

9150

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey SHORELINE

Field No. Office No. T-9150

LOCALITY

State ALASKA

General locality PRINCE WILLIAM SOUND

Locality POINT ELRINGTON

1954-55

CHIEF OF PARTY

Cartographic Branch, Photogrammetry Division
Washington, D. C.

LIBRARY & ARCHIVES

DATE

DESCRIPTIVE REPORT - DATA RECORD

T - 9150

1

PROJECT NO. (II): PH-152		
FIELD OFFICE (III):		CHIEF OF PARTY
PHOTOGRAMMETRIC OFFICE (III): Washington, D. C.		OFFICER-IN-CHARGE L. W. Swanson
INSTRUCTIONS DATED (II) (III): 31 December 1954 - 731-MKL 11 February 1955 - 732-MKL 14 March 1956 - Supplement 2, Project 6152		
METHOD OF COMPILATION (III): Graphic		
MANUSCRIPT SCALE (III): 1:10,000		STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):
DATE RECEIVED IN WASHINGTON OFFICE (IV):		DATE REPORTED TO NAUTICAL CHART BRANCH (IV):
APPLIED TO CHART NO.	DATE:	DATE REGISTERED (IV):
GEOGRAPHIC DATUM (III): N. A. 1927		VERTICAL DATUM (III): M. H. W. 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):		
LAT.:	LONG.:	<input type="checkbox"/> ADJUSTED <input type="checkbox"/> UNADJUSTED
PLANE COORDINATES (IV): Y = X =		STATE ZONE
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.		

Field Inspection by (II):

Date:

See Photogrammetric plot report

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location):

Date of Photography

Projection and Grids ruled by (IV): A. Riley

Date: 1-7-55

Projection and Grids checked by (IV): H. D. Wolfe

Date: 1-12-55

Control plotted by (III): G. Amburn

Date: 16-18 Mar. 1955

Control checked by (III): J. Hundley

Date: 21-22 Mar. 1955

Radial Plot or Stereoscopic

Date: 13 April 1955

Control extension by (III): S. G. Blankenbaker

J. E. Hundley

Planimetry

Date:

Stereoscopic Instrument compilation (III):

Contours

Date:

Manuscript delineated by (III): 9146 - Charles Baldwin

Date: April 1955

9147 - J. E. Hundley

9148 - S. G. Blankenbaker

9149, 9150, 9151 - J. P. Battley, Jr.

Photogrammetric Office Review by (III): R. J. French

Date: April 1955

Elevations on Manuscript

Date:

checked by (II) (III):

Camera (kind or source) (III): "W" USC&GS, Single lens and Air Force
Single lens

3

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
54W-2296-2303	26 July 1954	12:29-12:33	1:10,000 (Ratio)	5.9 above MLW
54W-2306-2311	" " "	12:40-12:43	"	5.7 " "
54W-2315-2322	" " "	12:56-12:59	"	4.7 " "
54W-2393-2401	" " "	13:42-13:45	"	4.0 " "
91RTS, M324, 91SRW, 41VV-45VV-17 July '50 - 21:30			"	5.3 " "
91RTS, M348, 91SRW, 59VV-64VV-2 Aug. '50 - 12:30			"	6.0 " "
		UNKNOWN		Near HW

Tide (III)

Diurnal

Reference Station: CORDOVA, ALASKA, pp. 122 & 181
Subordinate Station: *CULROSS BAY, WELLS PASSAGE
Subordinate Station:

Atlantic Marine Center

Washington Office Review by (IV):

C. H. Bishop

Date: 2-25-71

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): 24

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

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II):

Recovered:

Identified:

Number of BMs searched for (II):

Recovered:

Identified:

Number of Recoverable Photo Stations established (III):

Number of Temporary Photo Hydro Stations established (III):

Remarks:

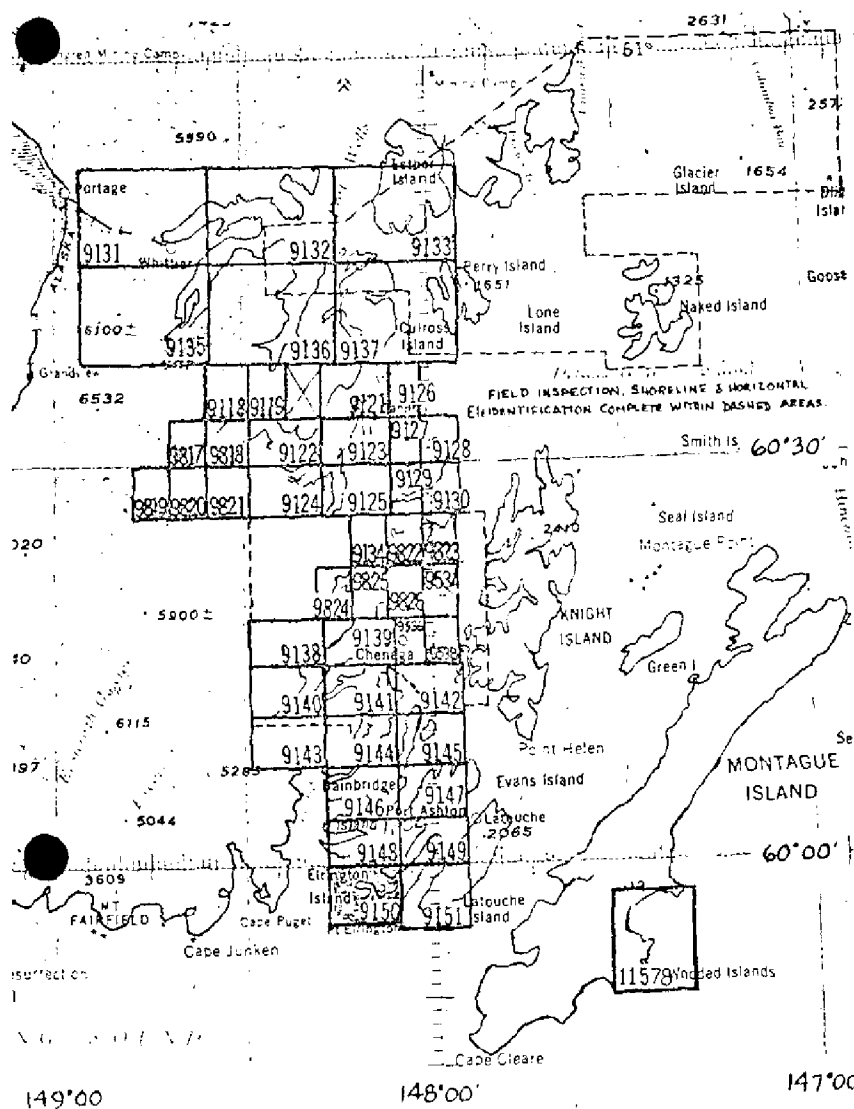
The following data also applies to this project (Ph-152):

