

Original

9627

2296

Form 504	
U. S. DEPARTMENT OF COMMERCE	
COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey <u>Shoreline (Photogrammetric)</u>	
Field No. <u>6087</u>	Office No. <u>T-9627</u>
LOCALITY	
State <u>Alaska</u>	
General locality <u>Prince of Wales Island</u>	
Locality <u>Shipley Bay</u>	
<u>1953-1955</u>	
CHIEF OF PARTY	
G. A. Nelson, Chief of Field Party	
E. H. Kirsch, Baltimore District Office	
LIBRARY & ARCHIVES	
DATE	

DESCRIPTIVE REPORT - DATA RECORD

T -9627

Project No. (II): ~~6087~~ PH-87 Quadrangle Name (IV):

Field Office (II): Ship LESTER JONES

Chief of Party: G. A. Nelson

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: E. H. Kirsch

Instructions dated (II) (III):

Field: 3 June 1953

28 Dec. 1953

23 Dec. 1954

25 Jan. 1955

Office: 17 Dec. 1953

12 Nov. 1954

6 Sept. 1955

Copy filed in Division of
Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

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): N.A. 1927

Vertical Datum (III): MHW

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): PERK, 1937

Lat.: 56° 06' 21.176" (655.0m)

Long.: 133° 37' 40.670" (703.0m)

Adjusted

~~Unadjusted~~

Plane Coordinates (IV):

State: Alaska

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

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

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Camera (kind or source) (III): U.S.C. & G. S. nine-lens

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
41477	8/22/53	1027	1:10,000	8.3 above MLLW
41498 thru 41501	"	1044	"	9.0 " "
41511 thru 41513	"	1059	"	9.0 " "
41538 thru 41540	"	1122	"	9.6 " "

Tide (III)

From Predicted Tables

Reference Station: Sitka
Subordinate Station: Pole Anchorage, Kosciusko I.
Subordinate Station:

Diurnal

Ratio of Ranges	Mean Range	Spring Range
	7.7	9.9
1.2	9.1	11.3

Washington Office Review by (IV): *Leo F. Beugnot, Atlantic Marine Center* Date: *July 1968*

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 5

Shoreline (More than 200 meters to opposite shore) (III): 22 mi

Shoreline (Less than 200 meters to opposite shore) (III): 1 mi

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): 9

Recovered: 8

Identified: 6*

Number of BMs searched for (II):

Recovered:

Identified:

Number of Recoverable Photo Stations established (III): None

Number of Temporary Photo Hydro Stations established (III): 5

Remarks:

* During 1955 season, 6 additional stations, previously monumented, were recovered and located and 4 were identified.

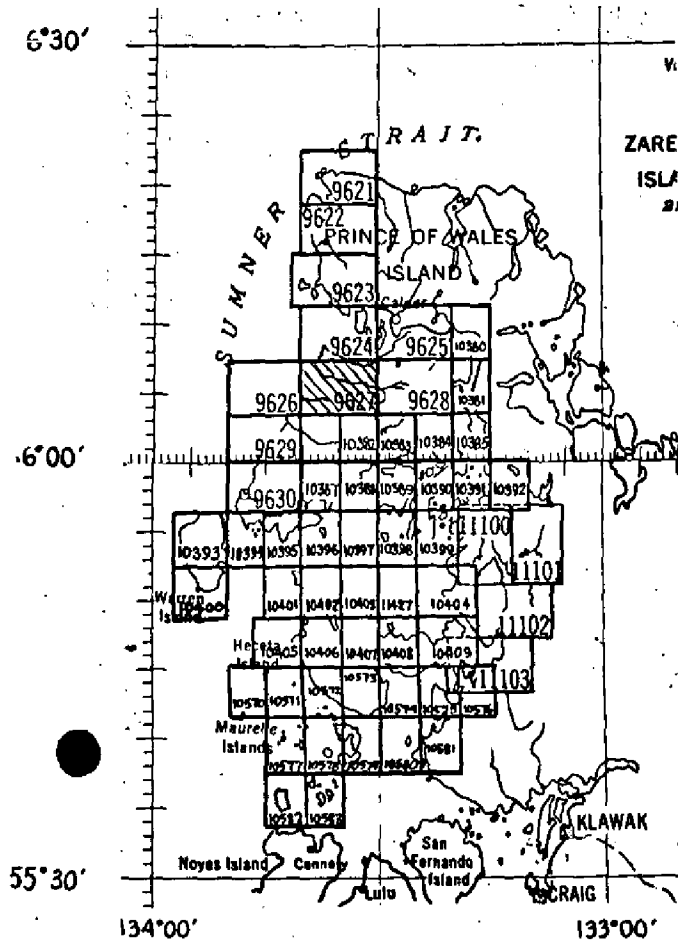
T-9627

COMPILATION RECORD	COMPLETION DATE	REMARKS
<i>PRELIMINARY MANUSCRIPT COMPILED</i>	<i>1954</i>	<i>FURNISHED FOR HYDRO AND EDIT (SUPERSEDED)</i>
Compiled	Nov. 1955	<i>— 'ADVANCE' (SUPERSEDED)</i>
Final Review	July 1968	

SHORELINE MAPPING PROJECT PH- 87

Prince of Wales Island, Alaska

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Project Ph-87 Official Mileage for Cost Accounts

