

9145

9145

FORM C&GS-504	
U.S. DEPARTMENT OF COMMERCE ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	SHORELINE
Field No.	Office No. T-9145
LOCALITY	
State	ALASKA
General locality	PRINCE WILLIAM SOUND
Locality	FLEMMING ISLAND
19 50-57	
CHIEF OF PARTY G. A. Nelson Field L. W. Swanson Office	
LIBRARY & ARCHIVES	
DATE	

DATA RECORD

T - 9145
(Preliminary)

6152

Project No. (II): (PH-152) (office) Quadrangle Name (IV): Flemming Island

Field Office (II):

Chief of Party:

Photogrammetric Office (III): Washington, D. C.

Officer-in-Charge: L. W. Swanson

Instructions dated (II) (III):

31 Dec. 1954 (office) 731 mkl

11 Feb. 1955 (office) 731 mkl

Copy filed in Division of

Photogrammetry (IV)

Office files

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.0

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV):

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III):

"Preliminary" plot laid on
N.A. 1927 control field
identified by 30th Engrs. on
1/40,000 scale photography.

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): Dana, 1948

Lat.: 60-10-00.989 30.6m.
(1826.4)

Long.: 148-05-14.570 224.7m.
(700.7) 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.

DATA RECORD

Field Inspection by (II):		Date:	1951
30th Engrs. (horizontal control only - pricked direct)			
Planetable contouring by (II):	—	Date:	
Completion Surveys by (II):	—	Date:	
Mean High Water Location (III) (State date and method of location):			
Date of photography			
Office interpretation			
(No field inspection)			
Projection and Grids ruled by (IV):	Austin Riley	Date:	1-10-55
Projection and Grids checked by (IV):	H. D. Wolfe	Date:	1-12-55
Control plotted by (III):	J. Hundley	Date:	March 1955
Control checked by (III):	G. Amburn	Date:	March 1955
Radial Plot or Stereoscopic	S. G. Blankenbaker	Date:	May 1955
Control extension by (III):	R. J. French		
	Planimetry	Date:	
Stereoscopic Instrument compilation (III):	—	Date:	
	Contours	Date:	
Manuscript delineated by (III):	R. L. Sugden	Date:	June 1955
Photogrammetric Office Review by (III):	R. J. French	Date:	June 1955
Elevations on Manuscript		Date:	
checked by (II) (III):	—		

Camera (kind or source) (III):

USC&GS Single Lens "W" Camera, 6" Focal Length and U. S. Air Force

camera

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
54-W-2295 thru 2897 ²	26 July 1954	12:27-12:28	1:10,000 (Ratio)	6.0' above MLLW
55-W-9142 and 9143	20 Sept 1955		3X	
<u>U. S. Army Photos M324</u>				
40VV thru 42VV	17 July 1950	Unknown	1:10,000 (Ratio)	Near High Tide
			4X	

Tide (III)

Diurnal

Reference Station: Cordova, Alaska
 Subordinate Station: Chenega I., Dangerous Passage
 Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
1.0	10.0	12.4
* .94	9.2	11.6

Atlantic Marine Center

Washington, D.C. Review by (IV): C. H. Bishop

Date: 1-28-71

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III):

Shoreline (More than 200 meters to opposite shore) (III): 19

Shoreline (Less than 200 meters to opposite shore) (III):

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): **8

Recovered: **7

Identified: **7

Number of BMs searched for (II):

Recovered:

Identified:

Number of Recoverable Photo Stations established (III): 0

Number of Temporary Photo Hydro Stations established (III): 0

Remarks:

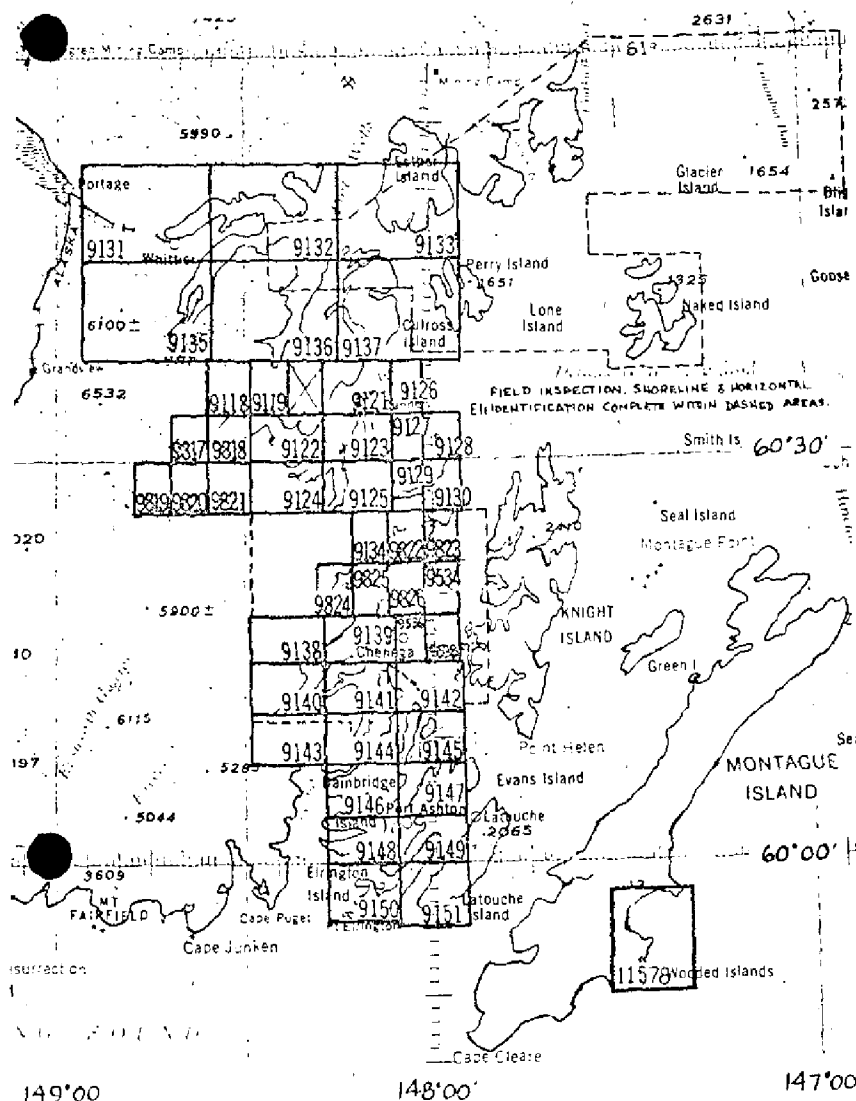
*.94 Ratio of ranges suggested by Tides and Currents for sheets T-9138 thru T-9145 (excepting Hogg Bay Sub. Station ratio for T-9143).

**30th Engrs.' 1:40,000 Air Force photographs.

T-9145

COMPILATION RECORD	COMPLETION DATE	REMARKS
Shoreline compiled	June 1955	Superseded
New radial plot, field edit applied, manuscript revised	Dec. 1957	
Final review	Jan. 1971	

Prince William Sound, Alaska



OFFICIAL MILEAGE FOR COST ACCOUNT.
 LIN. MI. AREA
 SHEET NO. SHORELINE MILES

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	3
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-9145

Several years have elapsed between the compilation and final review of this map. None of the C&GS compilation photographs were available at the time of final review. The compilation record was added by the final reviewer.

This shoreline manuscript, scale 1:10,000, is one of 43 maps that comprise Project PH-152, which is in the western part of Prince William Sound. The junction of Prince of Wales Passage and Knight Island Passage is within the area of T-9145.

Compilation was by radial plot in 1955, using ratio prints of 1:30,000 scale photographs taken in July 1954. Two ratio prints of 1:40,000 scale Air Force photographs were used in the area of Prince of Wales Passage. There was no field inspection previous to the original compilation.

A new radial plot was run in the fall of 1957, using additional control that was identified in the summers of 1955, 1956, and 1957. The manuscript was revised, using the new positions obtained, and field edit accomplished in the summer of 1957 was applied.

Final review was done at the Atlantic Marine Center in January 1971.

The compilation manuscript was a vinylite sheet 3 minutes 45 seconds in latitude by 11 minutes 15 seconds in longitude.

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

FIELD INSPECTION REPORT

MAP T-9145

PROJECT PH-152

There was no field inspection prior to compilation of this map and no Field Inspection Report is bound with this Descriptive Report.

PH-152
PHOTOGRAMMETRIC PLOT REPORT
FRINCE WILLIAM SOUND, ALASKA
Scale 1:10,000

21. AREA COVERED:

The radial plot embraces eight sheets in the vicinity of Knight Island Passage, Whale Bay, Chenega Island, and Icy Bay on the west side of Prince William Sound:

T-9138, T-9139, T-9140, T-9141, T-9142, T-9143, T-9144 and T-9145

22. METHOD:

The radial plot was laid on vinylite manuscripts on which the polyconic projection and the UTM grid were ruled. The eight sheets and the adjoining tabs and manuscripts (T-9146 and T-9147) were joined together in one unit using the grids for functioning. The attached sketch shows the layout and photographs used and the distribution and density of horizontal control. Ratio positope paper prints of 3X enlargement from the "W" camera were used on the western part of the plot, and Air Force photography of 4X enlargement (positope) were used on the eastern side where "W" coverage was not available.

The photographs were prepared in the conventional manner choosing shoreline pass points where possible at intervals of about 3 inches and points in the interior at a density of about 6 inches.

