

9630

9630

FORM C&GS-504	
U.S. DEPARTMENT OF COMMERCE ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	SHORELINE (PHOTOGRAMMETRIC)
Field No.	8987
Office No.	T-9630
LOCALITY	
State	ALASKA
General locality	SUMNER STRAIT
Locality	POINT HARDCRABBLE TO POLE ANCHORAGE
1953	
CHIEF OF PARTY	
G. A. Nelson, Chief of Field Party	
E. H. Kirsch, Baltimore District Officer	
LIBRARY & ARCHIVES	
DATE	

DESCRIPTIVE REPORT - DATA RECORD

T - 9630

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

Field Office (II):

Chief of Party:

Photogrammetric Office (III):

Officer-in-Charge:

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
7 Nov. 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): POLE, 1886

Lat.: 55° 57' 51.052" (1578.9 m) Long.: 133° 48' 52.478" (910.4m)

Adjusted
~~1953~~

Plane Coordinates (IV):

State:

Zone:

Y=

X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.

DESCRIPTIVE REPORT - DATA RECORD

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Field Inspection by (II): **P. A. Stark**

Date: **1955 field season**

**CONSISTED OF CONTROL RECOVERY AND IDENTIFICATION,
REFER TO PAGE 6.**

Planetable contouring by (II):

Date:

Completion Surveys by (II):

**NONE FOR THIS SURVEY. REFER TO
PAGE 6**

Date:

Mean High Water Location (III) (State date and method of location): **1953, date of photography,
office interpretation.**

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

Date: **1/12/54**

Projection and Grids checked by (IV): **C. Hanavich**

Date: **1/12/54**

Control plotted by (III): **J. C. Cregan**

Date: **1/29/54**

Control checked by (III): **R. Glaser**

Date: **2/4/54**

Radial Plot ~~no stereoscopic~~

Date: **1/16/56**

~~Check extension~~ by (III): **E. L. Williams**

Planimetry

Date:

Stereoscopic Instrument compilation (III):

Contours

Date:

Manuscript delineated by (III): **Judson Y. Council**

Date: **3/16/56**

Photogrammetric Office Review by (III): **R. Glaser**

Date: **3/26/56**

Elevations on Manuscript
checked by (II) (III):

Date:

DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III): USC&GS nine-lens

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Number	Date	Time	Scale	Stage of Tide
41313 & 41314	7/25/53	1249	1:10,000	9.4' above MLLW
41330 thru 41332	7/25/53	1302	"	9.5' " "
41443	8/22/53	0952	"	6.8' " "
41445	8/22/53	0953	"	6.1' " "

Tide (III)
from predicted tables

Diurnal

Reference Station: Sitka
Subordinate Station: Pole Anchorage, Kosciusko Island
Subordinate Station:

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: *Sept. 1968*

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 2

Shoreline (More than 200 meters to opposite shore) (III): 10

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

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): 4

Recovered: 4

Identified: 4

Number of BMs searched for (II):

Recovered:

Identified:

Number of Recoverable Photo Stations established (III): none

Number of Temporary Photo Hydro Stations established (III): 1

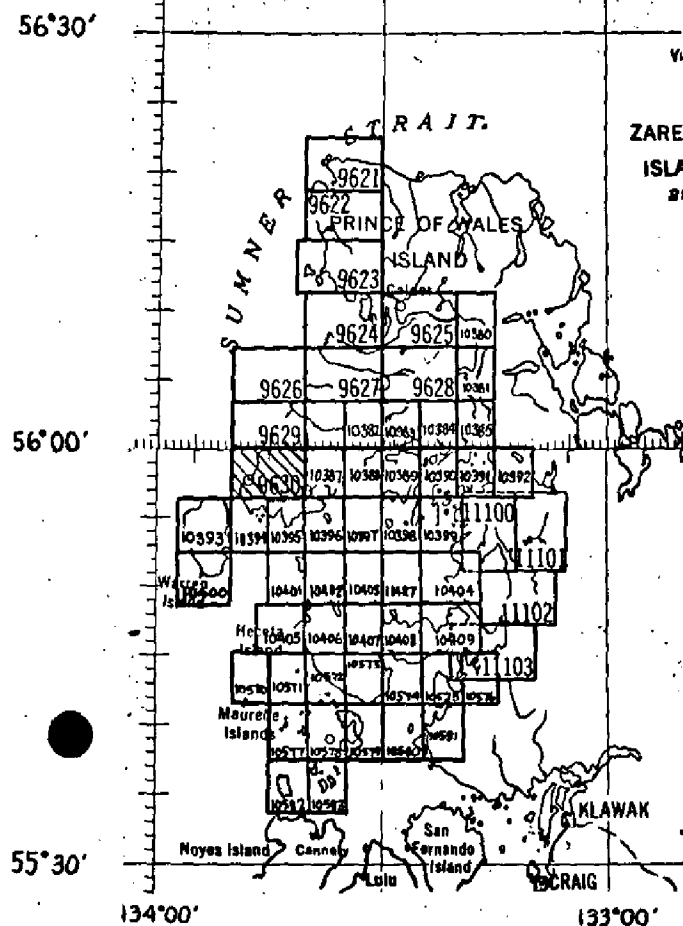
Remarks:

COMPILATION RECORD	COMPLETION DATE	REMARKS
<i>PRELIMINARY MAP COMPILED</i> Compiled	<i>1954</i> Mar. 1956	<i>FURNISHED FOR</i> <i>HYDRO SUPPORT</i> <i>"Support"</i>
Final Review	Sept. 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	6	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-9630

Shoreline survey T-9630 is one of 58 similar surveys in project PH-87. It covers the shoreline of Sumner Strait in the area of Cape Pole and Pt. Hardscrabble. See page 5 for the position of the survey within the project.

The primary purpose of the survey was to provide new shoreline for nautical charts and photo-hydro support data for hydrographic surveys.

Field work preceding compilation consisted of identification of horizontal control. There was no field inspection prior to compilation. Field edit evidently consisted of ~~verification~~ [✗] of the shoreline by the hydrographer during the course of hydrography.

Compilation was at 1:10,000 scale by graphic methods using the nine-lens photography of July and 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.

NOTE : APPARENTLY, THIS MAP WAS NOT FIELD INSPECTED - REFER TO ITEM 35, PAGE 20, OF THE COMPILATION REPORT. AN ADDITIONAL REFERENCE - THE OPENING STATEMENT OF THE FIELD INSPECTION REPORT (COMBINED REPORT FOR MAPS T-9623 TO T-9630 - BOUND WITH THIS DESCRIPTIVE REPORT) INDICATES THAT THE AREA FIELD INSPECTED INCLUDED ONLY THE SHORELINE ENCOMPASSED BY 1955 HYDROGRAPHY. NO HYDROGRAPHY WAS ACCOMPISHED IN THE AREA COVERED BY THE SUBJECT MAP (T-9630). THE ONLY REFERENCE TO FIELD EDIT ACCOMPLISHED BY THE HYDROGRAPHER, IS INCLUDED UNDER ITEM B, PAGE 10, OF THE FIELD INSPECTION REPORT. THIS REFERENCE IS MADE TO THE QUALITY OF OFFICE INTERPRETED FOUL LINES COMPILED ON THE PROJECT PRELIMINARY MAPS - NOTED DURING HYDROGRAPHIC OPERATIONS. SJB

FIELD INSPECTION REPORT (in part)

For

MAPS T-9623 to T-9630 * *see below*

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.

* MAP T-9630 WAS NOT INSPECTED - REFER TO PAGE 6 OF THIS REPORT

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	TAINE	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
HALI 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 $\frac{1}{4}$ 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>
Oaf	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	41441
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

SCALE FACTOR

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PHOTOGRAMMETRIC PLOT REPORT
Project 6087
Surveys T-9629, T-9630, T-10382,
T-10387, T-10388, T-10393
thru T-10396, T-10400 and
T-10401

21. AREA COVERED

This radial plot covers the area of the surveys listed above except for the southeast corner of Survey T-10388 for which positions of pass points will be established after this plot is extended to the south and east.

In order to insure a junction with future plots, this plot was extended to reach control on surveys T-10402, T-10383, T-10389, T-10397, and T-10398.

The geographic area covered by these shoreline surveys encompasses the western and southern shorelines of Kosciusko Island from Ruins Point at the north to ToKeen Bay to the east. The islands just off these shores as well as Warren Island are included in the area.

22. METHOD - RADIAL PLOT

Map manuscripts:

Vinylite sheets with polyconic projections in black and U.T.M. Alaska grid in red at a scale of 1:10,000 were furnished by the Washington office for all surveys except T-9629 and T-9630. These two surveys had only the polyconic projection in black.

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 and distribution of control and photograph centers is attached to this report.

Photographs:

All photographs used were nine-lens unmounted photographs at a scale of 1:10,000.

The sixty (60) photographs used in this plot, numbered as follows:

41298 thru 41319
41325 thru 41332
41374 thru 41377
41441 thru 41455

41480 and 41481
41687
41483 and 41484
41489 thru 41493
41514 thru 41518

Templets:

Vinylite templets were made for all the prepared photographs using a master templet to correct for errors due to paper distortion and chamber displacements.

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-2- 15

22. METHOD - RADIAL PLOT (cont'd)

Closure and Adjustment to Control:

The radial plot was constructed on vinylite base sheets. Because no grid lines were ruled on manuscripts T-9629 and T-9630, some intersections of the polyconic projections were transferred to the base sheets. These common intersections were held in order to transfer the control. Control from the other map manuscripts was transferred to the base sheets by holding the grid lines.