Sheet No.	Area Sq. Mi.	Lin. Mi. Shoreline
9621	12	10
9622	16	11
9623	15	7
9624	17	12
9625	21	11
9626	4	5
9627	15	15
9628	14	2
9629	5	6
9630	7	6
11100	32	16
11101	9	8
11102	18	10
11103	16	15
10380	6	4
10381	5	10
10382	8	2
10383	6	8
10384	7	5
10385	4	8
10386	9	1
10387	6	7
10388	3	6
10389	7	12
10390	6	16
10391	4	12
10392	8	7
10393	12	10
10394	2	4
10395	5	8
10396	2	4
10397	1	1
10398	3	5
10399	4	11
10400	6	8
10401	1	2
10402	2	3
10403	3	6
11427	1	1
10404	5	10
10405	2	2
10406	8	1
10407	8	2
10408	5	7
10409	10	10

10570	1	1
10571	1	1
10572	5	6
10573	8	2
10574	3	4
10575	2	4
10576	7	2
10577	1	1
10578	2	2
10579	1	6
10580	2	2
10581	12	9
10582	2	6
10583	2	5

TOTAL 412 378

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SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT T-9627

Shoreline Survey T-9627 is one of 58 similar surveys in Project PH-87. It covers the area of the shoreline of Shakan Straits. The primary purpose of the survey was to provide new shoreline for nautical charts and photo-hydro support data for hydrographic surveys.

This survey was originally compiled as a Preliminary Manuscript. In 1955 horizontal control was recovered and identified and shoreline inspection* was accomplished. The manuscript was then re-compiled and classified as an Advance Manuscript.

Compilation was at 1:10,000 scale by graphic methods using the nine-lens photography of August 1953. A cronaflex copy of the manuscript along with a blue-line tracing, ozalids and specially prepared photographs were subsequently furnished for preparation of the boat sheet, location of photo-hydro signals and field edit use.

The manuscript is a vinylite sheet 3 3/4 minutes in latitude by 10 minutes in longitude which was smooth drafted and reproduced on cronaflex. One cronaflex positive and one cronar negative are provided for record and registry.

* COMPLETING AN EDIT

EDIT *
FIELD INSPECTION REPORT (in part)

For

MAPS T-9623 to T-9630

* THIS FIELD WORK COMPRISES
AN EDIT OF THE PRELIMINARY
MANUSCRIPT (FOR T-9627)

2. AREAL FIELD INSPECTION

The shoreline inspection was started from the southern limit of the 1954 work and continued southward to include all of the shoreline encompassed by the 1955 hydrography. Control Identification was further extended southward to Cape Pole and around the south end of Kosciusko Island to Holbrook Point at the head of Davidson Inlet.

The shoreline was inspected from an open skiff, and the inspection was intermittent, depending upon the weather, surf conditions and the locale of hydrographic operations.

The area inspected was heavily wooded, the tree line almost always reaching the high water line. The overall photographic coverage was good, being more than adequate for a good compilation of the shoreline. In some instances, however the foreshore was completely obliterated by excessive shadows on some of the photographs.

The locale being Alaska, a detailed inspection was not feasible and the field inspection was standard only with respect to control identification. No extra time was taken to make low tide inspection of any area to determine the low water line. Usually the foreshore was very steep, thus decreasing the relative importance of a low water line delineation. Where the gradient of the foreshore was gradual, a low water line was usually obtained by the hydrography that was done concurrently with the field inspection.

3. HORIZONTAL CONTROL

(a) New Stations

The following new stations were established by second-or third order triangulation:

*BILL	1938-1955	LOWER	1955	SHAKE	1955
CALDER	1955	MARBLE	1955	*SICKLE	1938-1955
CENTER	1955	MIDDLE	1955	*SLEEPY	1938-1955
DEAD 2	1955	MILTON	1955	SQUEEZE	1955
DIVIDE	1955	*MUD	1938-1955	TURN	1955
*FRAN	1938-1955	*PLAY	1938-1955	TWIST	1955
GRAZE	1955	QUARRY	1938	UPPER	1955
INNER	1955	SHAKAN STRAIT DAYBEACON, 1955			

*Although stations BILL, FRAN, MUD, PLAY, SICKLE and SLEEPY were set in 1938, no observations were made then to enable a determination of geographic positions.

(b) No datum adjustments were made in 1955.

(c) All control used in 1955 was established by the Coast & Geodetic Survey.

(d) No specific stations were required by the instructions, and considerably more control was identified than required to meet the spacing requirements of Photogrammetry Instruction No. 46.

(e) The following stations were determined lost:

ALDER, A	1922	OUT	1922
BIGHT	1922	SLIDE	1922
DEAD	1922	STATION ID. LIGHT	1915
ISLE	1922	TAINÉ	1922

Station ISLE was considered lost as a triangulation station because the center mark was missing. However, its probable location, to within less than a foot, was readily determined and the station was identified for photo control.

Two stations, BLUE 1903 and ROUND 1903 were searched for but not found. Because of unfavorable surf conditions, station BLACK 1903 was identified from offshore by description and was not recovered.

(f) The following fifty-six stations were identified for photo control and entered on Control Identification Cards.