* Subordinate Station	Time of Tide	Ratio of Ranges	Mean Range	Diurnal Range
Hogg Bay, Port Bainbridge	-05'	0.8	8.3	10.6
Latouche, Latouche I.	00	0.9	9.1	11.5
Sawmill Bay, Evans I.	00	0.9	8.9	11.3
Eshamy Bay, Knight I. Passage	+05'	1.0	9.5	11.9
Chenega I., Dangerous Passage	+05'	0.9	9.2	11.6

T-9150

COMPILATION RECORD	COMPLETION DATE	REMARKS
Shoreline compiled	April 1955	Superseded
Manuscript revised	May 1956	
Final review	Feb. 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	2
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	8
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-9150

Several years have elapsed between the compilation and final review of this map. No 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. T-9150 is the southwesternmost map in the project and is at the junction of Port Bainbridge with the Gulf of Alaska.

Compilation was by radial plot in the spring of 1955, using ratio prints of 1:30,000 scale photography taken in July 1954. There was no field inspection.

Previously established horizontal control and new triangulation stations were identified during the 1955 field season. Using these additional stations, new positions for pass points and photo centers used in the original plot were determined by stereoplanigraph bridging, and the manuscript was revised in 1956. Because of the lack of complete shoreline inspection, the classification of this map is INCOMPLETE.

The Field Inspection Report by Kenneth A. MacDonald in 1955, which is bound with this report, indicates that little, if any, field edit was accomplished, other than the recovery and identification of previously established horizontal control and the establishment and identification of new control, where needed.

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

The compilation manuscript was a vinylite sheet 4 minutes 15 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.

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PHOTOGRAMMETRIC PLOT REPORT NO. 1
PRINCE WILLIAM SOUND, ALASKA
Project PH-152

21. AREA COVERED

Shoreline manuscripts (preliminary) included in this report are the following: T-9146, T-9147, T-9148, T-9149, T-9150 and T-9151.

22. METHOD

Polyconic projection and grid lines were ruled at 1:10,000 scale on the manuscripts. The grid lines were used in joining the manuscripts for the radial plot. Manuscripts T-9144 and T-9145 were included with those previously listed for one laydown. A tab was made to extend to control stations LATOUCHE COMM. CLUB, FLAG POLE, 1927, SUMMIT, 1905, and LATOUCHE HIGH PEAK, 1905 on the east.

The calibration templets were used, for all photographs involved, in the preparation of the vinylite hand templets.

The photographs were positype paper prints with enlargement of three and four diameters. All photographs used are listed in the data record of this report.

The results obtained from the radial plot most probably meet the requirements of mapping accuracy in the areas covered by manuscripts T-9146, T-9148, T-9150 and are less accurate in the areas covered by manuscripts T-9147, T-9149 and T-9151. These conditions are the results of a combination of factors, such as:

1. Flight line coverage of single-lens photography, and 2. scarcity of identifiable control, especially on the north end of ELDRINGTON ISLAND and west central coast of LATOUCHE ISLAND. Note: Metal templets were prepared and used in an attempted laydown of the plot but the results were questionable and the method abandoned.

Some difficulty was encountered in transferring control from 1:40,000 scale prints to 1:10,000 scale prints. (See paragraph 24 of this report.)

23. ADEQUACY OF CONTROL

An attached sketch indicates the density and distribution of control within the area covered by this report. The majority of control stations were office identified, and only seventy-two percent held in the plot. Control is inadequate/void at or near north end of Eldrington Island and on west central coast of Latouche Island.

Map position is believed to be least accurate in the eastern half of manuscripts T-9147, T-9149 and T-9151.

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24. SUPPLEMENTAL DATA

The following planetable sheets were aids in identifying control and in the delineation of shoreline and foreshore features:

2770 - scale 1:40,000, 1906
3093 - scale 1:20,000, 1910
4285 - scale 1:10,000, 1927
4308 - scale 1:20,000, 1927
4316 - scale 1:10,000, 1927

Photo-identification data of horizontal control, on 1:40,000-scale prints by the 30th Engineer Battalion in 1951, was used in conjunction with office identification of control on 1:10,000-scale prints.

25. PHOTOGRAPHY

The photography was adequate as to coverage and overlaps, but inadequate as to placement of flight lines and definition on outer edges.

Although the higher altitude photography minimized relief displacement of trees along the shoreline, it did not alleviate the problem of pricking control and pass points in those areas.

SKETCH AND GEOGRAPHIC POSITIONS

A sketch and list of geographic positions are attached.

Approved:

Respectfully submitted

Roscoe J. French

Roscoe J. French
Supervisory Cartographer

James E. Hundley

James E. Hundley
Cartographer

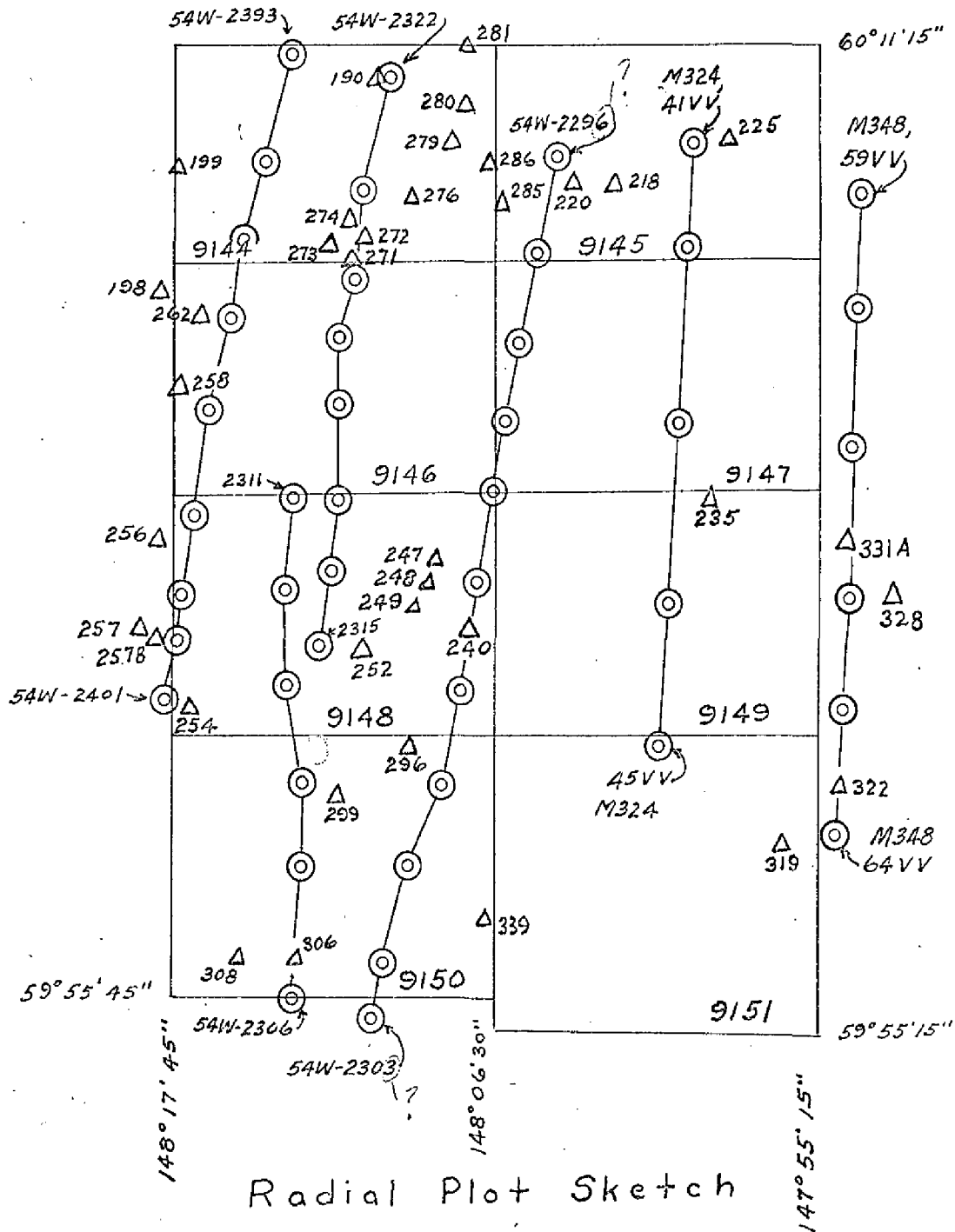
PH-152

HORIZONTAL CONTROL STATIONS HELD IN RADIAL PLOT NO. 1
T-9146, T-9147, T-9148, T-9149, T-9150, T-9151

- | | |
|------------------------------|--|
| 190. BEBE, 1933 (Sub. Sta.)* | 272. CROSS, 1948 |
| 198. WAT, 1927, r-48 | 273. CLEAR, 1948 |
| 199. GOAT, 1927 | 274. HALF, 1948 |
| 218. ROT, 1910 | 276. AGE, 1948 |
| 220. HORN, 1910 | 279. RUTH, 1948 |
| 225. BEAR, 1907, r-09 | 280. NUB, 1948 (Sub. Sta.)* |
| F 235. SHUN, 1927 | 281. LOW, 1948 |
| F 240. ISLE, 1910, r-27 | 285. INNER, 1948 |
| F 247. SAND, 1910 | 286. SIP, 1948 |
| F 248. PED, 1910 | F 296. ISLAND, 1927 |
| 249. OFF, 1910 | F 299. LONE TREE PT. LT., 1927 |
| F 252. TOP 2, 1927 | 306. NOB, 1927 |
| 254. ROCK (ROCK 2), 1927 | F 308. ELRINGTON LT., 1927 |
| F 256. SWAN, 1927 | 319. KNOB, N. of Fairview, 1905 |
| F 257. FYKE, 1927 | 322. LATOUCHE HIGH PK., 1905 |
| 257B. HEN, 1927 | 328. SUMMIT, 1905, r-07 |
| 258. HOGG, 1927 | 331A. LATOUCHE, COMMUNITY CLUB,
FLAG POLE, 1927 |
| 262. HYDRO, 1948 | 339. ELRINGTON, HIGHEST PK., 1905 |
| 271. PLAIN, 1948 | |

*Field identified.

PH-152



Δ Stations held

⊙ Photo centers

PHOTOGRAMMETRIC PLOT REPORT
Prince William Sound, Alaska
Project 6152, T-9148 thru T-9150
Scale 1:10,000
May 1956

References: 1. Field data - Project 6152 (1277), Prince William Sound, Alaska dated 28 December 1955. 2. Instructions (Office) - Project 6152, Supplement 2, dated 14 March 1956.

21. AREA COVERED

This report applied to shoreline maps T-9148 through T-9150. T-9148 and T-9150 are classified as "Incomplete" maps and T-9149 is classified as a "Preliminary" map.

22. METHOD

Refer to the corresponding paragraph in the attached Photogrammetric Plot Report No. 1 attached to this Descriptive Report.

23. ADEQUACY OF CONTROL

Control was adequate for the area of T-9148 and T-9150 and map positions are within Bureau standards. Control is inadequate for the area of T-9149 and also for T-9151 which latter map is to the east of T-9150 and south of T-9149. Horizontal control recovered or established in 1955 and field identified on photographs was available for this plot.

24. SUPPLEMENTAL DATA

None.

25. PHOTOGRAPHY

Refer to corresponding paragraph for Photogrammetric Plot Report No. 1.

SKETCH AND FORM M-2388-12. CONTROL STATION DATA

A sketch and list of geographic positions are attached.

