733 | 920.3 | 936.8 |
| | | | 148 42 18.547 | 280.7 | 627.5 |
| SALMON 1914 | " p. 9 | " | 60 47 36.845 | 1140.4 | 716.7 |
| | | | 148 54 09.073 | 137.3 | 770.4 |
| SAW 2, 1948 | " p. 7 | " | 60 48 05.552 | 171.8 | 1685.3 |
| | | | 148 35 23.694 | 358.3 | 549.2 |
| SLIDE 1914 | " p. 8 | " | 60 46 06.889 | 213.2 | 1643.9 |
| | | | 148 43 00.216 | 3.3 | 905.1 |
| SNOW 1914 | " p. 8 | " | 60 45 48.313 | 1495.4 | 361.7 |
| | | | 148 43 29.047 | 439.8 | 468.7 |
| STEWART'S CABIN, GABLE (STEW) 1914 | " p. 61 | " | 60 46 40.747 | 1261.2 | 595.9 |
| | | | 148 41 30.970 | 468.8 | 439.3 |
| TAG 1913 | " p. 57 | " | 60 49 33.120 | 1025.1 | 832.0 |
| | | | 148 35 42.272 | 638.9 | 267.8 |
| TEN 1914 | " p. 61 | " | 60 47 08.919 | 276.1 | 1581.0 |
| COMPUTED BY C.H.B. | DATE 6/2/70 | CHECKED BY L.F.B. | 148 43 22.970 | 347.6 | 560.4 |

DATE

6/3/70

DESCRIPTIVE REPORT CONTROL RECORD

MAP T- 9131 PROJECT NO. PH-152 SCALE OF MAP 1:20,000 SCALE FACTOR

| STATION | SOURCE OF INFORMATION (INDEX) | DATUM | LATITUDE OR Y COORDINATE LONGITUDE OR X COORDINATE | N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS (1 ft. = 3048006 meter) FORWARD (BACK) |
|--|-------------------------------|----------------------|---|--|
| TOMB 2, 1948 | Vol. VI p. 7 | NA 1927 | 60 47 11.593' | 358.8' 1498.3' |
| | | | 148 38 12.447' | 188.3' 719.6' |
| TRAP 1914 | " p. 62 | " | 60 49 32.739' | 1013.3' 843.8' |
| | | | 148 36 09.988' | 150.9' 755.8' |
| TRIP 1914 | " p. 58 | " | 60 48 01.592' | 49.3' 1807.8' |
| | | | 148 39 58.643' | 887.0' 20.5' |
| TUNNEL 1914 | " p. 8 | " | 60 46 25.211' | 780.3' 1076.8' |
| | | | 148 44 48.950' | 741.0' 167.2' |
| TURNAGAIN 1914 | " p. 9 | " | 60 47 38.027' | 1177.0' 680.1' |
| | | | 148 50 29.523' | 446.6' 460.6' |
| UNION 1948 | " p. 55 | " | 60 46 47.609' | 1473.6' 383.5' |
| | | | 148 41 12.834' | 194.2' 713.9' |
| VISTA 1914 | " p. 9 | " | 60 46 40.185' | 1243.8' 613.3' |
| | | | 148 45 56.758' | 859.1' 49.0' |
| WHITTIER, C.A.A., HOUSE W/ CIRCLE, N. GABLE 1948 | " p. 58 | " | 60 47 02.642' | 81.8' 1775.3' |
| | | | 148 42 55.018' | 832.6' 75.4' |
| WHITTIER, C.A.A., RED STANDPIPE 1948 | " " | " | 60 46 58.739' | 1818.1' 39.0' |
| | | | 148 42 56.292' | 851.9' 56.1' |
| WHITTIER, COLUMBIA LUMBER CO., SAWMILL, W. STACK 1948 | " " | " | 60 46 41.765' | 1292.7' 564.4' |
| | | | 148 41 31.632' | 478.8' 429.3' |
| WHITTIER, EAST BASE 1948 | " p. 15 | " | 60 46 32.176' | 995.9' 861.2' |
| | | | 148 40 37.672' | 570.2' 338.0' |
| WHITTIER, GREEN WATER TANK 1948 | " p. 58 | " | 60 46 38.35' | 1187.0' 670.1' |
| | | | 148 40 09.47' | 143.3' 764.9' |
| COMPUTED BY C.H.B. | DATE 6/2/70 | CHECKED BY L.F.B. | DATE 6/3/70 | 15 |