Station	Map No.	Photo. No.	Station	Map No.	Photo. No.
ALCOA 1946	D	41451	MINE 1946	D	41446
BEAR 1903	E	41492	NEW 1922	T-9624	41543
BEND 1922	T-9627	41540	NUTT 1937	T-9626	41476
BILL 1938-55	T-9627	41512-13	ON AUG 1937	W. of A	41314
BLACK 1903	S. of A	41317	*LITTLE POLE ANCHORAGE		
BLUFF 1886	T-9626	41475	OUTER LIGHT, 1937	T-9630	41330
BUSH 1922	T-9627	41541	PERK 1937	T-9627	41499
CAMP 1937	T-9629	41473	PHIL 1937	T-9627	41501
CENTER 1955	T-9624	41543	PIES 1937	T-9629	41442
CHAN 1937	T-9630	41314	PINK 1903	D	41492
DARTS 1946	D	41453	PLAY 1938-1955	T-9627	41497
DEAD 2 1955	T-9625	41607	POLE 1886	T-9630	41312
DIVIDE 1955	T-9624	41541	QUARRY 1955	T-9625	41608
EDNA 1946	D	41451	QUARTZ 1903	A	41316
GILLE 1946	F	41451	RED 1903	D	41451 & 41687
GRAZE 1955	T-9624	41541	REEF 1922	T-9624	41511
GREEN 1903	F	41447	ROS (4th order)	T-9624	41511
GRIM 1937	T-9627	41500	RUINS 1937	T-9626	41476
HALL 1937	A	41315	SCRAB 1937	T-9630	41332
HAMILTON ID. DAY-			SHAKAN STRAIT		
BEACON, 1954	T-9624	41510	DAYBEACON, 1955	T-9624	41541
HIP (4th order)	T-9624	41511	SHAKE 1955	T-9624	41542
HOLBROOK 1903	C-	41515	SICKLE 1938-1955	T-9627	41512
INNER 1955	T-9623	41565	SLEEPY 1938-1955	T-9627	41512
ISLE 1922	T-9624	41540	STATE 1922	T-9624	41510
LEDGE 1922	T-9625	41541	STRAW 1903	A	41327
LICHEN 2 1937	W. of A	41315	TWIST 1955	T-9624	41543
LONE 1922	T-9625	41606	UPPER 1955	T-9625	41609
MIDDLE 1955	T-9624	41608	VENT 1937	T-9627	41501
			WOLF 1903	D	41687

*This light is described under the name of OUTER LIGHT on Triangulation Index, Alaska No. 41, and FISHERMANS HARBOR OUTER LIGHT in the Coast Guard LIGHT LIST.

Paragraph 4, 5, & 6 Inapplicable.

7. SHORELINE & ALONGSHORE FEATURES

- The mean high water line was adequately compiled on the preliminary Manuscripts and exceptions duly noted on field photos.
- Inasmuch as the foreshore area was usually very steep, delineation of the low-water line was relatively unimportant, and no extra time was taken to make a low-water inspection of any area.
- The foreshore was usually very steep and composed of solid bedrock. Exceptions were noted on field photos.

- (d) Bluffs and cliffs were noted on field photos. The only prominent cliff encountered was on the east side of Bluff Island.
- (e) The pier indicated on the west side of Fontaine Island (Shakan Strait) was deleted, and the adjoining buildings abandoned. The only other structure encountered was the site of an abandoned logging camp (clearly visible on photos) located at the head of a small bight $\frac{1}{2}$ mile southeast of triangulation station PIES, 1937. Adequate notes were made on the field photos.

8. OFFSHORE FEATURES

Delineation of foul areas was well done on the Preliminary Manuscripts, this opinion having also been expressed by the Hydrographer. Additional notes were during the field inspection and all important offshore rocks and heavy kelp areas were located by either the field inspection or the concurrent hydrography.

9. LANDMARKS AND AIDS

Information regarding landmarks and aids was covered by the concurrent hydrographic phase of the project. A copy of Form 567 is submitted as supplemental data.

10. BOUNDRIES, ETC., INAPPLICABLE

11. OTHER CONTROL

Reference may be made to plane table survey T-6589, Bluff Island to Hard-scrabble, 1937.

One recoverable topo station, ERV, was established during the 1955 Field Season. This station was marked in 1954 but no position determined at that time. During the 1955 Field Season, a fourth-order theodolite position was determined and the appropriate data recorded on Form 524.

All station names were inked on the field photos on which they were pricked. At no time was it necessary to refer to or use the office photos. When a direct prick was not possible, a substitute station was selected and the necessary data recorded on C.S.I. Cards.

The following photo-hydro stations were established:

Map T-9624

<u>Station</u>	<u>Photo. No.</u>
Car	41502
Dum	41509
Elk	41502
Fir	41509
Got	41509
Ill	41509
Jeb	41502
Key	41510
Let	41501
Mow (Sub pt)	41501
Nob (Sub pt)	41501
Sip	41501

Map T-9626

<u>Station</u>	<u>Photo. No.</u>
Ina (Sub pt)	41476
Jit	41475
Kid	41475
Kip (Sub Pt)	41477
Lam	41475
Liz (Sub Pt)	41476
Mag	41500
Own (Sub Pt)	41476
Pod	41475

Map T-9627

<u>Station</u>	<u>Photo. No.</u>
Gaf	41475
Rev	41475
Sag	41499
Tax	41499
Use	41499

Map T-9629

<u>Station</u>	<u>Photo. No.</u>
Air	41333
Bad	41333
Dan	41442
Doc	41474
Eon	41472
Flo	41473
Gob	41333
Hag	41442
Hut	41474
Lux	41442
Ned	41473
Obi	41333
Ova (Sub pt)	41473
Pil	41473
Rap	41473
Pub (Sub pt)	41473
Neo	41473
Tea (Sub pt)	41473
Wac (Sub pt)	41442
Zam (Sub pt)	41442
End (T-9630)	41332

The above stations are listed under the Manuscript Numbers indicated in the new Map-Photo Index sent to this party at the beginning of the 1955 field season.