Vinylite templet stock was used throughout, and a calibration templet was used to correct for paper distortion errors.

Rays have been drawn on the photographs through those pass points that were used in the radial plot. Certain of the photo-hydro points were pricked as pass point control, and only those that have rays drawn through the point on the photographs were in the main radial plot, and were the points held to in raying in additional detail and photo-hydro points.

The compiler's judgement was used in locating a map position for all the remaining photo-hydros and detail points. A combination of (1) drawing the remaining rays on the templets and relaying them into the plot, (2) graphic manual intersection, and (3) scale check where expedient, were the techniques used to locate the remaining points. All points were located prior to compilation of the shoreline.

Inasmuch as the field identification of control was done on 1:20,000 by the USC&GS on Air Force photography, and on 1:40,000 by the 30th Engineers, a reasonable tolerance was expected in holding to control in the final closure and adjustment. The attached sketch and tabulated list of stations with the resultant tolerances show the relative accuracy obtained in the 1:10,000 plot.

In general, better closures were obtained where the sub-point method of recovery was used. Almost without exception, the 30th Engineers pricked the home station direct, which allowed the radial plot considerable discretion in the closure and adjustment. Most of the stations held well within an accepted tolerance of not in excess of ± 0.5 mm. of true position. Manuscripts T-9139, T-9141 and T-9144 are perhaps the most accurate in position. T-9138, T-9140, T-9142 and T-9143 are next best in horizontal position, and T-9145 is considered the least accurate of the entire group.

The plot was drilled through the various thicknesses of templates through the manuscripts, and the points were circled in red ink where the position was determined by three or more cuts, green if by two cuts only.

This plot should be verified on the east and west sides upon receipt of further field identified control, and it is advisable to use the stereoplani-graph as the bridging instrument since bad tilts and crab in the flight pattern are noticeably evident.

23. ADEQUACY OF CONTROL:

Horizontal control is adequate for those sheets in the middle of the plot, but more accurately identified control is needed on both the east and west sides, and a better plot is anticipated when the field identified control becomes available. Trouble was encountered in the extreme W and NW sides of the plot on T-9138 in Nassau Fiord and on T-9140 in Icy Bay.

It is suggested that topographic stations 418 (MIND, 1951), and 420 (SAND, 1951) in Nassau Fiord, and either 422 (IDOL, 1951) or 423 (JOWL, 1951) in Icy Bay be located by triangulation methods to give a comparison with the existing preliminary plot positions and thereby justify whether a new radial plot should be laid for smooth sheet plotting. No. 177 (Nassau, 1933) did not hold and the identification is considered to be in error. It is requested that it be re-identified for subsequent work.

24. SUPPLEMENTAL DATA:

T-4308	1:20,000	1927
T-4810	1:20,000	1933
T-4808	1:20,000	1933
T-3093	1:20,000	1910

25. PHOTOGRAPHY:

The W camera coverage is better in general as concerns definition and quality of detail than is the Air Force photography on the east side of sheets T-9142 and T-9145. Tree overhang and displacement, and resulting shadows are factors which hindered the accurate recovery of control alongshore,

- 3 -

and will necessitate compiling much shoreline with the dashed line approximate high water line symbol. Fixing a control point direct is subject to inaccuracies under the circumstances this photography presents, and hence the plot is weak in the areas mentioned in 23 above. The scale was not good on the "W" 3X enlargements, but was surprisingly good on the 4X Air Force enlargements.

Flight lines should have followed the general NE-SW alignment of these islands in order to afford the radial plot stronger azimuth transfers across the more narrow straits, and thus avoid as many water azimuths as possible.

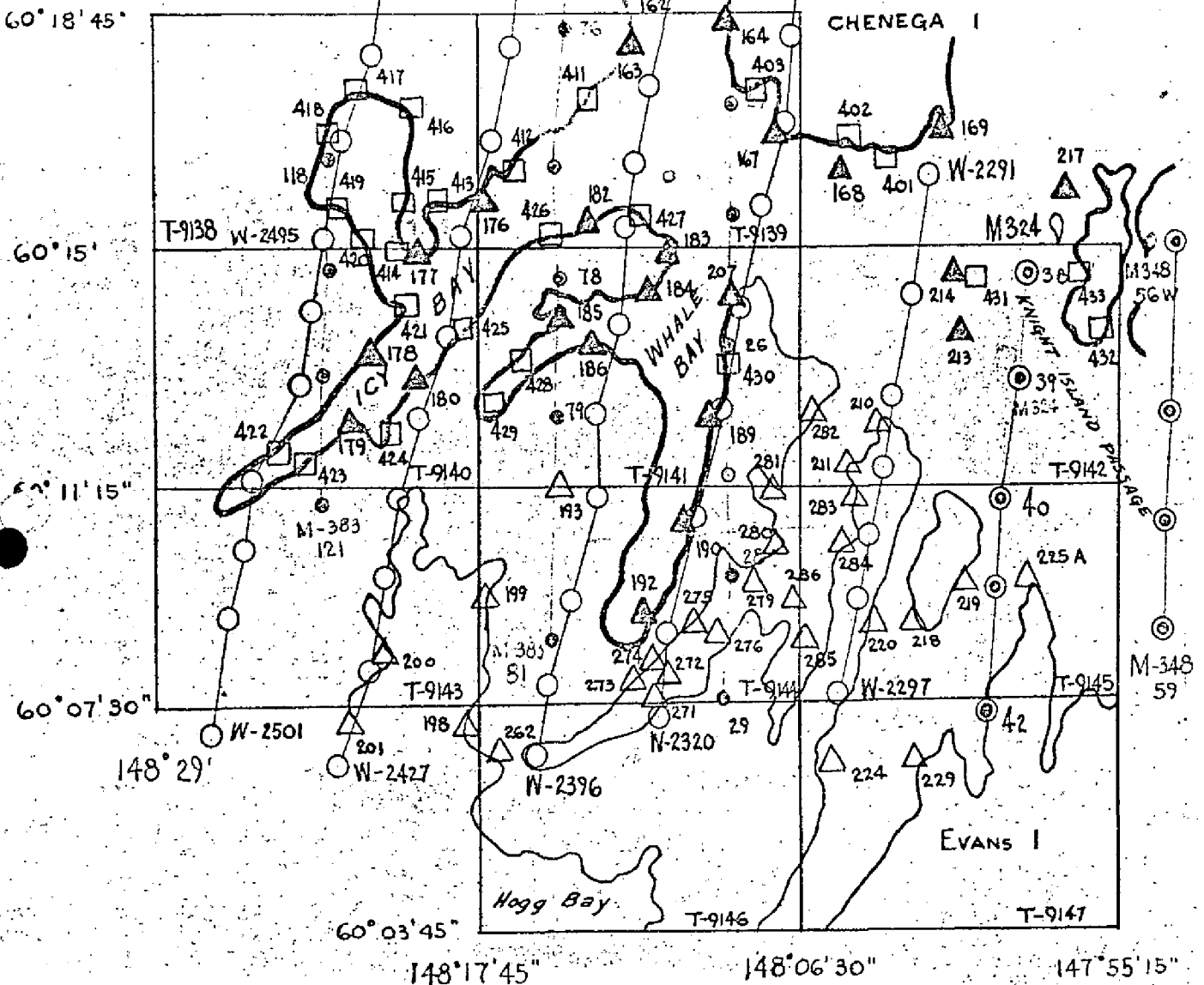
Approved by:

Respectfully submitted:

S. V Griffith
Chief, Cartographic Branch

Roscoe J. French

Roscoe J. French
Supervisory Cartographer



○ 1954 W Ratio prints (3 x to 1 : 10,000) ◎ Air Force (4x)

• Field inspection Air Force photos 1 : 20,000

A Horizontal control field inspected by US CGCS 1: 20,000

△ Horizontal control field inspected by 30 th Egr. 1 : 40,000

☐ Topographic stations located by radial plot

Field inspected shoreline 1 : 20,000 Air Force photography; photo hydr

Includes

photo hydr

Pa-152

HORIZONTAL CONTROL STATIONS IN RADIAL PLOT No. 2 (1:10,000)
T-9138, T-9139, T-9140, T-9141, T-9142, T-9143, T-9144, T-9145

157 Jackal, 1933 Sub. pt. 0.2mm.
160 Wagon, 1933 0.6mm.
161 Precip, 1933 Sub. pt. Held
162 Cener, 1933 0.6mm.
163 Icy, 1933 Sub. pt. Held
164 Nigger, 1933 Held
165 Bend, 1933 Sub. pt. Held
167 Shale, 1933 Held
168 Village, 1933 Sub. pt. Held
169 Chenega, 1907 Sub. pt. Held
176 Duke, 1933 Held
177 Nassau, 1933 1.0 mm.
178 Fiord, 1933 Sub. pt. A 0.2mm.
179 Thor, 1933 Held
180 Zeus, 1933 0.2mm.
183 Baron, 1933 0.2mm.
184 Belt, 1933 Sub. pt. Held
185 Olga, 1933 Held
186 Tina, 1933 Sub. pt. Held
189 Vega, 1933 Sub. pt. Held
190 Bebe, 1933 Sub. pt. Held
192 Kit, 1933 Sub. pt. 1.0mm. (Held to home Station)
198 Wat, 1927 Held
199 Goat, 1927 Held
200 Brid, 1927 Held
201 Glac, 1927 0.2mm.
207 Orion, 1933 Sub. pt. 0.2mm.
210 Bain, 1933 2.4mm.
211 Tate, 1948 0.3mm.
213 Pleiades, 1933 Held
214 Sister Rock, 1907 Held
215 South, 1907 Held
217 Squire, 1933 Held
218 Rot, 1910 0.4mm.
219 Ship, 1910 0.2mm.
220 Horn, 1910 0.8mm.
224 Ded, 1910 Held
225A Pas, 1910 Held
229 Guguak, 1910
262 Hydro, 1948
271 Plain, 1948 Held
272 Cross, 1948 0.2mm.