DESCRIPTIVE REPORT CONTROL RECORD

MAP T- 9131 PROJECT NO. PH-152 SCALE OF MAP 1:20,000 SCALE FACTOR

| STATION | SOURCE OF INFORMATION (INDEX) | DATUM | LATITUDE OR Y COORDINATE LONGITUDE OR X COORDINATE | N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS (1 ft. = 3048006 meter) | |
|--|-------------------------------|-------------------|---|---|--------|
| | | | | FORWARD | (BACK) |
| WHITTIER, POWER HOUSE STACK 1948 | Vol. VI p. 59 | NA 1927 | 60 46 39.605 | 1225.9 | 631.2 |
| | | | 148 40 08.425 | 127.5 | 780.7 |
| WHITTIER, RAILROAD STATION, EAST END, 1948 | " | " | 60 46 36.583 | 1132.3 | 724.8 |
| | | | 148 40 18.482 | 279.7 | 628.5 |
| WHITTIER, UNION OIL CO. DOCK, E. GABLE 1948 | " | " | 60 46 47.411 | 1467.5 | 389.6 |
| | | | 148 41 12.811 | 193.9 | 714.2 |
| WHITTIER, UNION OIL CO., PUMPHOUSE STACK 1948 | " | " | 60 46 38.137 | 1180.4 | 676.7 |
| | | | 148 41 13.214 | 200.0 | 708.2 |
| WHITTIER, U.S. ARMY DOCK, DERRICK 1948 | " | " | 60 46 45.937 | 1421.8 | 435.3 |
| | | | 148 39 37.149 | 562.3 | 345.8 |
| WHITTIER, WEST BASE 1948 | " p. 15 | " | 60 46 39.485 | 1222.1 | 635.0 |
| | | | 148 41 46.913 | 710.1 | 198.1 |
| WHITTIER, WEST BASE, OFFSET 1948 | " p. 66 | " | 60 46 38.860 | 1202.8 | 654.3 |
| | | | 148 41 46.973 | 711.0 | 197.1 |
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| | | | | | |
| COMPUTED BY C.H.B. | DATE 6/2/70 | CHECKED BY L.F.B. | DATE 6/3/70 | 16 | |

COMPILATION REPORT
Washington Office

31. Delineation:

Shoreline, Contours, and all cultural features were delineated simultaneously on the Reading Plotter, model "A". Inspection was used as a guide during this delineation and applied finally during manuscript compilation. Photo coverage was complete for the area mapped, the area adjacent to the coast to a depth reaching the general line of high peaks beyond which visibility from shipboard is obscured; this did not allow the completion of the land area falling within the limits of any one quadrangle. Field inspection was complete as far as it went but did not include the upper reaches of Blackstone Bay, Cochrane Bay, and the shores of Culross Island except for a short distance along its north coast. More area could have been mapped using this same photography had the additional inspection been made along with control identification. Mapped areas are complete within the limits to which the mapping was extended.

32. Control:

Reference side-heading 23 of the Radial Plot Report, ~~page 10 of this report~~, which deals primarily with horizontal control.

Vertical control for contouring purposes was furnished by the shoreline datum, and by elevations on triangulation stations and distant peaks obtained during triangulation. ~~Peak No 68 was found to be badly out of position (GP) and has been omitted from the manuscript.~~

33. Supplemental Data:

(a) Plotting instrument rectified photos:

19713-16, 19718-19, 23443-5, 23447-50, 23454-8,
23584-91, and 23597-603.

(b) Field inspection photos:

19698, 700, 700, 701, 701, 702, 714, 715, 716, 718,
719, 720, 720, and
23405, 406, 447, 447, 445, 446, 446, 446, 447, 448,
448, 449, 449, 449, 454, 455, 455, 456, 583, 584,
584, 585, 586, 587, 587, 588, 589, 589, 600, 600,
600, 601.

(c) Graphic Control Surveys:

- (1) T-3278, Perry Island and entrance to Port Wells, Prince William Sound, Alaska.
- (2) T-3278a, July 1914, 1:20,000, Port Wells, Prince William Sound, Alaska, Ship TAKU, Rude comdg.
- (3) T-3404, Passage Canal, Alaska.
- (4) T-3463, T-3464, and T-3465, July 1914, 1:10,000, Passage Canal, Prince William Sound, Alaska, Ship TAKU, Gilbert T. Rude comdg.
- (5) T-7042, May 1947, 1:10,000 and 2,500, Pigot Bay, Port Wells, Prince William Sound, Alaska, Ship DERICKSON, H. Arnold Karo comdg.
- (6) T-7073, a&b, 17 July 1948, 1:10,000, Passage Canal, Prince William Sound, Alaska, Ship DERICKSON, H. Arnold Karo comdg.