12. Interior Features. Not applicable.

13. Geographic Names. None recommended during the 1955 field season.

14. SPECIAL REPORTS & SUPPLEMENTAL DATA

<u>Item</u>	<u>Date</u> <u>Trans. Ltr.</u>	<u>Package No.</u>
Photo Data	30 July 1955	1, 2, 3, 4
Triangulation Data	31 July 1955	5, 6
Triangulation Data	28 September 1955	11, 12
Photo Data	30 September 1955	13, 14, 15
Field Inspection Report & Miscellaneous Data	1 October 1955	16

Reference may also be made to the following applicable data:

Plane Table Survey T-6589, 1937, Bluff Island to Point Hardscrabble.

Graphic Control Sheets, LJ-A-55 and LJ-B-55.

The 1955 Hydrographic Surveys. Boat Sheets were forwarded to the Washington Office and prints are available.

Respectfully submitted,

/s/ P. A. Stark
Lt. USC&GS

Approved and Forwarded,

/s/ George A. Nelson,
Comdr, USC&GS
Chief of Party

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

MAP T. 9627

PROJECT NO. Ph-87

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR λ -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
			ϕ	λ	FORWARD	(BACK)		FORWARD	(BACK)	
BLACK, 1922 ✓	G 609 p. 317	N.A. 1927	56	07 19.396				599.9	(1255.8)	
			133	30 54.570				942.8	(93.8)	
OUT, 1922	"	"	56	07 21.264				657.7	(1198.1)	
			133	33 45.095				779.1	(257.5)	
BUSH, 1922 ✓	"	"	56	07 11.386				352.2	(1503.6)	
			133	33 10.845				187.4	(849.3)	
BEND, 1922 ✓	"	"	56	07 07.946				245.8	(1610.0)	
			133	32 04.957				85.7	(951.1)	
VENT, 1937 ✓	G 3581 p. 762	"	56	07 16.316				504.6	(1351.1)	
			133	38 36.329				627.7	(409.0)	
PHIL, 1937 ✓	"	"	56	06 59.289				1833.7	(22.0)	
			133	38 26.470				457.4	(579.4)	
GRIM, 1937 ✓	"	"	56	05 04.512				139.6	(1716.2)	
			133	39 32.071				554.6	(483.0)	
PERK, 1937 ✓	G-3581 p. 763	"	56	06 21.176				655.0	(1200.8)	
			133	37 40.670				703.0	(334.1)	
SHIP, 1937 ✓	"	"	56	05 09.212				284.9	(1570.8)	
			133	37 56.406				975.5	(62.2)	
Sub. Pt. BUSH, 1922	"	"	56	07				356.7	(1499.1)	
			133	33				191.6	(845.1)	
Sub. Pt. BEND, 1922	"	"	56	07				243.6	(1612.2)	
			133	32				74.5	(962.3)	
Sub. Pt. VENT, 1937	"	"	56	07				588.5	(1267.2)	
			133	38				635.1	(401.6)	

1 FT. = 3048006 METER

COMPUTED BY L. A. Senasack

DATE 20 January 1954

CHECKED BY J. C. Cragan

DATE 1/21/54

COMM-DC-57843

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

MAP T-9627 PROJECT NO. Ph-87 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR x -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS	DATUM CORRECTION	N.A. 1927 - DATUM FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			ϕ	λ			FORWARD	(BACK)	
SICKLE, 1938- 55	Field Comp. p. 4	N.A. 1927	56 05	31.733			981.4	(874.4)	
PLAY, 1938- 55	"	"	133 30	44.599			771.2	(266.3)	
Sub. Pt. PLAY, 1938- 55		"	56 05	52.478			1623.3	(232.6)	
			133 34	27.682			178.5	(558.7)	
		"	56 05				1612.8	(243.1)	
			133 34				175.6	(561.6)	
SLEEPY, 1938- 55	"	"	56 05	49.159			1520.6	(335.3)	
Sub. Pt. SLEEPY, 1938- 55		"	133 33	48.703			841.9	(195.3)	
		"	56 05				1527.2	(328.7)	
			133 33				829.0	(208.2)	
BILL, 1938- 55	"	"	56 04	47.239			1461.1	(394.6)	
			133 31	45.409			785.4	(252.4)	
Sub. Pt. No. 1 BILL, 1938- 55		"	56 04				1403.7	(452.0)	
			133 31				703.6	(334.2)	
Sub. Pt. No. 2 BILL, 1938- 55		"	56 04				1503.3	(352.4)	
			133 31				1009.5	(28.3)	
Sub. Pt. PHIL, 1937		"	56 06				1781.3	(74.4)	
			133 38				420.6	(616.2)	
Sub. Pt. GRIM, 1937		"	56 05				142.4	(1713.4)	
			133 39				552.3	(485.3)	
Sub. Pt. #1 PERK, 1937		"	56 06				656.0	(1199.8)	
			133 37				713.4	(323.7)	
Sub. Pt. #2 PERK, 1937		"	56 06				603.3	(1252.5)	
			133 37				610.4	(426.7)	

1 FT. = 3048006 METER

COMPUTED BY: J. C. Cregan

DATE

9/28/55

CHECKED BY: A. Queen

DATE

9/28/55

COMM-DC-57843

COAST AND GEODETIC SURVEY
CONTROL RECORD

MAP T- 9627
PROJECT NO. 6087
SCALE OF MAP 1:10,000
SCALE FACTOR

[illegible]

PHOTOGRAMMETRIC PLOT REPORT
PROJECT 6087

Surveys T-9624 thru T-9628

21. AREA COVERED

This radial plot covers the area of surveys T-9624 thru T-9628 and the southeast corner of T-9623. They are shoreline surveys located on the Prince of Wales Island, Alaska, along Sumner Strait, and cover the areas of Shakan and Shipley Bays.