Submitted:

K. N. Maki
K. N. Maki

PRINCE WILLIAM SOUND
CONTROL SUMMARY FOR
PHOTOGRAMMETRIC PLOT
T-9148, T-9149, T-9150

The following stations, field identified on photographs, were used in this radial plot:

T-9148

Off, 1910	0.3 mm
Ped, 1910	0.4 mm
*Rock (Rock 2) 1927	Held
Isle, 1910	0.4 mm
Top 2, 1927 Sub. pt.	Held
Swan, 1927 " "	Held
Sand, 1910 " "	2 rays of 3 held
Pyke, 1927 " "	Held
Bald, 1955 " "	Held
Pass, 1955 " "	Held

*Station Po, 1927 was field identified as the top of the highest rock in a group of rocky islets but this is the description of station Rock (Rock 2) 1927 and station Po, 1927, according to description, is 10 feet above MHW. Thus, the station identified as Po, 1927 is actually station Rock (Rock 2) 1927 which latter station was held in the radial plot. The subject stations are approximately 70 meters distant from each other.

T-9149

Evans Bay Lt, 1955	1.0 mm
Elrington Passage Lt, 1955	Held
Evans, 1905 Sub. Pt.	2 rays of 3 held
Shum, 1927 Sub. Pt.	Held

T-9150

Nod, 1955	Held
Add, 1955	0.8 mm
Evans Island Lt, 1955	Held
Elrington Lt, 1927	0.2 mm
Wales 2, 1927	Held
Lone Tree Pt Lt, 1927	0.2 mm
Island, 1927	Held
Blank, 1927 Sub. Pt.	Held
Foot, 1906 " "	Held
Rington, 1955 " "	Held
Donald, 1955 " "	Held

- 2 -

T-9146 (north of plot)

Hard, 1955, Sub. Pt.

Held

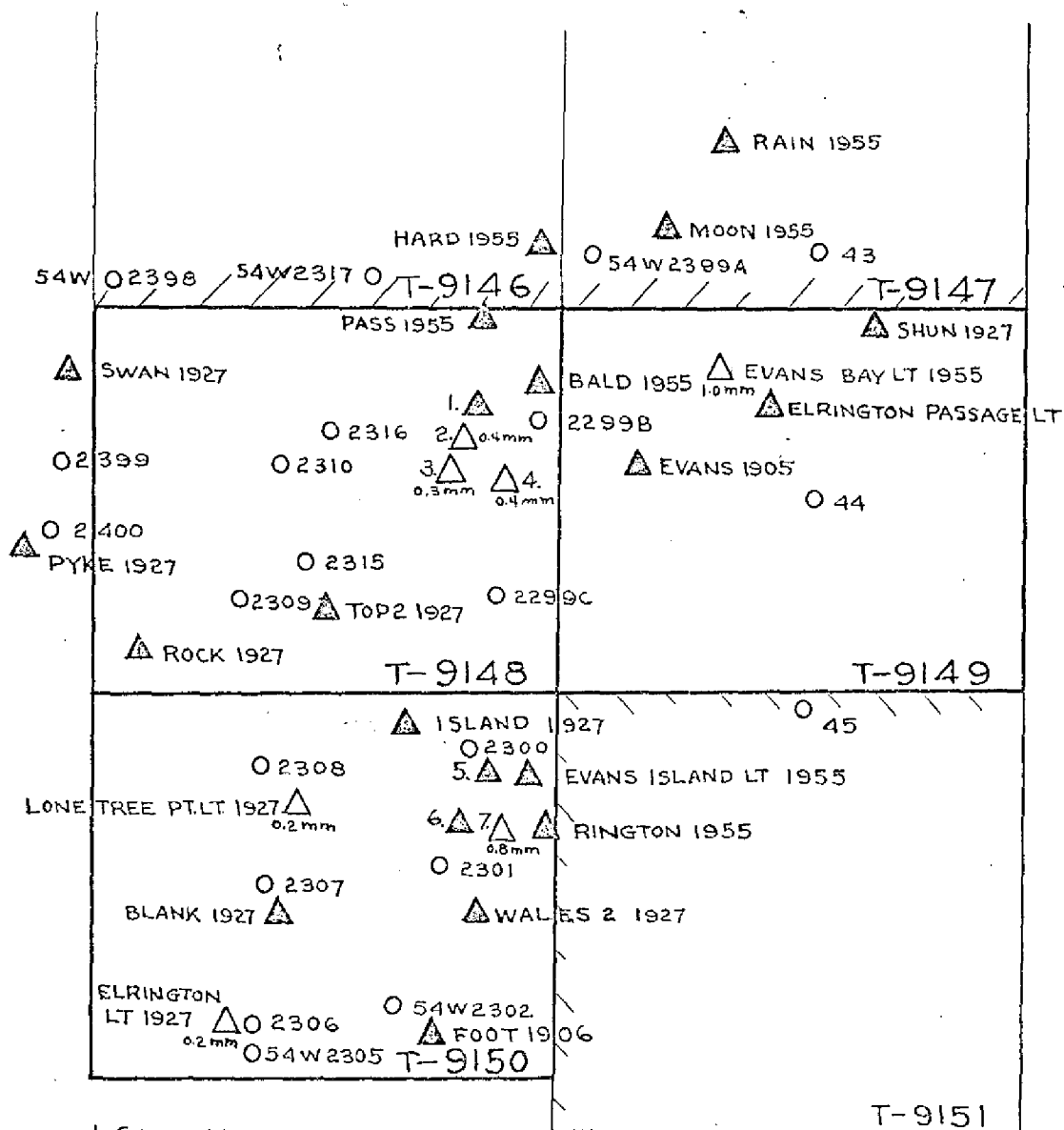
T-9147 North of plot)