(d)

Hydrographic Surveys:

- (1) H-3408, 1912 season, 1:20,000, Perry Island Passage, Prince William Sound, Alaska, Ship TAKU, Rude comdg.
- (2) H-3538, 1913 season, Passage Canal, Prince William Sound, Ship TAKU, Gilbert T. Rude comdg.
- (3) H-3676, 1914 season, 1:20,000, Vicinity of Perry Island, Prince William Sound, Alaska, Ship EXPLORER, R. S. Patton comdg.
- (4) H-3689, 1914 season, 1:20,000, South End of Port Wells and into the Entrance to Passage Canal to Point Decision, Alaska, Ship TAKU, Gilbert T. Rude comdg.
- (5) H-3694, 1914 season, 1:10,000, Passage Canal, Point Decision to Billings Delta, Alaska, Rude comdg.
- (6) H-6981, 1948 season, 1:10,000, Passage Canal, Point Decision, Easterh Part, Prince William Sound, Alaska, H. Arnold Karo comdg.
- (7) H-7187, 1947 season, 1:10,000, Pigot Bay, Port Wells, Prince William Sound, Alaska, Ship DERICKSON, Karo comdg.
- (8) H-7618, 1947 season, Port Wells, Prince William Sound, Alaska, Ship DERICKSON, H. Arnold Karo comdg.

34. Contours and Drainage:

The quality of photography was not all-together satisfactory for contouring purposes; the detail in general was not as sharp as usual, shadows were exceptionally long because the photographs were exposed after mid-day, and above 2000 ft in elevation snow caused some difficulty. Very tall timber in limited areas made contouring a bit of a problem. Further, two separate sets of photographs taken in different years were involved requiring nearly double the number of models to complete both shoreline and contouring. However, a satisfactory compilation has been achieved with no areas of questionable contours other than snow covered areas.

35. Shoreline and Alongshore Features:

Field inspection of the shoreline was quite adequate except in Whittier and has been applied to the map manuscript after compilation of the plotting instrument work sheets. The photography was taken very near the time of high tide causing very little low-water and/or shoal lines to be located; no attempt has been made to extend these lines in the office.

36. Offshore Details:

Most offshore details were close in to shore and were covered in shoreline features in side-heading 35 above.

37. Landmarks and Aids:

See Nautical Chart Branch file "Chart-Letter file No 225 (1949)", letter to The Director under date of 18 Mar 49 from Glendon E. Boothe as commander of the Ship DERICKSON, subject: "Landmarks for Location of Floating Aids to Navigation in Orca Inlet", wherein the following information is listed:

(a) Landmarks which fall entirely within the limits of map manuscript T-9131:

- (1) Green Water Tower, Conical Top.
- (2) Sawmill, West Twin Stack.
- (3) Red Tank, Cylindrical, Steel.

(b) Navigation Aids falling entirely within the limits of map manuscript T-9132:

- (1) Point Pigot Light.
- (2) Decision Point Light.
- (3) Trinity Point Light.

No Prominent objects for landmarks were mentioned or recommended in reports of 1912-14 surveys in the area of these three quadrangles. No aids existed at that time. No additional aids or landmarks were recommended in the more recent surveys of 1947-48.

38. Control for Future Surveys:

None.

39. Junctions:

All junctions are in agreement.

40. Horizontal and Vertical Accuracy:

Standard.

41. Compilation Limits:

The entire land areas within the limits of the three quadrangles of this report have not been completely mapped during the initial phase ending January 1951. In general, only shoreline and the strip of land area immediately shoreward have been completed where field inspection has been furnished. This field inspection to date has not covered all the shoreline within the quadrangles. It is planned to complete the inspection permitting the compilation to be completed also. At that stage quadrangles T-9136 and T-9137 will be 100% compiled; T-9135 may not be complete since the western half of it reaches beyond chart requirements into a solid land-area where field inspection and control identification may not be executed.

The area covered in the first phase of compilation includes all the ground areas and shorelines to the north and east of an approximate line joining $60^{\circ}45'N$ by $148^{\circ}45'W$ to $60^{\circ}41'N$ by $148^{\circ}06'$ not including Perry Island.