22. METHOD - RADIAL PLOT

Map Manuscripts:

Vinylite sheets with polyconic projections in black, at a scale of 1:10,000 were furnished by the Washington Office. Base sheets were prepared in this office.

All control stations and substitute stations were plotted using the meter bar and beam compass.

A sketch, showing the layout of surveys in this plot and the distribution of control and photograph centers, is attached to this report.

Photographs:

All photographs used are nine-lens unmounted photographs, at a scale of 1:10,000. Thirty-one photographs were used in the radial plot, and are numbered as follows:

41474 thru 41477
41498 thru 41502
41508 thru 41513
41537 thru 41544
41605 thru 41610
41630 and 41631

Standard symbols were used on the photographs.

Templets:

Vinylite templets were prepared for all photographs. A master templet was used to correct for paper and film distortion, and for chamber displacement.

Closure and Adjustment to Control:

Vinylite base sheets were prepared in this office. Because there were no grid lines on the manuscripts, some intersections of the manuscript projections were transferred to the base sheets. These common intersections were held in order to transfer the control.

The radial plot was laid, tying into points established in a previous plot laid in December 1954 for surveys T-9622 and T-9623 to the north. The flights beginning with photographs 41508 and 41544 were laid first, and extended southward.

22. METHOD - RADIAL PLOT (cont'd)

Closure and Adjustment to Control: (cont'd)

The plot was then extended to the east and to the west. Some control stations could not be held, but a satisfactory plot was obtained. In Calder Bay station INNER, 1955 could not be held in the plot.

Transfer of Points:

The map manuscripts were placed over the finished plot and oriented by holding the control and intersections that had been transferred to the base sheets. All pass points and photograph centers were pricked on the map manuscripts.

23. ADEQUACY OF CONTROL

There was adequate control to obtain a satisfactory radial plot.

The following stations could not be held in the plot:

INNER, 1955. The radially plotted position is 8 meters southwest of the geographic position. This sub. pt. was a very poor image point and it is quite possible the wrong rock was identified on the office photograph.

MIDDLE, 1955. The radially plotted position is 0.2 mm southwest of the geographic position.

ISLE, 1922. The radially plotted position is 0.4 mm east of the geographic position. Station ISLE, 1922 was reported lost, but the RM was recovered. The azimuth station was listed on the control identification card as BLACK, 1922 by the field man. The orientation of the control identification card indicates that either BEND, 1922 or BUSH, 1922 probably was used.

UPPER, 1955. The control station identification card describes the sub point as a ledge, but the image pricked on the field photograph is a tree laying over. The ledge was not visible on the office photographs and this sub. station was not used to control the plot.

RUINS, 1937. The radially plotted position for Sub. Pt. No. 1 is 1.1 mm northwest of the geographic position. However, Sub. Pt. No. 2, which is a more definite image point, was held in the plot.

PHIL, 1937. The radially plotted position is 0.4 mm northwest of the geographic position. This is probably a matter of inaccurate identification, because VENT, 1937 to the north, and PERK, 1937 to the south were held in the plot.

BILL, 1938-55. The radially plotted position from Sub. Pt. No. 1 is 0.7 mm southwest of the geographic position. Sub. Pt. No. 2 was held in the plot. The distances measured to these sub stations were stadia distances of 100 meters and 228 meters.

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-3-

23. ADEQUACY OF CONTROL (cont'd)

NIPPLE, 1922. This station was office identified, and extreme elevation and tilt made the identification very weak.

LONE, 1922. This station was office identified in 1954 measuring from the lone tree as described in the 1922 description. The 1955 identification of a Sub Pt. for LONE, 1922 was the same image point as the office identification of the station. Consequently, the pricking was not changed on the office prints. LONE, 1922 and not the position of Sub. Sta. LONE, 1922 was held in the radial plot. LEDGE, 1922 just to the south of LONE, 1922 held in the plot. This confirms the office identification of the station and tends to indicate the field identification may be in error.

H HIP, 1955. The radially plotted position is 0.3 mm northeast of the geographic position for this hydrographic signal, which was computed in the field as less than third-order.

24. SUPPLEMENTAL DATA

None.