273 Clear, 1948 Held
274 Half, 1948 0.2mm.
275 Pass, 1948 Thin cuts
276 Age, 1948 Held
279 Ruth, 1948 Held
280 Nub, 1948 Sub. pt. Held
281 Low, 1948 Held
282 Sage, 1948 Held
283 Babe, 1948 0.3mm.
284 Dana, 1948 Held
285 Inner, 1948 0.2mm.
286 Sip, 1948 Held

NOTE: All stations that have sub-pts. listed were field identified by USC&GS on 1:20,000 Air Force photography. All others were field identified direct by 30th Engineers on 1:40,000 photographs.

PB-152

TOPOGRAPHIC STATIONS LOCATED BY RADIAL PLOT No. 2 (1:10,000)
Field identified on 1:20,000 Air Force photography

401 RICH, 1951	421 IBIS, 1951
402 NEAT, 1951	422 IDOL, 1951
403 OATH, 1951	423 JOWL, 1951
411 GARB, 1951	424 TRAM, 1951
412 PULL, 1951	425 DOLT, 1951
413 QUAD, 1951	426 NIPY, 1951
414 YANK, 1951	427 PAWN, 1951
415 WILL, 1951	428 KIVA, 1951
416 LULU, 1951	429 FINI, 1951
417 EDDY, 1951	430 WINE, 1951
418 MIND, 1951	431 PLEIADES I. LT., 1955
419 ULNA, 1951	432 NILE, 1951
420 SAND, 1951	433 ZEST, 1951

PROJECT PH-152
 PHOTOGRAMMETRIC PLOT REPORT
 (T-9138 through T-9147) Supplement 2
 (Including Portions of T-9148 and T-9149)
December 1957

21. AREA COVERED

This radial plot covers the area comprising manuscripts T-9142, T-9144 and T-9145, T-9146 and T-9147, T-9148 and T-9149. Sheets T-9148 and T-9149 were included to effect a junction with previous overlapping plots.

22. METHOD

This plot was laid on the original manuscripts with original templates. Control identified in 1955, 1956, and 1957 was added to the manuscripts and photographs to strengthen positions obtained by former radial plots and stereoplanigraph bridging.

The plot was begun on T-9145 where the templates were well-controlled. (see plot sketch) This area was very rigidly fixed and tied into original positions on T-9142 and T-9144. From here the plot was extended on control stations until a satisfactory junction was made with previous work on T-9148 and T-9149. Areas of position change occurred mainly on T-9147 and in local areas on T-9145, T-9146 and T-9149.

23. ADEQUACY OF CONTROL

Control was adequate for most of the plot and most of the stations were held. Another station in the eastern half of T-9147 would have helped as this area is considered weak due to lack of control and photography.

Except as discussed below all stations held (within 0.2 mm):

Stations missed by 0.3 mm are as follows:

(283)	(279)	(273)
BABE 1948,	RAFT 1956,	RUTH 1948,
HARD 1955(Sub Pt),	IKTUA 1955,	ROCK 2 1927(2 Rays)
(249)	(238)	

OFF 1927, EVANS 1905 (Sub Pt). These differences are not regarded as significant because the original templates had distorted some and both manuscripts and templates were slightly mutilated by use.

- (211) TATE 1948 - Missed 0.4 mm. 2 cuts. Identification one photograph was poor.
- (218) POT 1910 - Missed 0.6 mm. (Same as former plot) Identification doubtful.
- (220) HORN 1910 - Missed 0.6 mm. (Same as former plot) Identification doubtful.
- (192) KIT 1933 Sub. Sta. - Missed 0.6 mm. - Probably mis-identified. Another small point appears about 0.6 mm to the south would have fit position. Home station was held.
- (258) HOGG 1927 - Missed 0.8 mm. - Station listed as pricked within 1 mm on photos - not very clear.
- EVANS BAY LT 1955 - Missed 0.6 mm. - 2 Rays - Photos not clear, field pricking doubtful.

24. SUPPLEMENTAL DATA

See original report.

25. PHOTOGRAPHY

See original report.

SKETCH AND FORM M-2388-12 CONTROL STATION DATA

A sketch appended. Forms M-2388-12 are filed with respective descriptive reports.

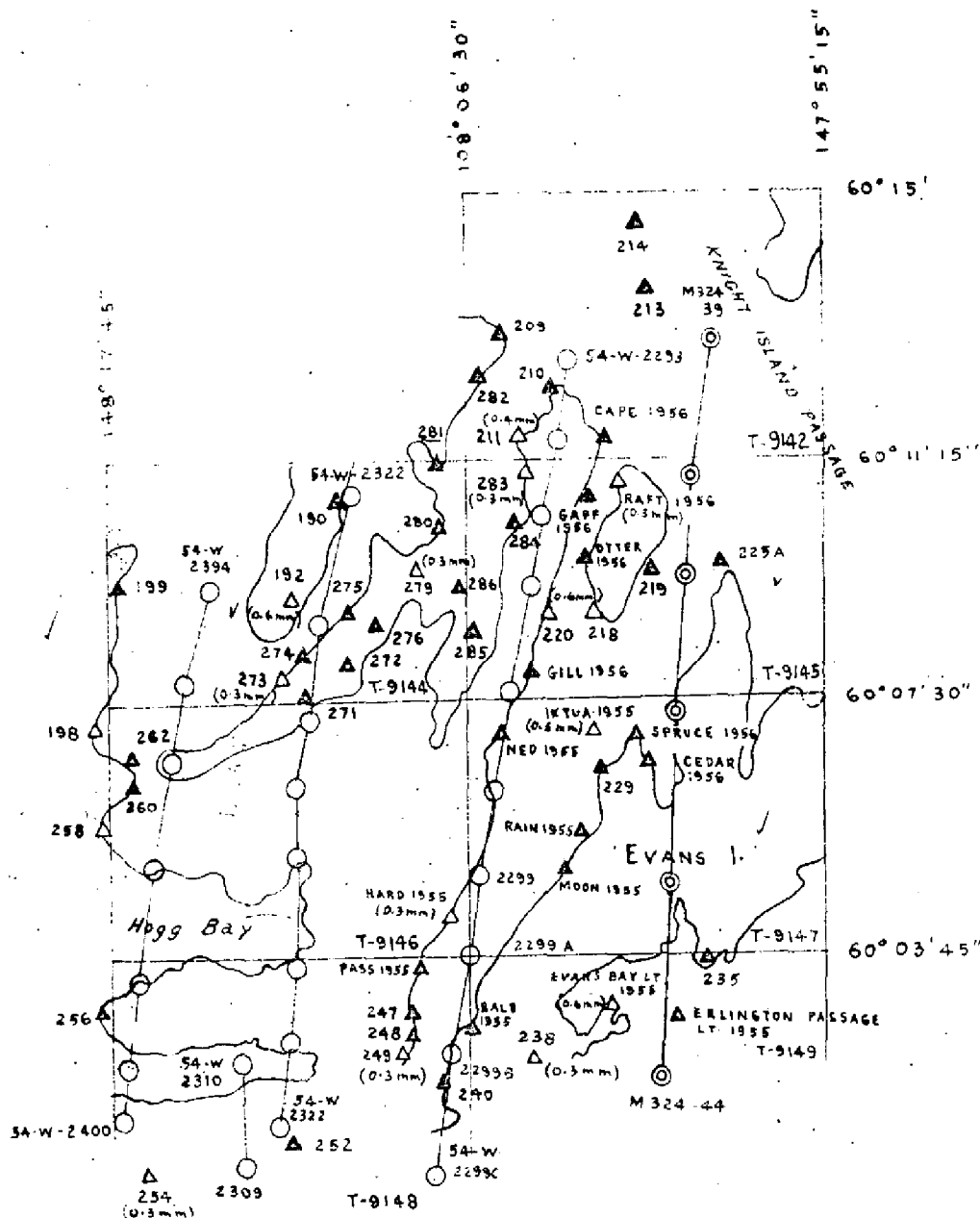
Submitted by
R. L. Sugden

R. L. Sugden

Approved:

Everett H. Ramey

Everett H. Ramey
Chief, Graphic Compilation Unit



PHOTOGRAMMETRIC PLOT SKETCH
PROJ-6152 PRINCE WM. SD.

SCALE 1:10,000

DEC 1957

KEY TO NUMBERED STATIONS

- 209 - PISA 1948
- 260 - FLAT 1948
- 258 - HOGG 1927
- 235 - SKUN 1927
- 238 - EVANS 1905
- 240 - ISLE 1910
- 247 - SAND 1910
- 248 - PED 1910
- 249 - OFF 1910
- 252 - TOP Z 1927
- 254 - ROCK (ROCK 2) 1927
- 256 - SWAN 1927
- or names of other numbered stations see original report.