46. Comparison with Existing Maps:

- a. Alaska, Portage Quadrangle, CE, USA, 1:62,500, 1947.
- b. Alaska, Pigot Bay Quadrangle, CE, USA, 1:62,500, 1947.

47. Comparison with Nautical Charts:

- a. See Supplemental Data, side-heading 33, this report.
 - b. Alaska, South Coast, Prince William Sound, Western Part, No. 8517,
1:80,000, Publication of Sept 1950
(6th Edition)
48. Geographic Name List:

See separate page following.

49. Notes for the Hydrographer:

None.

50. Compilation Office Review:

See T-2 form following.

Submitted by:

Orvis N. Dalbey
Orvis N. Dalbey
Cartographer-Photogrammetric

Approved and Forwarded by:

Louis J. Reed
Louis J. Reed
Photogrammetric Engineer,
Chief, Stereoscopic Mapping
Section

August 21, 1970

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-152 (Alaska)

T-9131

Billings Creek

Billings Glacier

Blackstone Bay

Bush Banks

Chugach Mountains

Chugach National Forest

Cove Creek

Divide Lake

Learnard Glacier

Lowell Glacier

Passage Canal

Portage Pass

Shakespeare Glacier

South Fork

The Alaska Railroad

Whittier (Village)

Whittier Creek

Whittier Glacier

Approved by:

A. Joseph Wraight
A. Joseph Wraight
Chief Geographer

Prepared by:

Frank W. Pickett
Frank W. Pickett
Cartographic Technician

FORM 1002 - PHOTOGRAMMETRIC OFFICE REVIEW

MAP T-2131

PROJECT PH-152

No Form 1002(T-2) was available at the time of final review
and none is bound with this Descriptive Report.

REVIEW REPORT T-9131

TOPOGRAPHIC

JUNE 10, 1970

61. GENERAL STATEMENT:

See Summary on page 6 of this Descriptive Report.

An ozalid comparison print (pages 28 through 29), with differences noted in Items 62 and 65 is included with the original of this report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

A comparison was made with Survey No. 3404, scale 1:10,000, dated 1913.

The differences between the registered topographic survey and T-9131 are shown in blue on the comparison print.

Generally, the shoreline compares well, considering the survey methods used. At the time of the old survey, there were no cultural features where the Port of Whittier now exists; therefore, there is some difference in the mean high water line placement in this area.

At the west end of Passage Canal, the old shoreline is approximately 5 mm, measured at 1:20,000 scale, inshore of the photogrammetric position determined from the 1948 photographs. This is possibly due to land accretion at the mouths of drainage into Passage Canal at this point.

A latitude $60^{\circ}48.7'$, longitude $148^{\circ}37.5'$, shoreline differences can possibly be attributed to erosion and accretion of the delta at the mouth of Billings Creek.

T-9131 supersedes T-3404 for chart construction purposes.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A visual comparison was made with U.S.G.S. Quadrangle Seward (D-5), Alaska, scale 1:63,360, dated 1951, with minor revisions in 1963. The small scale of this map is not adequate for a good comparison. No comparison print was made.

No shoreline discrepancies worthy of mention were observed by visual comparison. There have been some changes in cultural features in the Whittier area.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

A comparison was made with a verified copy of the smooth sheet for Survey No. 7161, scale 1:10,000, dated June-August 1948.

As there was no shoreline on the copy, no shoreline comparison could be made. No other discrepancies were noted. No rocks are shown on the hydrographic survey, except a bare rock at latitude $60^{\circ} 47.7'$, longitude $148^{\circ} 36.5'$. This rock is not a discrepancy.

65. COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with Chart 8521, scale 1:20,000, 4th Edition, dated April 14, 1969.

No discrepancies were noted, except in the vicinity of Whittier between longitude $148^{\circ} 40'$ and longitude $148^{\circ} 43'$, where differences in both shoreline and alongshore structures are evident. It is believed that these differences were brought about by the earthquake in 1964.

Discrepancies between T-9131 and Chart 8521 are shown on the comparison print in red.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

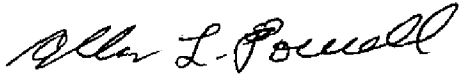
This survey complies with Job Instructions, Bureau requirements, and the National Standards for Map Accuracy. No accuracy tests were run in the field.