25. PHOTOGRAPHY

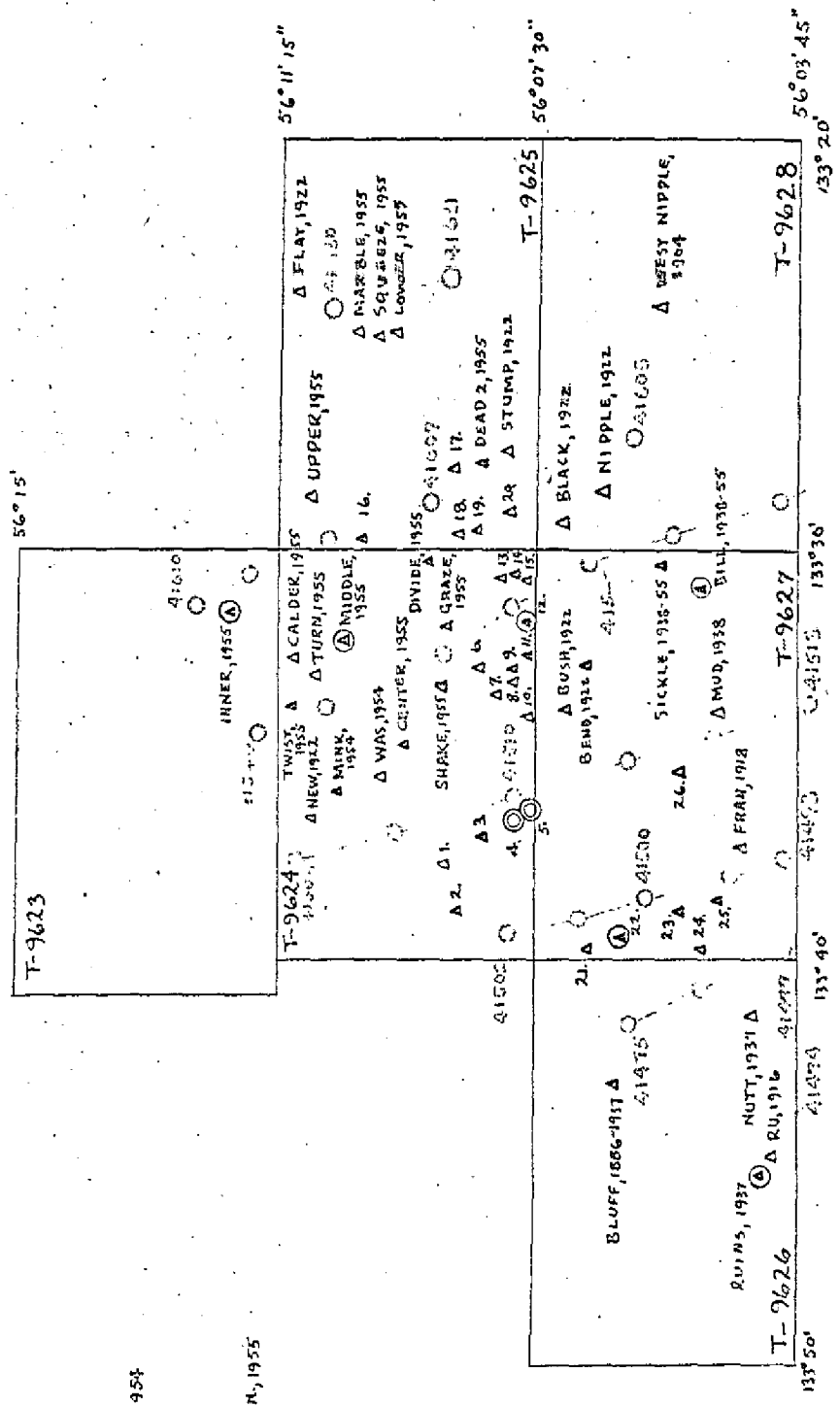
The photographic coverage and definition of photographs used in the plot were good. However, the office prints were in poor condition as the result of being used in a previous plot of the same area, as well as in preliminary compilation and in two field seasons with the hydrographic party. It is believed that new office prints would have made control identification easier, because the office identification of control for the preliminary surveys interfered with pricking of field identified control. In addition, the condition of the office prints undoubtedly resulted in local distortions of the paper and emulsion, so that the resulting templates could not be adjusted as well as a new flat print. A request for new prints was not made at the start of the radial plot because the completion date for this project did not allow sufficient time.

Respectfully submitted
22 November 1955

E. L. Williams
E. L. Williams
Cartographic Aid (Photo.)

LAYOUT SKETCH
PROJECT 6087
SURVEYS T-9623 thru T-9628

1. STATION IS. LN., 1958
2. SHAXAN, 1886
3. STATE, 1922
4. HIP, 1955
5. ROS, 1955
6. MILTON, 1955
7. LIT, 1915
8. END, 1922
9. HAMILTON IS. DAY BN, 1954
10. LOG A, 1912
11. REEF, 1922
12. ISLE, 1922
13. HIM, 1922
14. S. CAN STRAIT DAY BN, 1955
15. T. NIPPLE, 1922
16. GUARRY, 1955
17. KOS, 1922
18. CREEK, 1922
19. LONE, 1922
20. EAST A, 1922
21. WEST, 1922
22. MIL, 1922
23. VERT, 1937
24. PERK, 1937
25. GRIM, 1937
26. SHIP, 1937
27. PLAY, 1938
28. SLEEPY, 1938-55



- Nine-lens office photographs
- △ Control stations identified
- △ Control stations not identified
- Hydro Signal identified
- Hydro Signal not held in plot

20

- II -

COMPILATION REPORT
T-9627

Field Inspection Report:

1. Preliminary Field Inspection Report, Maps T-9623 thru T-9627, May - July 1955, Combined Operations - USC&GS Ship LESTER JONES, Project CS-347 - Ph-87, submitted by P. A. Stark.
2. Field Inspection Report, Maps T-9623 thru T-9630, Combined Operations - USC&GS Ship LESTER JONES, Project 1347 (Ph-87) submitted by P. A. Stark. (See Descriptive Report ^{this} for survey ~~T-9624.~~)

Photogrammetric Plot Report - is part of the Descriptive Report for ~~this~~ Survey ~~T-9624.~~

31. DELINEATION

This manuscript was delineated by graphic methods. Parts of the shoreline obscured by shadow or relief displacement are shown with a broken line. The eastern end of Shipley Bay was delineated completely on this manuscript although a small part of the shoreline falls within the limits of survey T-9628.