▲ STATION HELD

△ STATION NOT HELD

○ U.S.C. & G.S. "W" CAMERA PHOTOGRAPHS

◎ AIR FORCE PHOTOGRAPHS - Series M-324

MAP T. 9145 PROJECT NO. PH-152 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
						FORWARD	(BACK)	
Big, 1910	VI 274	N.A. 1927	60-07-59.290	East of Sheet		1835.0	(22.0)	
			147-54-43.034			664.4	(261.9)	
Bear, 1907	VI 259	"	60-09-36.420			1127.2	(729.8)	
			147-58-16.773			258.7	(666.9)	
Pas, 1910	VI 276	"	60-09-40.01			1238.3	(618.7)	
Elev. 341 Ft.			147-58-30.08			464.0	(461.6)	
Cut, 1910	VI 269	"	60-09-15.182			469.9	(1387.1)	
			147-58-09.791			151.1	(774.6)	
Rot, 1910	VI 275	"	60-08-53.046			1641.7	(215.3)	
			148-02-15.739			242.9	(682.9)	
Ship, 1910	VI 275	"	60-09-30.672			949.3	(907.7)	
			148-00-25.577			394.6	(531.0)	
Horn, 1910	VI 275	"	60-08-56.823			1758.6	(98.4)	
Elev. 1542 Ft.			148-03-36.114			557.2	(368.6)	
Table, 1907	VI 90	"	60-11-02.569			79.5	(1777.5)	
			148-03-05.421			83.6	(841.3)	
Babe, 1948	VI 273	"	60-10-43.443			1344.5	(512.5)	
			148-04-45.460			700.9	(224.1)	
Elev. 7+ Ft.			60-10-00.989			30.6	(1826.4)	
Dana, 1948	VI 282	"	148-05-14.570			224.7	(700.7)	
			60-08-36.662			1134.7	(722.3)	
Inner, 1948	VI 282	"	148-06-05.815			89.7	(836.3)	
								1
								8

1 FT. = 3048006 METER

COMPUTED BY C. O. DeMarr

DATE 16 March 1955

CHECKED BY Amburn

DATE 16 March 1955

M-2388-12

MAP T. 9115 PROJECT NO. PH-152 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
Gill, 1956	Field Pos.	N.A. 1927	60-08-18.863 148-04-22.922				583.8 (1273.1)		
Martin, 1956	"	"	60-08-52.117 148-01-46.963				353.8 (572.3)		
Lava, 1956	"	"	60-08-06.875 147-59-35.060				1613.0 (243.0)		
Ship, 1956	"	"	60-09-30.689 148-00-25.388				724.7 (201.2)		
Pointed, 1956	"	"	60-09-39.685 147-58-29.949				212.8 (1644.2)		
Pan Hat, 1956	"	"	60-08-56.880 148-02-40.187				541.2 (385.0)		
Horn, 1956	"	"	60-09-00.098 148-03-34.273				949.8 (907.1)		
Otter, 1956	"	"	60-09-12.785 148-02-39.068				391.7 (533.9)		
Gaff, 1956	"	"	60-10-26.874 148-02-46.523				1228.2 (628.7)		
Dorv, 1956	"	"	60-10-08.915 148-02-34.120				462.0 (463.5)		
Raft, 1956	"	"	60-10-58.330 148-01-40.301				1760.4 (096.6)		
Bim, 1948	VI 282	"	60-08-11.56 148-06-28.440				620.1 (305.7)		
							003.0 (1853.9)		
							528.8 (397.0)		
							1324.2 (532.7)		
							602.6 (322.9)		
							831.7 (1025.2)		
							717.4 (207.8)		
							275.9 (1581.0)		
							526.2 (399.1)		
							1805.3 (051.7)		
							621.2 (303.7)		
							357.8 (1499.2)		1
							438.4 (187.8)		9

1 FT. = 3048006 METER

COMPUTED BY G. Amburn

DATE 7 October 1957

CHECKED BY E. Ramey

DATE 8 November 1957

M.2388-12

COMPILATION REPORT (Preliminary)
T-9145

31. DELINEATION:

Shoreline and foreshore features were delineated on the manuscript from office stereoscopic interpretation. No field inspection is available.

Features shown were first drawn on a piece of vinylite superimposed on the photograph with the most nearly true scale. Graphic methods were then used to compile and delineate the MHWL and adjust the planimetry to manuscript scale by holding to the compilation points of near-sea-level elevation.

Most of the MHWL on the western half of the manuscript, including the western half of Flemming Island, is well defined inasmuch as the photography taken with the "W" camera was good. The small portions of approximate MHWL are due to tree overhang. In the eastern half of the manuscript it was necessary to show more approximate MHWL than was desirable due to lack of good definition and pass point control. (See photogrammetric plot report filed with T-9144.)

No stereoscopic coverage was available for delineation of the shoreline at the junction on the southern extremities of the manuscript as the work schedule necessitated transmitting the ratio office prints to the field. The shoreline on Evans Island southeast of station Pas, 1910, was not completed in consideration of the weakness of the plot and the lack of adequate coverage in the area.

32. CONTROL:

(a) Identification

The control was identified in 1951 by the 30th Engineers on 1:40,000 photographs. It is not adequate for transfer to the 1:10,000 photos used in the plot. It has been requested that the control be field identified on 1:10,000 prints for a plot to be laid later for smooth sheet plotting.

In addition, two stations (Ship, 1910 and Pas, 1910) were office identified and held.

(b) Density and Placement

The density and placement of control is adequate in the western half but is inadequate in the southeastern portion. An index requesting further recovery of control was forwarded to the field earlier in the season.

33. SUPPLEMENTAL DATA:

T-3093	1:20,000	1910
Chart 8523	1:40,000	1935, revised to 1951

- 2 -

These were used as an aid in location and interpretation of the MHWL and other alongshore features.

34. CONTOURS AND DRAINAGE:

Inapplicable.

35. SHORELINE AND ALONGSHORE DETAILS:

The MHWL, shallow areas, and other alongshore detail were office interpreted from C&GS photos taken at approximately half tide, and others at high tide. Not all of the low water rocks shown on planetable survey T-3093 were visible on the photography.

There is no previous survey covering the shoreline on the west side of Bainbridge Island. Because of poor definition, overhang of trees in heavily wooded areas, and deep shadows on the Air Force photography, definition of shoreline detail was poor.

The tower shown on Chart T-3093 and Seward (A-3) Alaska quad could not be seen on the photos. Two buildings in this area are the only cultural detail on the map. A log image shown on the Eastern shore of Bainbridge Island, north of Panhat Point, could be a pier and should be investigated before charting.

36. OFFSHORE DETAIL:

No unusual problems occurred.

37. LANDMARKS AND AIDS:

Inapplicable.

38. CONTROL FOR FUTURE SURVEYS:

There are no recoverable topographic stations or photo-hydro control in the area of this survey. (See 49, Notes to the Hydrographer.)

39. JUNCTIONS:

Junctions were effected with T-9142 and T-9144. There is no contemporary survey to the east. Since this is a "preliminary" manuscript of poor control and coverage in the southeast, no junction was made with T-9147 pending a new radial plot for both sheets.

40. HORIZONTAL AND VERTICAL ACCURACY:

Vertical accuracy is inapplicable.

As stated in Paragraph 32, the horizontal position of detail on Evans Island, south of Pas, 1910, is of subnormal accuracy due to the weakness of

- 3 -

the plot.

The rest of the sheet is considered of less than the standard accuracy desired, but is thought to be within 1.0mm of true position. A new plot will be laid when the recovery of control is submitted on 1:10,000 photography.

41-45. Inapplicable.

46. COMPARISON WITH EXISTING MAPS:

A comparison was made with USGS SEWARD (A-3) ALASKA, 1:63,360, 1952, and is of better detail due to its larger scale, and will supersede it when horizontal accuracy is verified by forthcoming field inspection in 1955.

47. COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with Nautical Chart 8523 - 1:40,000, 1935 edition, Rev. to 1951. As much of the photography is at high water, numerous low water rocks along the entire shoreline were not visible for delineation. A rock awash midway between station Horn, 1910, and Rot, 1910, and others in the vicinity of Rot, 1910, were not visible.

On that portion of Evans Island shoreline that is shown, there are a couple of large rocks which are connected with the mainland on Chart 8523. According to the photographs they are detached.

(a) Inapplicable.

(b) Items to be applied to Nautical Charts immediately - None.

(c) Items to be carried forward--there is a Tower on Flemming Island shown on Chart 8523 which is believed to exist but cannot be substantiated without field inspection.

(d) Inapplicable.

48. GEOGRAPHIC NAME LIST:

Names obtained from Chart 8523:

BAINBRIDGE ISLAND
BAINBRIDGE PASSAGE
EVANS ISLAND
FLEMMING ISLAND
KNIGHT ISLAND PASSAGE
PANHAT POINT
PRINCE OF WALES PASSAGE
SHIP ISLAND

Approved by:

K. N. Mahi for R. J. F.
Roscoe J. French
Supervisory Cartographer

Submitted by:

R. L. Sugden
R. L. Sugden
Cartographic Photogrammetric Aid

Prince William Sound
Project 6152
May 1956

Supplement to Compilation Report
for T-9141, T-9142, T-9144 through T-9147

New triangulation stations were established and additional previously-established stations were recovered and identified on field photographs during the 1955 field season. These stations are listed as follows:

T-9142

Bain, 1933
Pisa, 1948
Sage, 1948
Tate, 1948, sub. pt.