Reviewed by:

Charles H. Bishop

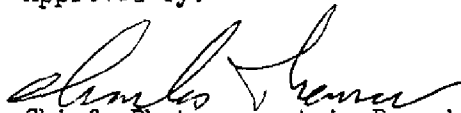
Charles H. Bishop
Cartographer
June 10, 1970

Approved by:

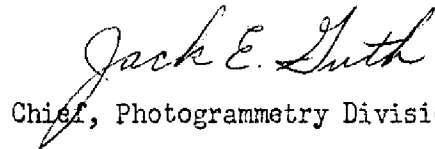


Allen L. Powell, RADM, USESSA
Director, Atlantic Marine Center

Approved by:



Chief, Photogrammetric Branch, USN



Chief, Photogrammetry Division

28

LEARNARD GLACIER

TRIP, 1914

60° 48'

FALL, 1913

DUG, 2
1948Awash
MHW

COMPARISON PRINT

Blue line indicates shoreline
on Survey No. 3404.Red- chart 8521, 4th Ed. Apr. 14, 1969

47'

Subm
ruins

Incinerator

BUT, 1914

Grave

KEEP
1948

Pin RK

RED, 1914

WHITTIER

SLIDE, 1914

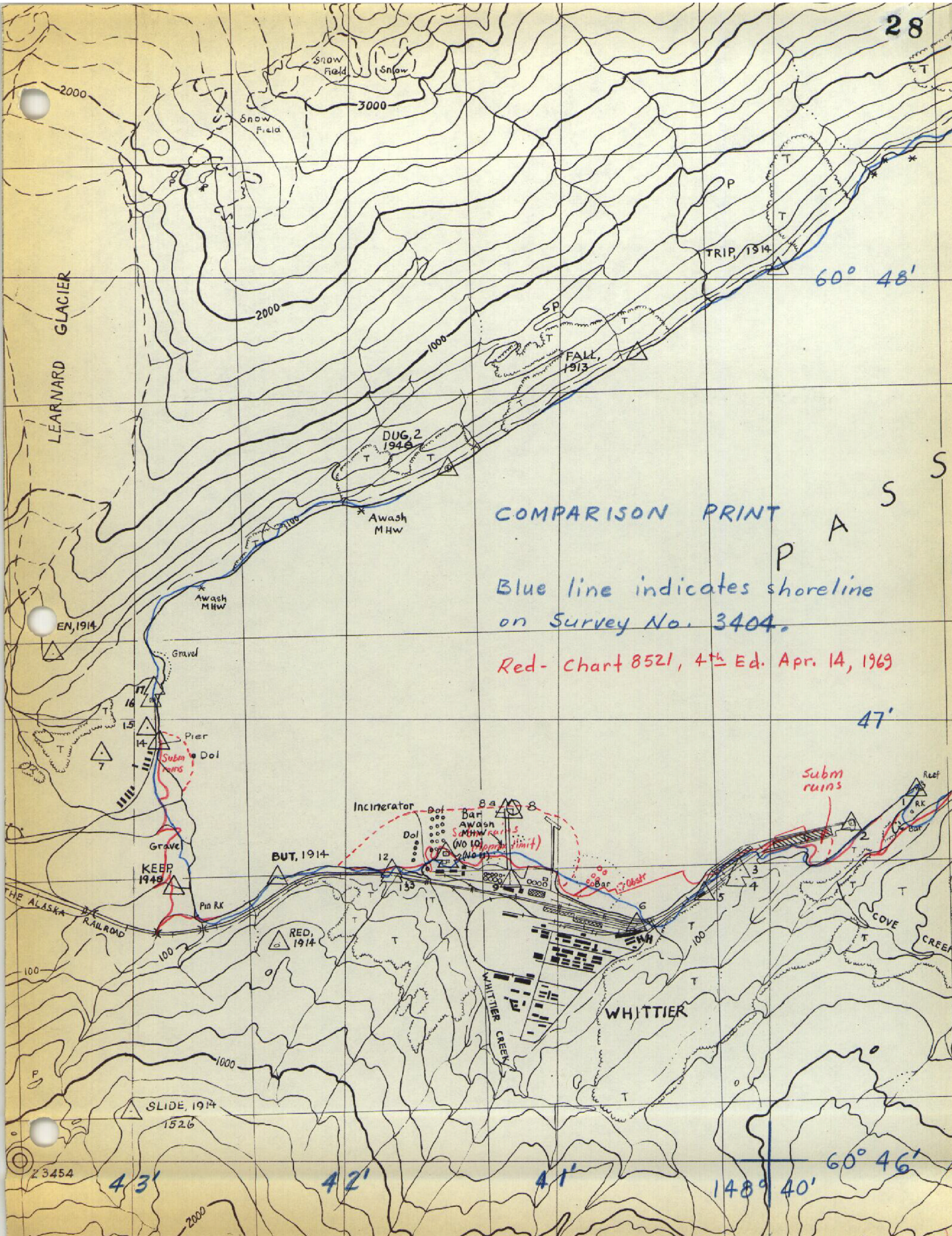
1526

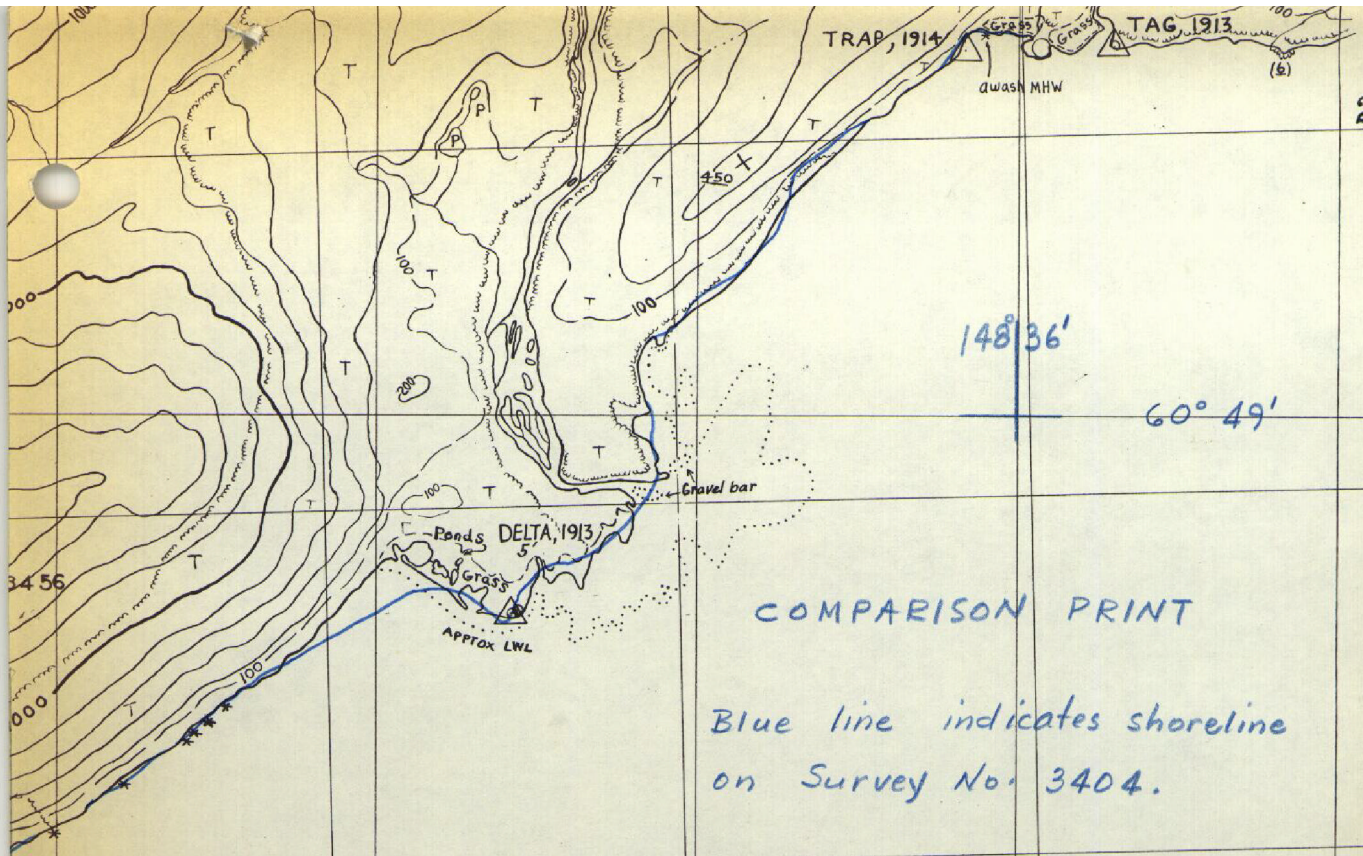
43'

42'

41'

148° 40' 60° 46'





COMPARISON PRINT

Blue line indicates shoreline
on Survey No. 3404.