32. CONTROL

Refer to Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA

A copy of boat sheets LJ-1355 for survey H-8245 and LJ-1354 were available for purposes of comparison.

Theodolite cuts from triangulation stations were furnished for the photo-hydro and hydrographic signals in this area.

Graphic Control sheet LJ-B-55, became available for comparison purposes after this manuscript was compiled.

34. CONTOURS AND DRAINAGE

Contours: Inapplicable.
Drainage: No comment.

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline inspection was adequate.

Where shoreline was obscured by shadows or relief displacement, it had to be shown with a broken line. The low water lines and ledge areas are based on data furnished by the field party.

36. OFFSHORE DETAILS

The manuscript was compared with the boat sheets and several rocks were identified on the photographs from positions indicated on the boat sheets and delineated on the manuscript. Several rocks were not visible on the photographs which are at a high stage of tide.

The kelp lines were delineated as indicated by the field party. See par. 36 of the Descriptive Report for survey T-9624 regarding the foul lines on the preliminary manuscripts. Several discrepancies in elevations of rocks caused by overlapping field inspection were noted. The higher of two elevations was shown on the manuscript in each case.

37. LANDMARKS AND AIDS

None.

38. CONTROL FOR FUTURE SURVEYS

Five photo-hydro signals were identified by the field party and located on the manuscript. Their positions were verified by the theodolite cuts.

Two hydrographic signals were located by theodolite cuts furnished by the field party. They are listed in par. 49.

39. JUNCTIONS

Junction with surveys T-9624 to the north, T-9628 to the east and T-9626 to the west have been made and are in agreement. There is no contemporary survey to the south.

40. HORIZONTAL AND VERTICAL ACCURACY

Refer to the Photogrammetric Plot Report.

41 - 45. Not applicable.

46. COMPARISON WITH EXISTING MAPS

None were available in the Compilation office.

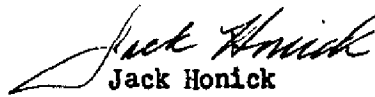
47. COMPARISON WITH NAUTICAL CHARTS

Chart No. 8172, scale 1:40,000 published March 1937, corrected to 9/8/52.


Items to be applied to nautical charts immediately: None.

Items to be carried forward: None.

Respectfully submitted
18 November 1955


Jack Honick
Carto. Photo. Aid

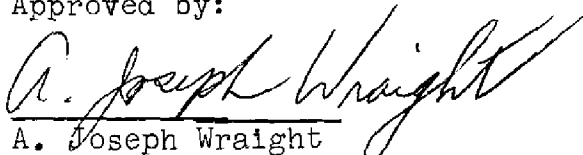
Approved and forwarded


E. H. Kirsch,
Comdr. C&GS
Baltimore District Officer

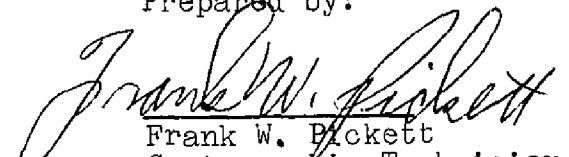
GEOGRAPHIC NAMES
FINAL NAME SHEET
PH-87 (Sumner Strait, Alaska)
T-9627

Kosciusko Island
Shakan Strait
Shipley Bay
Sumner Strait

Approved by:


A. Joseph Wraight
Chief Geographer

Prepared by:


Frank W. Pickett
Cartographic Technician

Project 6087

T-9627

49. NOTES FOR THE HYDROGRAPHER

The following are the photo-hydro signals located on the manuscript photogrammetrically:

OAF
REV
SAG
TAX
USE

The following are the hydrographic signals located on the manuscript by theodolite cuts:

VAN
WET

Theodolite cuts to the photo hydro signals were plotted and they verified the photogrammetrically plotted positions.

On comparing the manuscript with the boat sheets the positions of the above listed signals were found to be in close agreement.

50-
PHOTOGRAMMETRIC OFFICE REVIEW

T. 9627

1. Projection and grids ☒ 2. Title ☒ 3. Manuscript numbers ☒ 4. Manuscript size ☒

CONTROL STATIONS

4a. Classification label ☒5. Horizontal control stations of third-order or higher accuracy ☒ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ☒ 7. Photo hydro stations ☒ 8. Bench marks ☒
9. Plotting of ~~sextant~~ ^{Theodolite} fixes ☒ 10. Photogrammetric plot report ☒ 11. Detail points ☒

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline ☒ 13. Low-water line ☒ 14. Rocks, shoals, etc. ☒ 15. Bridges ☒ 16. Aids to navigation ☒ 17. Landmarks ☒ 18. Other alongshore physical features ☒ 19. Other along shore cultural features ☒

PHYSICAL FEATURES

20. Water features ☒ 21. Natural ground cover ☒ 22. Planetable contours ☒ 23. Stereoscopic instrument contours ☒ 24. Contours in general ☒ 25. Spot elevations ☒ 26. Other physical features ☒