Moon, 1955

Held

Rain, 1955

Held



1. SAND 1910
2. PED 1910
3. OFF 1910
4. ISLE 1910
5. NOD 1955
6. DONALD 1955
7. ADD 1955

PHOTOGRAMMETRIC PLOT SKETCH
 PROJ-6152 PRINCE WILLIAM SD
 SCALE 1:10,000
 MAY 1956

△ STATION HELD
 ○ STATION NOT HELD

MAP T. 2150

PROJECT NO. Ph-152

SCALE OF MAP 1:10,000

SCALE FACTOR 1.0

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR μ -COORDINATE LONGITUDE OR x -COORDINATE O I " "	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
Lone Tree Pt. Lt., 1927	VI 278	NA 1927	59-58-58.62 N 148-11-53.08 W			1814.2 (42.7) 823.2 (107.3)	✓
Island, 1927	VI 278	"	59-59-48.221 N 148-09-36.473 W			1492.3 (364.6) 565.4 (364.7)	✓
Clearing, 1906	VI 294	"	59-59-25.045 N 148-07-26.676 W			775.1 (1081.8) 413.6 (516.7)	✓
Wales 2, 1927	VI 90	"	59-57-06.950 148-08-26.542			215.1 (1641.8) 412.0 (519.4)	✓ Same as ✓ Burlington Knob
Elrlington Highest Pt., 1905	VI 294	"	59-57-20.06 148-06-58.89			620.8 (1236.1) 914.0 (17.3)	✓
Elrlington Lt. 1927	VI 279	"	59-56-11.16 148-14-54.55			345.4 (1511.5) 847.2 (84.7)	✓
Priest, 1906	VI 294	"	59-56-03.68 148-14-48.91			113.9 (1743.0) 759.7 (172.2)	✓
Nob, 1927	VI 279	"	59-56-22.46 148-13-09.38			695.1 (1161.8) 145.7 (786.0)	✓
Tang, 1906	VI 295	"	59-58-45.06 148-10-36.28			1394.5 (462.4) 562.7 (367.9)	✓
Old, 1910	VI 274	"	59-58-58.437 148-11-52.914			1808.5 (48.4) 820.6 (109.9)	✓ near Lone tree ✓ Pt. L.T. 1927
Good, 1906	VI 295	"	59-58-58.46 148-11-52.91			1809.2 (47.7) 820.5 (110.0)	✓
4 Con. 1927	VI 270	"	59-58-40.711 148-12-59.193			1259.9 (597.0) 918.1 (12.5)	✓ 1 ✓ 5

1 FT. = 3048006 METER

COMPUTED BY: C. O. DeMarr

DATE 14 March 1955

CHECKED BY: G. Amburn

DATE 16 March 1955

SCALE FACTOR 1.0

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

N.A. 1927 - DATUM
DISTANCE
FROM GRID OR PROJECTION L

FACTOR DISTANCE
FROM GRID OR PROJECTION LINE
IN METERS

FORWARD (BACK)

Blank, 1927

VI 280

1927

59-57-26.164

148-12-55.292

ALTO,

Flag, 1906

VI 294

11

59-56-27.61

148-09-29.88

Foot, 1906

VI 294

三

59-56-11.368

148-09-37.055

Nail, 1906

VI 294

11

148-14-34.96

1905
Elrington Knob.

VI 293

42

59-57-06.95

148-08-26.55

15

1 FT. = 3048006 METER

COMPUTED BY: C. O. DeMarr

DATE..

14 March 1955

CHECKED BY: G. Amburn

DATE..

16 March 1955

M-2388-12

MAP T-9150..... PROJECT NO. 6152..... SCALE OF MAP 1:10,000..... SCALE FACTOR 1.0.....

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 DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
						FORWARD	(BACK)	
BLANK 1927 Sub pt.		NA 1927	59 57 148 12		1856.89 931.2	803.6 843.6	(1053.3) (87.6)	Alternate Sub pt.
"		"	59 57 148 12		1856.89 931.2	793.9 856.8	(1063.0) (74.4)	
DONALD 1955			59 58 18.671 148 08 26.880		1856.9 931.0	577.8 417.0	(1279.1) (514.0)	
DONALD 1955 Sub pt.			59 58 148 08		1856.9 931.0	552.8 418.1	(1304.1) (512.9)	
RINGTON 1955			59 58 14.938 148 06 35.242		1856.9 931.0	462.3 546.7	(1394.6) (384.3)	
RINGTON 1955 Sub pt.			59 58 148 06		1856.9 931.0	474.4 549.4	(1382.5) (381.6)	
ADD 1955		"	59 58 13.222 148 07 37.063	30.948 15.515	1856.90 930.9	409.2 575.0	(1447.7) (355.9)	
FOOT 1906 Sub pt.			59 56 11.368 148 09 37.055		1856.9 931.9	353.8 573.5	(1503.1) (358.4)	
EVANS ISLAND LIGHT 1955	Field Comp. G-11067	"	59 59 09.197 148 07 20.262		1856.9 930.5	284.6 314.2	(1572.3) (616.3)	
NOD 1955	"		59 59 10.311 148 07 58.891	30.948 15.507	1856.9 930.4	319.1 913.2	(1537.8) (17.2)	
								17

1 FT. = 3048006 METER

COMPUTED BY: D. Carrier

DATE

5-1-56

CHECKED BY: K. N. Maki

DATE

5-1-56

M-2388-12

COMPILATION REPORT (PRELIMINARY)

T-9146, T-9147, T-9148

T-9149, T-9150, T-9151

31. DELINEATION:

Shoreline and foreshore features were delineated on the manuscripts from office stereoscopic interpretation only.

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 to adjust the planimetry to manuscript scale by holding to compilation points of near-sea-level elevation.

The wooded nature of these islands and the three-and four-time enlargement of the photographs are factors which prevent a complete symbolization of the MHWL and offshore features. The displacement of the trees causes overhang, and shadows are also a deterrent in properly identifying horizontal control alongshore. Consequently, more use is made of the dashed approximate shoreline symbol than is desired. Due to the fact that the photography was flown at nearly half-tide with the W-camera coverage, much of the shallow areas alongshore show as being close to the approximate Low Water line and have been so symbolized in preference to the dashed shallow line symbol. It should be verified before charting.

32. CONTROL:

Only two field-identified control stations were held. All other control was office identified (see radial plot report). The two field identified stations fall outside (north of) the manuscripts covered by this report.

33. SUPPLEMENTAL DATA:

See radial plot report for planetable topographic surveys which were used as an aid in office identifying control and delineating the shoreline and foreshore features.

34. CONTOURS AND DRAINAGE:

Not applicable.

35. SHORELINE AND ALONGSHORE DETAILS:

The shoreline and alongshore features were delineated from office interpretation of the photographs. In regard to the interpretation of the MHWL, it should be noted that the photographs were taken at approximately half tide, the range of tide being 12 feet. Several fairly definite lines alongshore are visible on the photographs. The line judged most likely to be the MHWL was chosen and the compilers made a consistent effort to delineate this line on the manuscripts.