T-9144

Ruth, 1948, sub. pt.
Low, 1948, " "

T-9145

Bear, 1907
Inner, 1948, sub. pt.

T-9146

Hard, 1955, sub. pt.

T-9147

Iktua Rock, 1955
Rain, 1955, sub. pt.
Moon, 1955, sub. pt.
Ned, 1955 (White wash No. 1)

New bases, at scale 1:10,000, corresponding to the original manuscripts were ruled and stereoplanigraph bridging accomplished the location of photo centers and pass points used in the original radial plot. The general shift in datum between the radial-plot-located pass points and the stereo-instrument-located pass points was relatively small (0.5 mm to 1.0 mm). Differences were localized in small areas and were due to the additional horizontal control available to the stereo instrument plotter.

- 2 -

The shoreline on the original subject map manuscripts was readjusted by graphic methods to the instrument-located points where differences in datum occurred. Shoreline, where necessary, was redelineated. Shifts in shoreline due to datum change and corrective redelineation were done in red plastic ink. A considerable amount of indefinite dash-line shoreline was changed to a definite solid-line shoreline. This was done as a fill-in of the dash line in black plastic ink. Any change in position or conformation was shown in red plastic ink.

Submitted:

K. N. Maki

SUPPLEMENT TO COMPILATION REPORT
T-9145
December 1957

31. Delineation

Reference: Compilation Instructions - Supplement 4
Prince William Sound, Alaska
Dated 23 October 1957

Manuscript T-9145 was revised to incorporate changes in positions of shoreline features and photo-hydro stations resulting from additional field work in 1957 and a new radial plot.

The shift in datum is discussed in the Photogrammetric Plot Report Supplement 2, filed as part of the descriptive report for T-9144. The shift in detailing at the southeast shore of Fleming Island was effected by holding the pass points on the vinylite impression of the previous compilation to the new manuscript positions and tracing the detail.

Shoreline on the eastern portion of Evans Island was not delineated on the preliminary manuscript due to a scarcity of control and poor definition of the air force photographs. It was delineated on this "advance" manuscript from C.&G.S. "W" camera field photographs ratioed 3X and adjusted to the new radial plot positions with the addition of new pass points common to both sets of photographs. This area is considered weak due to lack of control (see plot report), overhang, and shadow on photographs.

The manuscript is now in final form but subject to change by verification or final office review.

Robert L. Sugden
Robert L. Sugden
Cartographer

October 19, 1970

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-152 (Alaska)

T-9145

Bainbridge Island

Bainbridge Passage

Evans Island

Flemming Island

Knight Island Passage

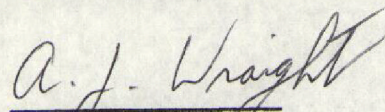
Panbat
~~Pant~~ Point

Prince of Wales Passage

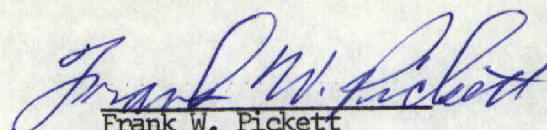
Shelter Bay

Ship Island

Approved by:


A. Joseph Wraight
Chief Geographer

Prepared by:


Frank W. Pickett
Cartographic Technician

49. NOTES TO THE HYDROGRAPHER - T-9145

In the area of "W" camera coverage, the hydrographer may be able to use the photographs to some advantage in locating photo hydro control. Those pass points, that were used in the radial plot, have rays drawn through them on the photographs, and can be used with confidence in raying in additional points selected in accordance with Photogrammetry Instructions No. 45. The manuscript position of the "W" coverage is probably adequate for boat sheet work, but the Air Forces' photography will doubtless be of little use since the definition is poor, and overhang and shadows are deterrents to proper and reliable identification of photo hydro control. More field identification of horizontal control on 1:10,000 photography is necessary before reliable position can be extended for smooth sheet plotting.

The dashed line approximate MHWL symbol has been used extensively, and verification by the hydrographic party is desired before charting.

Submitted by:



Roscoe J. French
Supervisory Cartographer

MANUSCRIPT T-9145

49. NOTES FOR THE HYDROGRAPHER

Hydrographic stations were added to manuscript T-9145 (advance manuscript) which was revised in December 1957. Positions were adjusted to the datum established by the December 1957 radial plot.

The majority of hydrographic stations were located on the manuscript by photogrammetric methods. Those on the north shore of Fleming Island between VAL and ACE were plotted from unadjusted field positions and station BUM was located by planetable from photo hydro positions.

The final manuscript should be used for adjusting hydrography in this area.

Below is a list of 1956 hydro stations located on manuscript T-9145.

BAR	DUD	PUP	ACE
RUT	SAG	SKY	ZAG
TAP	TAP	JUG	YAM
VAN	NEL	DOT	WAD
WHY	BED	AMP	VAL
YEN	LOG	FOX	KIT
ARK	PIE	MAN	JAY
OAK	CAT	HUT	IDA
BUM	HER	NUB	CAB
ZOO	DAY	OBE	LIP
COW	BAB	PUT	BAG

FORM 1002(T-2) PHOTOGRAMMETRIC OFFICE REVIEW

MAP T- 9145

PROJECT PH-152

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

FIELD INSPECTION REPORT
PRINCE WILLIAM SOUND, WESTERN PART

PROJECT 1277
Ship BOWIE

H.C. Applegquist
Chief of Party

2. A REAL FIELD INSPECTION:

The area is mountainous and is heavily wooded on the lower slopes. Quality of the photographs was good.

2. HORIZONTAL CONTROL:

The following supplemental control stations were established by triangulation:

BALD 1955	IKTVA ROCK 1955	BETTE 1955
PASS 1955	STUMP 1955	MILL 1955
CRAB 1955	SHIP I. TREE 1955	ADD 1955
HARD 1955	DONALD 1955	NOD 1955
SIMPLE 1955	RINGTON 1955	EVANS IS. LT. 1955
MOON 1955	NAVE 1955	ELRINGTON IS. DAY
MAYEE 1955	FIERING 1955	BEACON 1955
RAIN 1955	SCRUB 1955	ELRINGTON PASSAGE
NED 1955		LT. 1955
		EVANS BAY LT. 1955

The following stations are reported lost on form 526.

CUBE 1910	HORN 1910	BEN 1927
DED 1910	HEX 1910	PRIEST 1906
JUT 1910	CUT 1910	TANG 1906
PIK 1910	PAS 1910	TEN 1927
VI 1910	ROT 1910	GOOD 1906
SHIP 1910	BIG 1910	GREEN 1910
SIR 1910	SPOT 1927	LAP 1910
EAT 1910	SLIDE 1927	BEAR 1907
WOOD 1910	SAM 1927	PORT 1917
BAD 1910	PEN 1927	SAID 1943
KINE		

Stations BEAR, 1907 and PORT, 1917 are reported lost but were identified for photo control. BEAR, 1907 is a tree which has fallen, the station mark at PORT, 1917 was found but the rock it was set in had been moved, however the station was pricked with sufficient accuracy for photo control.

The triangulation in the northern part of Prince of Wales Passage could not be recovered, supplemental control was established and identified as substitutes. Supplemental control was also established and identified in place of RED, 1927 and CLEARING, 1906.

4, 5, & 6 Inapplicable.

- 2 -

7. SHORELINE AND ALONGSHORE FEATURES:

Tide did not permit a detailed inspection of the shoreline, however notes on the field photos were made wherever possible.

8, 9 & 10 Inapplicable.

11. OTHER CONTROL:

Photo Hydro control was established using the preliminary manuscript. These stations are shown as red circles on the office photos. ✓

Two topo disks, HANK, 1955 and BLUE 1955 were set in the vicinity of Mc Clure Bay, these are to be located by the photogrammetric office.

12 & 13 Inapplicable.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA:

Control station identification cards are submitted for all control identified on the photos. ✓

Recovery notes for triangulation will be submitted direct to the Washington Office. ✓

Triangulation data for Supplemental Control established will be submitted to the Washington Office. ✓

Descriptions of Recoverable topo. Stations, HANK, 1955 ✓ and BLUE, 1955 are submitted with this report.

Respectfully submitted

Kenneth A. Mac Donald.

Kenneth A. Mac Donald
Ensign, C&GS

APPROVED:

Allen L. Powell

Allen L. Powell, LCDR., C&GS
for H.C. Applequist,
Commander, C&GS
Chief of Party

DESCRIPTIVE REPORT
Project PH-152
Prince William Sound

The shoreline for all hydrography accomplished during the 1957 field season is derived from shoreline manuscripts compiled on a 1:10,000 scale from aerial photographs. Signals for visual hydrography were derived by radial plot in the field, by recovery of previously selected photo-hydro stations when available, by intersection from triangulation, by plane-table, and by sextant cuts and fixes. All signals located by radial plot in the field are indicated on the manuscripts by a red circle with the signal name alongside. A few signals located by plane-table and by triangulation cuts are indicated in the same manner. In a few instances, sextant cuts and fixes were plotted on the manuscripts and the signal locations were indicated by blue circles with the name alongside.

Shoreline revisions and unusual methods of hydrographic signal location are summarized below:

PRELIMINARY SHORELINE MANUSCRIPT T-9145

The north shore of Flapping Island appeared on this manuscript as a dashed line labeled "APPROXIMATE HWL". Five signals, VAL, VAD, VAN, ZAG and ACE, were located by theodolite cuts from triangulation stations. These five signals and nearby triangulation stations were used as control to locate the HWL by plane-table and stadia distances. The approximate HWL was removed from the black line impression of the manuscript and the correct shoreline was applied. One rock awash between ACE and ZAG and a small islet between PUT and ACE were located during the plane-table work.