CULTURAL FEATURES

27. Roads ☒ 28. Buildings ☒ 29. Railroads ☒ 30. Other cultural features ☒

BOUNDARIES

31. Boundary lines ☒ 32. Public land lines ☒

MISCELLANEOUS

33. Geographic names ☒ 34. Junctions ☒ 35. Legibility of the manuscript ☒ 36. Discrepancy overlay ☒ 37. Descriptive Report ☒ 38. Field inspection photographs ☒ 39. Forms ☒40. R. G. Glaser
ReviewerFrank J. Hareja
Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler_____
Supervisor

43. Remarks:

REVIEW REPORT T-9627
SHORELINE
July 31, 1968

61. GENERAL STATEMENT:

See Summary accompanying the Descriptive Report.

The photography was obtained at a high stage of the tide. This along with areas of kelp prevented verification of some of the rocks located by the hydrographer.

There is no field edit report or field edit sheet for this survey. Field edit evidently consisted only of a general verification of the shoreline by the hydrographer. *REFER TO PAGE 10, ITEM 8. * See below*

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

Comparison was made with a copy of Registered Survey No. 1757, 1:20,000 scale, made in 1888 and which covers Shakan Strait. No previous Registered survey of Shipley Bay was available at the time of Final Review.

Survey T-9627 supersedes Survey No. 1757 for nautical chart construction purposes.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

Comparison was made with U.S.G.S. PETERSBURG (A-5), ALASKA, 1:63,360 scale quadrangle, edition of 1953. The two surveys are in good general agreement. The U.S.G.S. quadrangle is somewhat generalized because of its scale.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

Comparison was made with copies of unreviewed survey H-8243 and reviewed survey H-8245. The following differences were noted:

Rocks awash on H-8245 at lat. $56^{\circ} 06' 06''$ long. $133^{\circ} 37' 09''$ and another at lat. $56^{\circ} 06' 01''$ long. $133^{\circ} 36' 56''$ are not visible on the photographs. Each

** THE FIELD "INSPECTION" ACCOMPLISHED IN 1955 COMPRISED AN EDIT - OF THE PRELIMINARY MANUSCRIPT. NO EDIT SHEETS WERE SUBMITTED. THE "INSPECTION" (EDIT) REPORT INCLUDES REFERENCE TO FIELD CHECKS BY THE HYDROGRAPHER - PAGE 10, ITEM 8, 880*

of these are on chart 8172 with the rock awash at MLLW symbol.

Rocks awash on H-8245 at lat. $56^{\circ} 05' 34''$ long. $133^{\circ} 39' 02''$ is not visible on the photographs. It is also shown with the rock awash at MLLW symbol on chart 8172.

Rocks awash at the ^{two} ~~three~~ following positions are not visible on the photographs; lat. $56^{\circ} 04' 37''$ long. $133^{\circ} 34' 02''$ and $56^{\circ} 05' 10'' - 133^{\circ} 33' 30''$.

A reef at lat. $56^{\circ} 04' 53''$ long. $133^{\circ} 31' 51''$ is not visible on the photographs. It is shown with the rocks awash symbol on chart 8172.

A rock awash, lat. $56^{\circ} 04' 47''$ long. $133^{\circ} 32' 00''$ appears only as part of a reef on the photographs.

65. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with chart 8172, 1:40,00 scale, 5th edition, November 23, 1964. Rocks shown as awash at the following positions are not visible on the photographs:

<u>LATITUDE</u>	<u>LONGITUDE</u>
$56^{\circ} 07' 24''$	$133^{\circ} 33' 40''$
$56^{\circ} 07' 06''$	$133^{\circ} 38' 31''$
$56^{\circ} 06' 57''$	$133^{\circ} 38' 28''$
$56^{\circ} 05' 11''$	$133^{\circ} 33' 21''$

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

This survey complies with instructions and meets the National Standards of Map Accuracy. * See below

The following field and office photographs were examined during final review:


41475 thru 41477
41498 thru 41501
41511 thru 41513
41539 thru 41540

* THERE ARE INCONSISTENCIES IN STATEMENTS MADE IN THE FIELD "INSPECTION" (EDIT) REPORT CONCERNING THE EXTENT OF INSPECTION - ITEMS 2, PARAGRAPHS 2.8.4, AND ITEM 7, PARAGRAPH (a); AND, SOME SHORELINE IS SHOWN DASHED LINE; IT IS BELIEVED, HOWEVER, THAT THE TOPOGRAPHIC INFORMATION FURNISHED THROUGH THE COMBINED HYDRO AND TOPO SURVEYS IS ADEQUATE FOR NAUTICAL CHARTING PURPOSES IN THIS AREA. JUB

BASIC MAP ACCURACY - HORIZONTAL CONTROL WAS FIELD IDENTIFIED ON THE PHOTOGRAPHY; AND THE RADIAL PLOT WAS CONSIDERED ADEQUATE FOR MAPPING TO MEET THE NATIONAL STANDARDS OF MAP ACCURACY.

There is no Comparison print to accompany this report.
All discrepancies have been listed in paragraphs 64 and 65
of this report.

Approved by:


Howard S. Cole, Capt. USESSA
Director, Atlantic Marine Center

Reviewed by:


Leo F. Beugnet

Approved by:


Chief, Photogrammetric Branch


Chief, Photogrammetry Division

Chief, Nautical Chart Division