Wider use was made of the low-water line symbol than is generally the case on preliminary manuscripts. The horizontal position of the low-water line is questionable due to the range of tide and time of photography. For the same reason, many of the small offshore rocks may be incorrectly symbolized for lack of reference data.

There is probably ambiguity in the use of the ledge and boulder beach symbol. However, an attempt was made to reserve the ledge symbol for the sheet rock ledge-type formation.

The MHWL shown with the approximate MHWL symbol is thought to be fairly accurate in relation to the other details on the manuscripts as regard to horizontal position and general configuration. Because of the tree overhang and heavy shadow, field inspection is particularly needed in these areas.

36. OFFSHORE FEATURES:

T-9146

Office interpretation of offshore details is subject to field verification by the hydrographic party. All visible rocks have been shown, and reference to old topographic surveys and to the nautical charts were an aid in the attempt to identify and locate isolated rocks. Not all of them could be seen on this photography, and the compiler has tried to locate only those with a definite image.

37. LANDMARKS AND AIDS:

T-9149

Two lights shown on Nautical Chart 8523 were searched for. Evans Bay Light on the north end of the peninsula, south side of Sawmill Bay, could not be identified. Elrington Passage Light on the island west of Bettles Island was identified and pricked on two photos. As the two cuts were strong and scale excellent the position of the light is believed to be good. G.P.: 60° 02' (1492m)
148° 00' (500m).

In the area of San Juan and Port Ashton tanks of possible landmark value were delineated. The tank delineated at San Juan agrees favorably with landmark position shown on Chart 8523. At Port Ashton the tanks, as shown on the manuscript, do not agree with the position on the chart.

T-9150

Evans Island Light on the southeast shore of Evans Island was searched for but could not be identified on the photos.

38. CONTROL FOR FUTURE SURVEYS:

A set of office prints were prepared for the use of the hydrographic party in establishing photo-hydro stations in accordance with Photogrammetry Instructions No. 45.

39. JUNCTIONS:

Junctions were effected on all sides of these manuscripts, except on the north of T-9146 and T-9147 where the junction may not agree with the Advance Manuscripts which are in progress on T-9144 and T-9145.

40. HORIZONTAL AND VERTICAL ACCURACY:

See Paragraph 22, Method, of the radial plot report.

Note: Control stations Slide, 1927 (T-S148) and Con, 1927 (T-9150) were not used in controlling the radial plot. During compilation it was noted that their plotted positions fall on the delineated positions of small offshore rocks, affording a good field horizontal accuracy check in the event the stations are recoverable.

Inasmuch as the time and date of the Air Force photography was unknown, a comparison was made with the adjoining photography and it was concluded that the stage of tide was near high water. It is, therefore, possible that the shoreline is of less accuracy where these photographs were used for delineation.

46. COMPARISON WITH EXISTING MAPS:

A comparison was made with USGS Quadrangles Blying Sound D-3, Blying Sound D-4, Seward A-3, and Seward A-4, during compilation. Due to scale, these manuscripts are of better detail and will supersede the quadrangles when the horizontal accuracy is verified by forthcoming field inspection in 1955.

47. COMPARISON WITH NAUTICAL CHARTS:

All manuscripts were compared with Nautical Chart No. 8523, scale 1:40,000, published January 1935, corrected to July 151.

T-9146

Chart 8523 shows a rock awash at $60^{\circ} 04' / 148^{\circ} 15.5'$ which could not be found on the photographs. All other charted rocks within the limits of this manuscript were located.

T-9147

Not all of the offshore rocks could be located between the small islands just south of Guquak Bay. The foul ground symbol is shown to indicate the danger area.

Several rocks offshore from the peninsula on Evans Island, northeast of Iktua Rocks, were not visible on these photographs and are not located.

T-9149

Numerous offshore rocks awash shown on Chart 8523 around Bettles Island, in Sawmill Bay, were searched for and could not be identified. The bridge and road shown on the chart at Horseshoe Bay, on the west side of Latouche Island, is non-existent.

T-9150

The rock awash just offshore on the south side of North Twin Bay cannot be seen on this photograph.

- 4 -

48. GEOGRAPHIC NAMEST-9146

PT. WATERS
BAINBRIDGE PASSAGE
HOGG PT.
HOGG BAY
BAINBRIDGE ISLAND
PRINCE OF WALES PASSAGE

T-9147

BAINBRIDGE ISLAND
PRINCE OF WALES PASSAGE
GUGUAK BAY
IKTUA ROCKS
SHELTER BAY
EVANS ISLAND
CRAB BAY
JOHNSON COVE
LATOUCHE PASSAGE
CRAB BAY (SETTLEMENT)
PORT BENNY "
PIKURWILUK PT.
GUGUAK PT.

T-9148

BAINBRIDGE ISLAND
PRINCE OF WALES PASSAGE
EVANS ISLAND
ALUKLIK BAY
SQUIRREL BAY
SWANSON BAY
SWANSON PT.) TAB
PT. PYKE) (T-9148
PORT BAINBRIDGE) EXTENDED)
PROCESSION ROCKS
HOGG BAY
AMERK PT.

T-9149

EVANS ISLAND
ELRINGTON PASSAGE
SAWMILL BAY
PRINCE OF WALES PASSAGE
LATOUCHE PASSAGE
LATOUCHE ISLAND
HORSESHOE BAY
BETTLES ISLAND
SAN JUAN
PORT ASHTON
ELRINGTON ISLAND

T-9150

ELRINGTON ISLAND
ELRINGTON PASSAGE
EVANS ISLAND
PORT BAINBRIDGE
NORTH TWIN BAY
SOUTH TWIN BAY
PT. ELRINGTON
LOMETREE PT.
SQUIRREL BAY

T-9151

ELRINGTON ISLAND
ELRINGTON PASSAGE
EVANS ISLAND

Approved by:

Submitted by:

Roscoe J. French
Roscoe J. French
Supervisory Cartographer

Samuel G. Blankenbaker
Samuel G. Blankenbaker
Cartographer

SUPPLEMENT TO COMPILATION REPORT

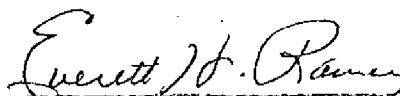
Surveys T-9148 through T-9151

Field work in 1955 included the identification of existing triangulation stations and the establishment of some new ones. These stations are listed in the Photogrammetric Plot Report for these surveys which is part of this descriptive report.