Since this is a preliminary manuscript, this portion of the shoreline, the rock awash and the small islet should be held fixed when the rest of the shoreline is adjusted to the correct datum.

The approximate HWL in the vicinity of BIM 1942, BUM and on around the small island was located by plane-table. Station BUM was located by plane-table and stadia distance. For this portion of the work, photo-hydro points were used exclusively for control. When the rest of the shoreline in the vicinity is adjusted to the correct datum this portion of shoreline and signal BUM should receive the same adjustment.

ADVANCE SHORELINE MANUSCRIPT T-9141

The approximate HWL between topographic signal VON and triangulation station OPION 1933 was located by plane-table. The plane table was set up on VON, oriented on VAPON 1933, and the HWL was located by stadia distances to several points. The approximate HWL was removed from the black line impression and the correct HWL added.

The same method was used to obtain the true MHWL between RMY and SOB and between TAF and RUB. TAF is on the highest point of an islet which was originally indicated by a reef symbol. The black line impression was corrected, on the basis of stadia distances by plane-table.

PRELIMINARY SHORELINE MANUSCRIPT T-9139

On Verdant Island the approximate MHWL between RAT and WAX was resolved by plane-table, using the manuscript as the field sheet. Stations COD, DOT and EGO were located by plane-table fixes on photo-hydro points, and all shoreline was controlled by photo-hydro points.

The approximate MHWL between UTA and PAMW 1951 was resolved by plane-table, using photo-hydro stations in the vicinity for control and the black-line impression as the field sheet. The same method was used between IOI and FUG, near GAD, between ZOP and LIX and between TIP and PAS. Stations MET and ROC were located by plane-table.

In all the above work only photogrammetric control was used. When the rest of the shoreline is adjusted to the correct datum the newly located shore-line should receive the same adjustment, also the signals located by plane-table.

The approximate MHWL at latitude $60^{\circ} 15'19''$, longitude $148^{\circ} 17'16''$ was carefully field inspected and the true MHWL is indicated on photographs 54W2423 and 54W2424. The true MHWL in the small bay at latitude $60^{\circ} 16'13''$ and longitude $148^{\circ} 17'15''$, and in the vicinity of topographic station PULL 1951 is indicated on photograph 54W2434. The true MHWL between stations EOW and WIPY 1951 is indicated on photographs 54W2390 and 54W2391. The true MHWL between stations WIPY 1951 and AID is indicated on photograph 54W2391.

PRELIMINARY SHORELINE MANUSCRIPT T-9144

The approximate MHWL between JOI and KOD (T-9146), in the vicinity of stations JED, FRY, and in the vicinity of LAX and PLAIN 1943 was resolved by plane-table, using photogrammetric control. Stations WED, FRY and EOG were located by plane-table. Station ACT was located by plane-table. All this work should be adjusted to the correct datum on the final manuscript.

Stations WAX and KOD were located by plane-table cuts using photogrammetric control. They should be adjusted to the correct datum on the final manuscript.

ADVANCE SHORELINE MANUSCRIPT T-9138

The approximate MHWL in the vicinity of signal BAR was field inspected and the true MHWL is indicated on photograph 54W2433.

The approximate MHWL northwest of photo point 316 was resolved by plane-table. The correct MHWL is now shown on the black-line impression.

ADVANCE SHORTLIFT MANUSCRIPT T-9140

The approximate MHWL at the following locations was resolved by plane-table and the correct MHWL is now shown on the black-line impression:

1. Vicinity of stations EAT and GAB.
2. Vicinity of station FBL, latitude $60^{\circ} 12' 10''$, longitude $146^{\circ} 21' 17''$.
3. Vicinity of SWS 1933 and AGE.

The approximate MHWL in the vicinity of topographic station DOLT 1951 was field inspected and the true MHWL is indicated on photograph 54W2432.

No additional shoreline discrepancies were noted during hydrography and signal building. All signals appear to plot in their correct location with respect to the MHWL.

Special sheets were not prepared for any of the plane-table work. Some of the field work was done directly on the black-line impressions. In the remaining cases the field work was done on tracings of the black-line impressions. In each case, a tracing was used in the field only one day, and results transferred to the black-line impressions the same evening. There was no detectable distortion.

The following triangulation stations were identified this year:

NAME	PHOTOGRAPH
CRONE 1957	54W2493
FINISY 1957	54W2493
FRAN 1957	54W2494
FRID 1957	54W2494
FRAN 1948 (200)	54W2326
FRID 1948 (200)	54W2396
FRAN 1948 (200)	54W2396
GLAC 1927 (200)	54W2427
FRID 1927 (200)	54W2428
EAT 1927 (200)	54W2396
GOAT 1927 (200)	54W2395

In addition, the following topographic stations marked in 1951 and located by radial plot, were re-located by triangulation cuts or short traverse from triangulation stations: WILL 1957, WEA 1957, JOEL 1957, SAND 1957.

Lorin F. Woodcock
Lorin F. Woodcock
LCDR, USN

Approved and forwarded:

Fred Estella
Fred Estella
CDE, USN
Commanding Ship HOWE

REVIEW REPORT T-9145

SHORELINE

JANUARY 28, 1971

61. GENERAL STATEMENT:

See Summary on page 6 of this Descriptive Report.

An ozalid comparison print, (pages 34 through 43), with differences noted in Items 62 through 65, is bound with the original of this report.

Shoreline on the east side of Evans Island was corrected at latitude $60^{\circ}08.9'$, longitude $147^{\circ}57.7'$ and latitude $60^{\circ}09.1'$, longitude $147^{\circ}57.8'$, after comparison with Air Force Photo 41 VV M324.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

A comparison was made with Survey No. 3093, scale 1:20,000, dated 1910. Differences between T-3093 and T-9145 are shown in blue on the comparison print.

There was not enough control to hold this map for a good comparison. There appear to be many differences.

Because mapping photography for T-9145 was taken near half tide, or higher, many of the rocks shown on T-3093 are not visible on the photographs and are not mapped on T-9145.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A visual comparison was made with U.S.G.S. Quadrangle SEWARD (A-4), ALASKA, scale 1:63,360, dated 1952. Differences between this map and T-9145 are shown in brown on the comparison print.

It is noted that the name Ship Island appears on the quadrangle by the northerly of two small islands off the east side of Flemming Island between latitudes $60^{\circ}09'30''$ and $60^{\circ}10'00''$. This name appears by the southerly island on Chart 8523 and T-3093. It was approved at the southerly location by the Geographic Names Section and is shown by that island on T-9144.

There was no registered topographic survey available for comparison of the west side of Bainbridge Island.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

A comparison was made with Survey No. H-8388, scale 1:12,500, dated 1956, and with Survey No. H-8205, scale 1:10,000, dated 1955. Differences between these surveys and T-9145 are shown in purple on the comparison print.

No differences in shoreline were noted; T-9145 was the base map for the shoreline compared.

Numerous rocks that were not visible on the photographs but were located by the hydrographer are indicated on the comparison print.

There was no contemporary hydrographic survey available for comparison of the east side of Evans Island.

65. COMPARISON WITH NAUTICAL CHARTS:

A visual comparison was made with Chart 8523, scale 1:40,000, 4th edition, dated Oct. 10, 1966. Differences between this chart and T-9145 are shown in red on the comparison print.

Numerous rocks awash and submerged rocks are noted. These were not visible on the photographs and are not mapped on T-9145.

The shoreline of Evans Island and adjacent rocks appear to agree with T-3093, the old survey, rather than T-9145.

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
January 28, 1971

Approved for forwarding:

Melvin J. Umbach
Melvin J. Umbach, CDR, NOAA
Chief, Photogrammetry Division, AMC

Approved:

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

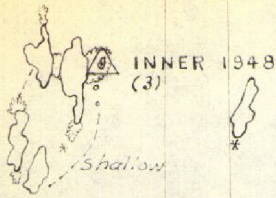
Approved:

Charles Thamm *Jack E. Luth*
Chief, Photogrammetric Branch Chief, Photogrammetry Division

148° 06'

148° 05'

34



TAP

Shallow

Shallow

Shallow

Also on Chart

Shoal

COMPARISON PRINT

Purple = H-8205
 Brown = SEWARD (A-3)
 Red = Chart 8523
 Blue = T-3093

BUM

ZOO

VAN

YEN

WHY

OAK

ARK

Also on chart

Subm. Rk. on Chart

60° 08'

SAB

54 W 2297

Also on Chart

Also on (A-3)

Subm. on Chart

Also on Chart

COW

*

DUP

Subm Rk
on Chart

60° 07' 30"

148° 06' 30"

148° 06'

148° 05'

y = 439,000 m.

148° 05'

148° 04'

*Subm. Rk. on Chart**Also on Chart*

09' 30"

COMPARISON PRINT

Purple = H-8205
 Brown = SEWARD (A-3)
 Red = Chart 8523
 Blue = T-3093

B A I N B R I D G E

54 W 2296

RUT
 Shoal
Also on Chart

HORN 1956
60° 09'PANHA
POINT

HORN 1910

NEL

TAP

Shallow

Shallow

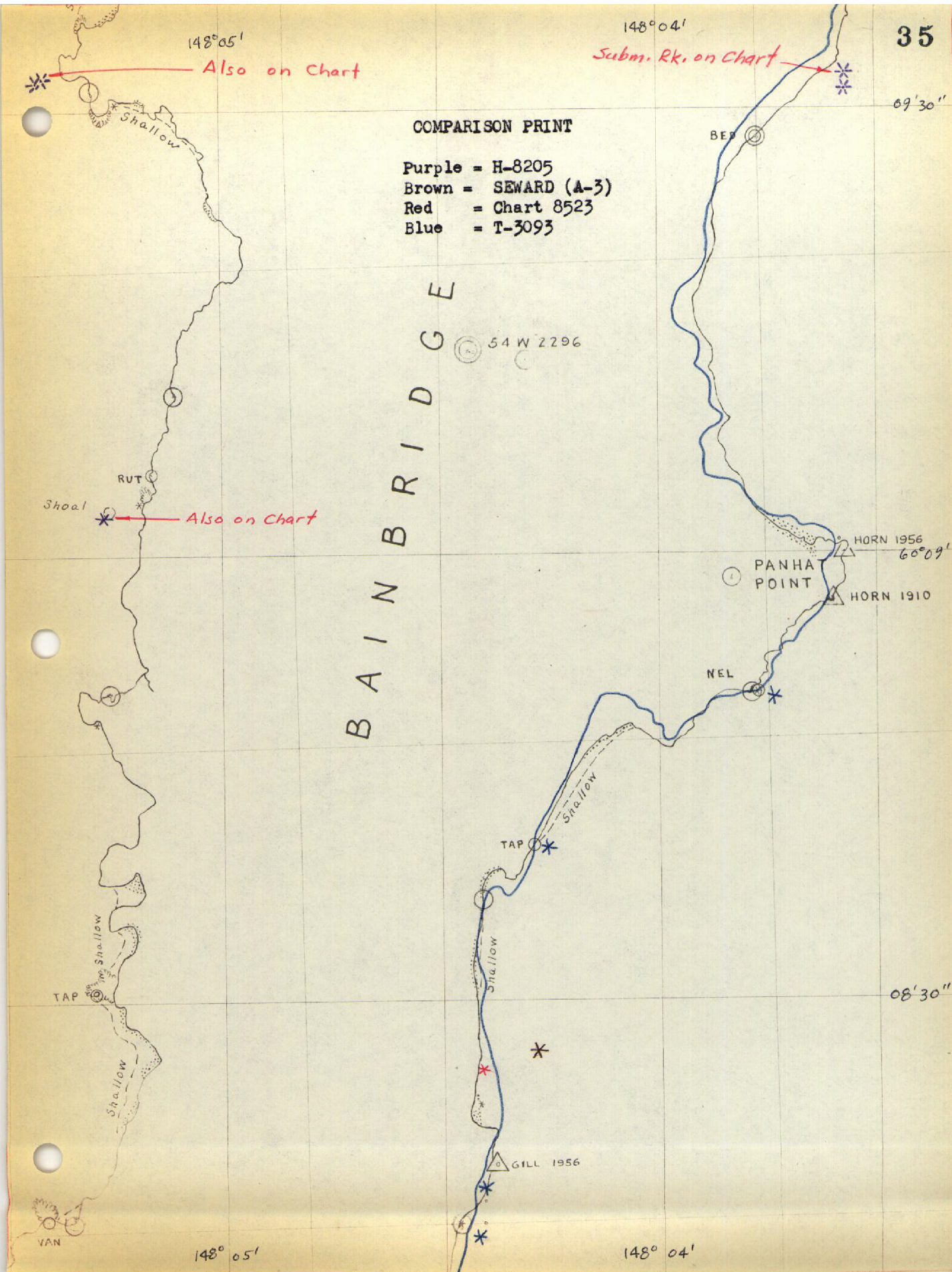
08' 30"

GILL 1956

148° 05'

148° 04'

VAN



148° 05'

148° 04'

60° 11'

36

COMPARISON PRINT

Purple = H-8205 & H-8388
Blue = T-3093
Red = Chart 8523



54 W 2295

10' 30"

I S L A N D

60° 10'

LOG Log

BABE 1948

Shallow

BAR

Shallow

DANA, 1948

H-8388

Shallow

H-8205

Also on Chart 8523

Shoal

148° 05'

148° 04'



148° 03'

148° 02'

37

60° 11' 15"

△ TABLE, 1907

Blue Rks also
on (A-3)RAFT
1956

Shoal

DAY

fast

Also on Chart

CAT

Pond

Shallow

GAFF
1956

Shallow

BAB

DORY
1956

Shallow

COMPARISON PRINT FILE

Purple = H-8205 & H-8388
 Brown = SEWARD (A-3)
 Blue = T-3093
 Red = Chart 8523

I S

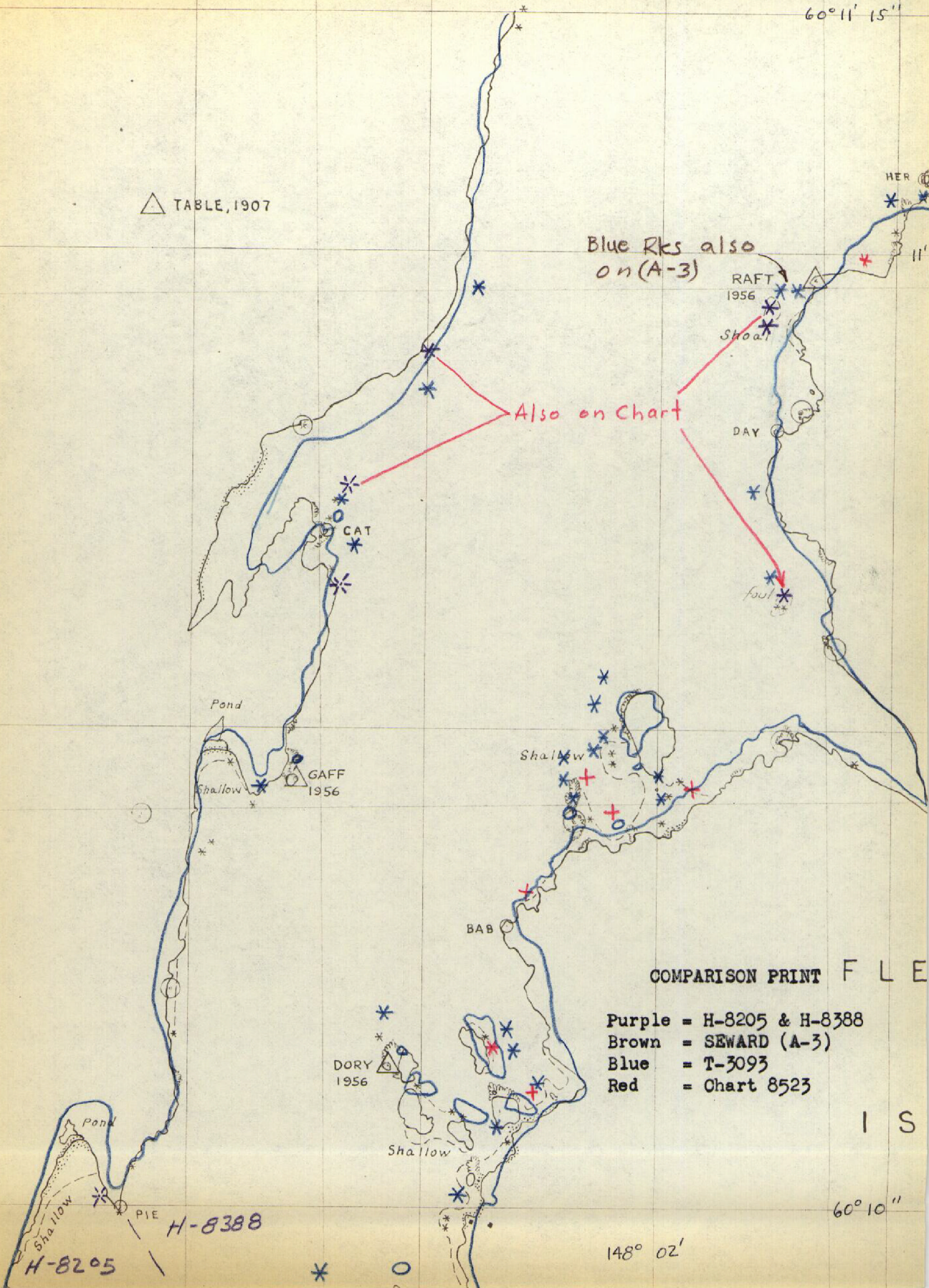
60° 10"

148° 02'

H-8388

H-8205

PIE



01'

148° 00'

JOINS

38

Also on Chart

60° 11'

10' 30"

60° 10'