New bases at a scale of 1:10000 were prepared for use in the relocation of photo-centers and pass points by radial plot methods. The general shift in datum between this plot and the preliminary plot was small. Areas which were recompiled differed from the preliminary positions as great as approximately 20 meters.

Because most areas were in agreement in position with the preliminary manuscripts, no new manuscripts were prepared. The preliminary manuscripts were corrected where position shifts or errors were indicated. All changes are shown in red. Also segments of shoreline on T-9148 and T-9150 which were not compiled on the preliminary manuscripts are shown on these surveys. Surveys T-9148 and T-9150 are classed as "Incomplete" until complete shoreline inspection is accomplished; T-9149 and T-9151 are classed as "Preliminary".

Submitted:



Everett H. Ramsey
13 July 1956

October 19, 1970

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-152 (Alaska)

T-9150

Elrington Island

Elrington Passage

Evans Island

Gulf of Alaska

Lonetree Point

North Twin Bay

Point Elrington

Port Bainbridge

South Twin Bay

Squirrel Bay

Approved by:



A. Joseph Wraight
Chief Geographer

Prepared by:



Frank W. Packett
Cartographic Technician

SHORELINE SURVEY T-9150

49. NOTES TO THE HYDROGRAPHER:

Photo-Hydro Stations

Bad	Ask
Air	Ice
Leg	Lug
Fig	Max
Dip	Out
Gas	2 unnamed stations
Hit	Nit
Cut	Kit
Met	Jap
Lay	Log

FORM 1002(T-2) PHOTOGRAMMETRIC OFFICE REVIEW

MAP T- 9150

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. Applequist
- 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
MAYBE 1955	ELRING 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 1948

~~KXHX~~

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.

7. SHORELINE AND ALONGSHORE FEATURES:

Time 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

REVIEW REPORT T-9150

SHORELINE

FEBRUARY 25, 1971

61. GENERAL STATEMENT:

See Summary on page 6 of this Descriptive Report.

An ozalid comparison print, (pages 29 through 33), with differences noted in Items 63 through 65 is bound with this report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

No registered topographic surveys were available at the time of final review; no comparison was made.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A visual comparison was made with U.S.G.S. Quadrangles BLYING SOUND (D-3) and (D-4), both scale 1:63,360, and dated 1953 and 1952, respectively. No significant differences were noted in the area covered by (D-3). Significant differences between (D-4) and T-9150 are noted in brown on the comparison print.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

A comparison was made with an unverified copy of the smooth sheet for Survey H-8204, scale 1:10,000, dated 1955. One difference, a rock located by the hydrographer, was noted at approximate latitude 59°57.6', longitude 148°09.3'.

65. COMPARISON WITH NAUTICAL CHARTS:

A visual comparison was made with Chart 8523, scale 1:40,000, 4th edition, dated October 10, 1966. Significant differences between Chart 8523 and T-9150 are shown in red on the comparison print.

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
February 25, 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 J. Lerner