COMPARISON PRINT

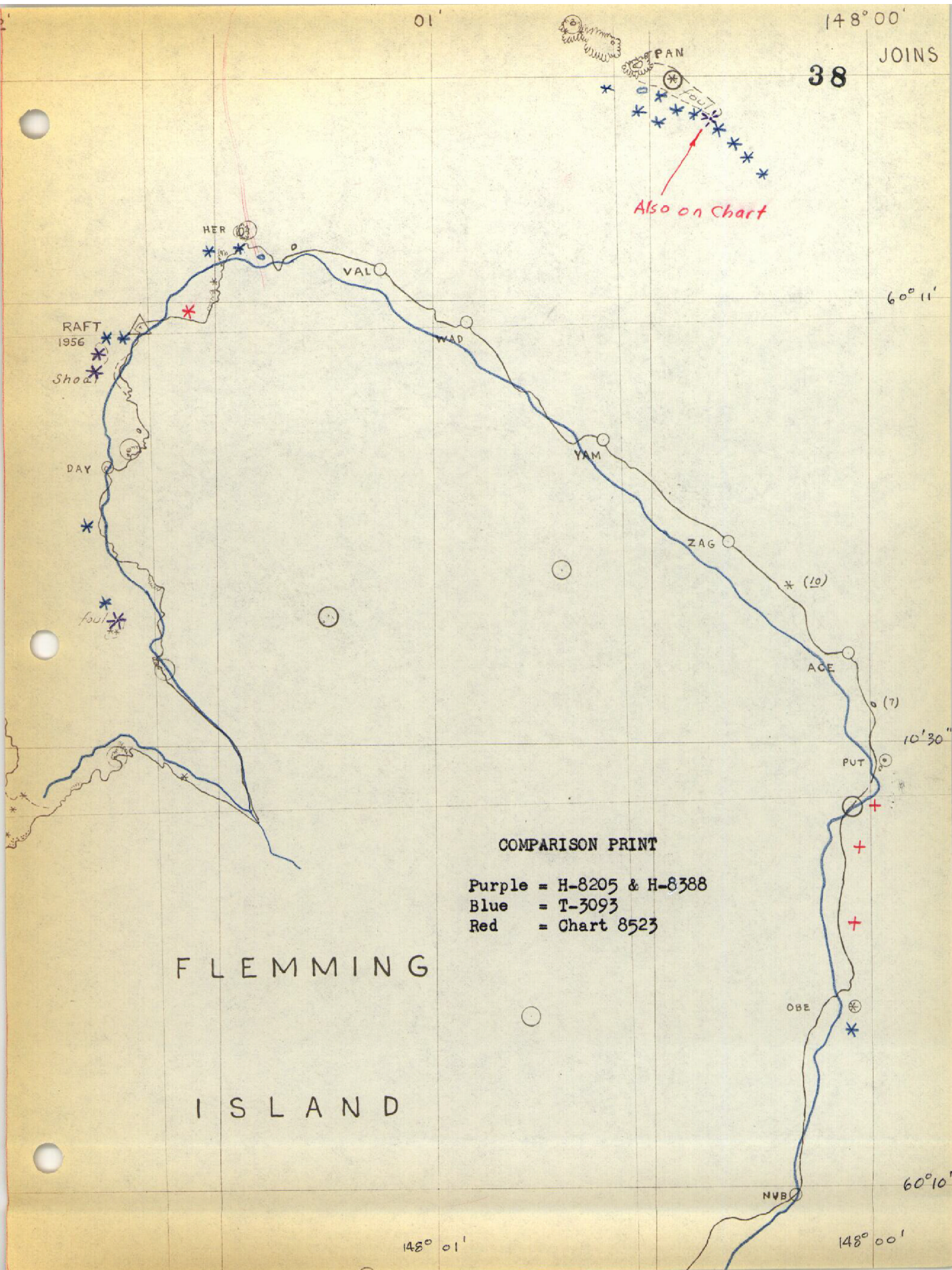
Purple = H-8205 & H-8388
 Blue = T-3093
 Red = Chart 8523

FLEMMING

ISLAND

148° 01'

148° 00'



H-8388
H-8205

148° 02'

39

Also on (A-3)

60° 09' 30"

COMPARISON PRINT

Purple = H-8205 & H-8388
Brown = SEWARD (A-3)
Blue = T-3093
Red = Chart 8523

Also on Chart
Bare on Chart
shallow

Also on Chart

Blue Rks. also
on (A-3)

APPROX
MLLW

ROT 1910

AMP MARTIN 1956

Fox

60° 09'

03'

02' 30"

148° 02'

01' 30"

148° 01'

148° 00'

40

Ship Island here
on SEWARD (A-3)

NUT

SHIP ISLAND

SHIP 1910
SHIP 1956

09' 30

← 5 Rks shown in this
area on (A-3)

Also on chart

PASSAGE

COMPARISON PRINT

Purple = H-8388
Brown = SEWARD (A-3)
Blue = T-3093
Red = Chart 8523

60° 09

W A L E S

MARTIN 1956

148° 01'

148° 00'

08' 3

O F

147° 59'

147° 58'

41

H-8388

POINTED
1956

PAS 1910

BEAR 1907

55 W 9142

09'30"

Also on Chart

CUT, 1918

60°09'

I S L A N D

COMPARISON PRINT

Purple = H-8388
Brown = SEWARD (A-3)
Blue = T-3093
Red = Chart 8523

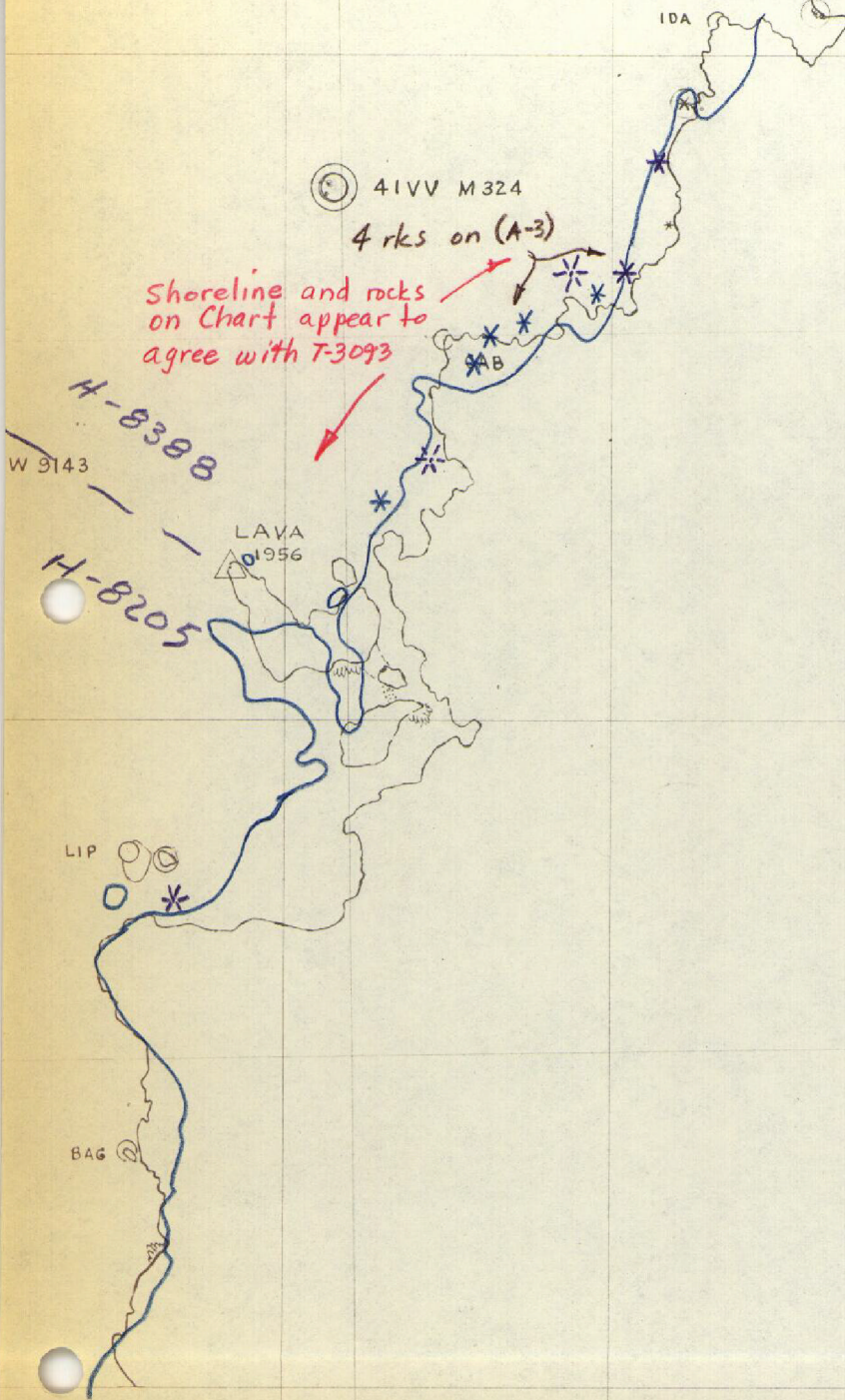
Also on chart

147° 59' 10A

147° 58'

08'30"

08'30"



COMPARISON PRINT

Purple = H-8205 & H-8388
 Brown = SEWARD (A-3)
 Blue = T-3093
 Red = Chart 8523

E V A N S

60°08'

07'30"

147° 59'

147° 58'

148° 57'

148° 56'

43

08' 30"

COMPARISON PRINT

Brown = SEWARD (A-3)
Blue = T-3093
Red = Chart 8523

Charted shoreline
appears to agree
with T-3093

open on (A-3)

2 Rks awash
on A-3

60° 08'

Also on A-3

60° 07' 30"

147° 57' SHORELINE MANUSCRIPT 147° 56'
T-9145

NAUTICAL CHARTS BRANCH

SURVEY NO. T-9145

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.