Chief, Photogrammetric Branch

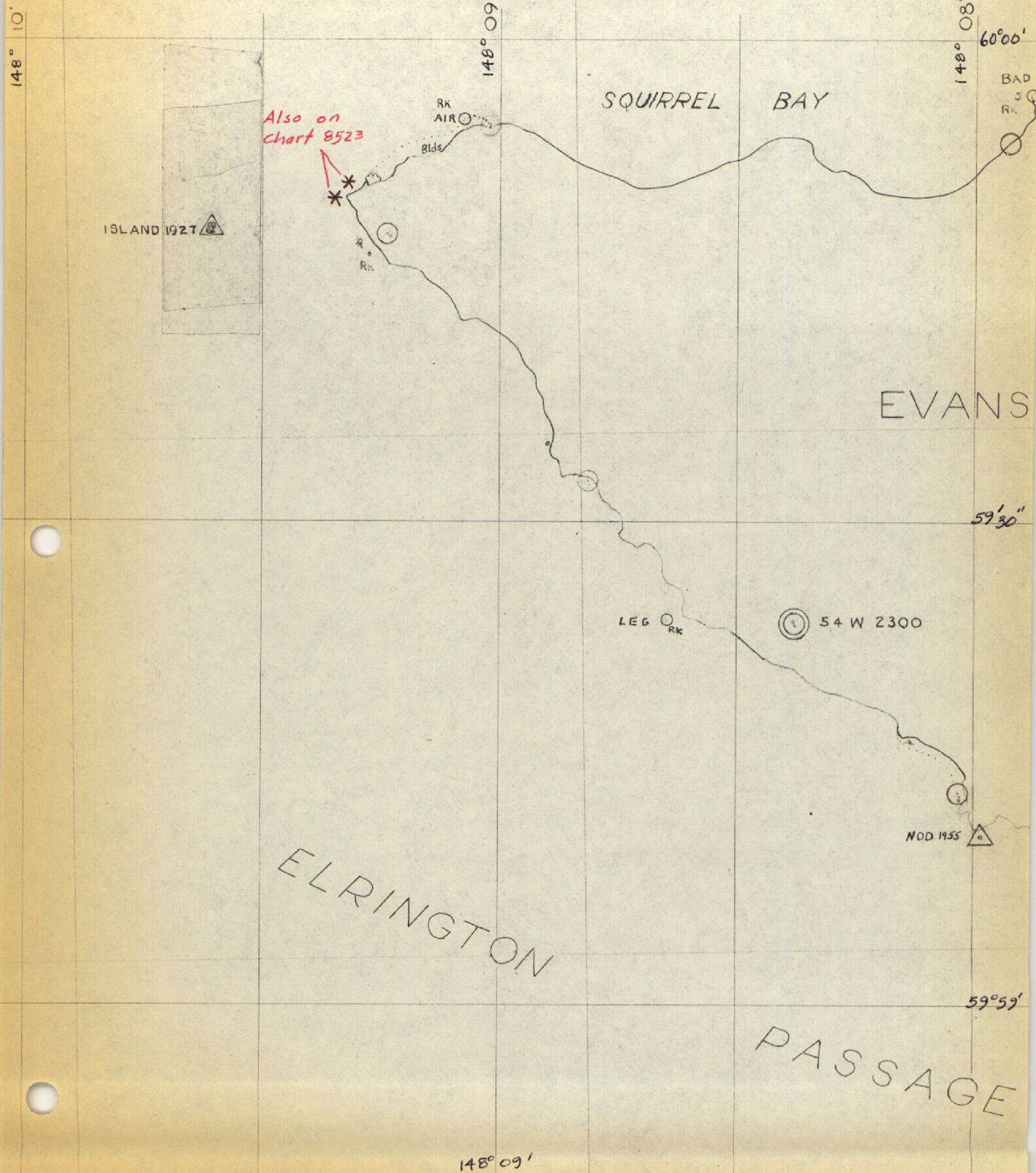
Jack E. Guth

Chief, Photogrammetry Division

COMPARISON PRINT

Brown = BLYING SOUND (D-4)

Red = Chart 8523



LONE TREE PT
LT 1927

COMPARISON PRINT

Brown = BLYING SOUND (D-4)
Red = Chart 8523

TANG 1906

Also on
Chart 8523

LAYC

58' 30"

 $59^{\circ}58'$

148° 12'

148° 11'

NORTH
TWIN
BAY

148° 10'

148° 09'

31

58' 30"

COMPARISON PRINT

Purple = H-8204

DONALD 1955

Subpt

AIM

Sand
dip

58'

54 W 2301

GAS

RK

59° 57' 30"

EL RINGTON

ISLAND

148° 10'

148° 09'

3

13' 30"

148° 13'

12' 30"

32

Also on
chart 8523

COMPARISON PRINT

Brown = BLYING SOUND (D-4)
Red = Chart 8523

BLANK 1927

59° 57' 00"

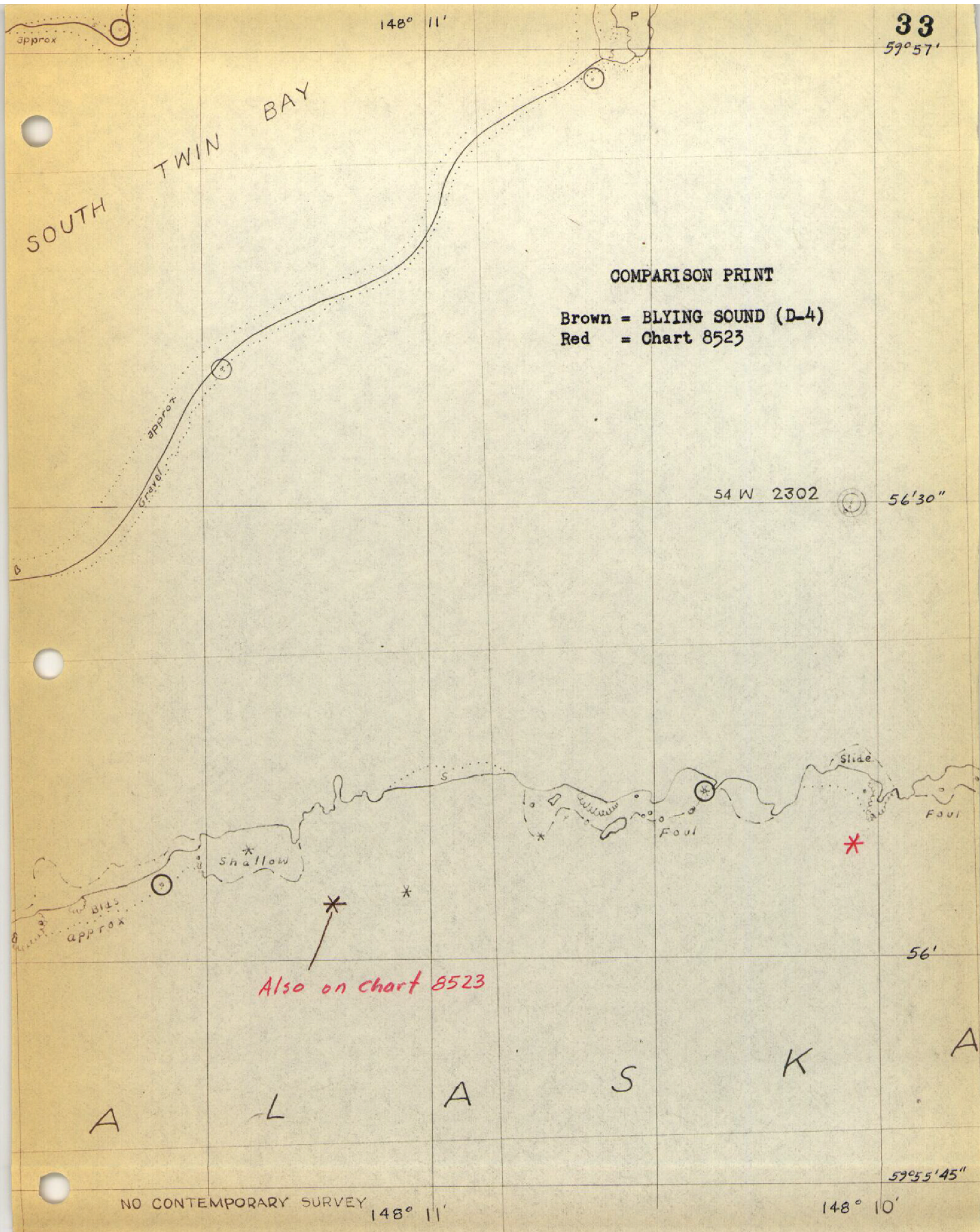
Also on
chart 8523

59° 56' 30"

NOB 1927

148° 13'

4



33
59° 57'

COMPARISON PRINT

Brown = BLYING SOUND (D-4)
Red = Chart 8523

54 W 2302 56'30"

Also on chart 8523

A L A S K A

NO CONTEMPORARY SURVEY

NOTE: Unlabeled circles are photogrammetric plot points; not map features

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO.

T-9/50

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.

FORM C&GS-8352 SUPERSEDES ALL EDITIONS OF FORM C&GS-975.