The radial plot was laid starting with templets numbered 41474 thru 41477, the positions of which were already established on manuscript T-9626. No attempt was made to continue this flight of photographs from number 41477 southeasterly to photograph number 41481 at Davidson Inlet. The high elevations in the interior coupled with tilted photographs and conjugate centers lost in the thick, high trees would not lead to a rigid plot. The position for the center of photograph 41444 was not shown on the manuscript, chiefly because the photograph was not needed for compiling the necessary shoreline manuscripts and to some extent because the position might be weak.

After flight 41325 thru 41332 was laid, flights 41312 thru 41319, and 41305 thru 41311 were laid all holding to the identified control, where available. Flight 41298 thru 41304 along the west shore of Warren Island was the last flight laid on the western limits of this plot. This flight had no field identified control and was governed solely by control identified in this office from descriptions and by a few common pass points from flight 41305 thru 41311 to the east.

After the western portion of the plot was completed, the plot was extended to the east. Flight 41449 thru 41455, which was well controlled was laid first. In the next flight to the east, 41430 thru 41484, photograph 41482 was not included because of heavy clouds. Photograph 41687 was substituted. Because the substitute point for WOLF, 1903 was visible on only one photograph, the flight had to be extended south to FOX, 1903 which was office identified.

Flight 41489 thru 41492 was held to field identified control on the north end and to office identified control (MAR, 1913) on the south end of this flight.

Flight 41514 thru 41517 was laid last and held to field identified control stations PINK, 1903 and HOLBROOK PT.

A satisfactory plot was obtained and all of the shoreline on the surveys covered by this plot is well controlled, except for the western tip of Marble Island on survey T-10388, and the islands in the southern part of survey T-10395. It is felt that other plots to be laid as extensions of this plot will materially strengthen these areas.

22. METHOD - RADIAL PLOT (cont'd)

Closure and Adjustment to Control: (cont'd)

Although a satisfactory plot was obtained, it should be stated, however, that pass points in the interior, where extreme elevation would almost certainly cause difficulty with the intersections due to tilt, were avoided and only a few points on lakes and other less elevated features were selected as interior pass points. To offset this departure from established procedure, many more pass points along the shoreline than normally are used to lay a radial plot were selected. In most cases the shoreline pass points are about $2\frac{1}{2}$ inches apart. This method seemed to give a tighter plot with apparently much less adjustment needed. This considerably lessened the time spent in actually laying the plot.

Transfer of Points:

The map manuscripts were placed over the finished plot, oriented, and the position of all pass points and photograph centers then pricked on the manuscript.

23. ADEQUACY OF CONTROL

There was adequate control for a satisfactory radial plot for surveys T-9629, T-9630, T-10382, T-10387, and T-10394.

Substitute point WOLF, 1903 on survey T-10388 was not satisfactory in that the point selected in the field was visible on only one photograph. It is recommended that a new substitute station at or near the pass point pricked on photograph 41490 about 200 meters south of the station be established. An additional substitute station at MAR, 1913 would strengthen the plot in the area.

Of all the control identified in the field only sub pt. QUARTZ, 1903 could not be held in the plot. The radially plotted position is 1.3 mm northwest of the plotted position of the substitute station. It is possible that a ten (10) meter error was made in the measured distance. However, the identification of the nearest stations (STRAW, 1903 and BLACK, 1903) is thought to be weak, and it is quite possible QUARTZ, 1903 should have been held and the other stations let go. This could not be done at this time because they are the last stations identified at the southern end of the plot. If possible, SIAT, 1903 just to the east of QUARTZ, 1903 should be identified.

EDNA BUOY 2, 1946 was identified in this office. The radially plotted position is 0.8 mm. SE of the plotted position. It is assumed that the buoy has been shifted in position since 1946.

Additional control is needed in the southern portions of surveys T-10395 and T-10396. This is especially important because of the questionable identification of STRAW, 1903.

23. ADEQUACY OF CONTROL

The following stations in survey T-10395, should be identified: FAKE, 1903; and SLAT, 1903. The substitute station selected for STRAW, 1903 is not a good point, and if possible, another substitute station obtained there would help in relaying the plot for surveys T-10401 thru T-10403. For the same reason station ROUND, 1903 on survey T-10396 should also be identified.

For the two manuscripts (T-10393 and T-10400) covering Warren Island, almost all of the shoreline stations should be identified. The office identification of CAY, HIGH ROCK, 1922 is felt to be adequate; however, field identification would be desirable. Identification of any of the triangulation stations located on the many peaks in the interior of Warren Island is thought to be unnecessary for these shoreline surveys.

24. SUPPLEMENTAL DATA

None.

25. PHOTOGRAPHY

The photographic coverage and definition of photographs used in the plot were good. There were many clouds in the flight 41480 thru 41484, but photograph 41687 was used instead of 41482, to provide adequate coverage.

26. CONTROL STATION OFFICE NOTES

In order to clarify the situation in regard to control identification, "Control Station Office Note" cards are being submitted by this office for each office-identified station. On each card is a sketch of the area taken from the photograph showing the relative position of the pass point obtained in the radial plot to the apparent position on the photograph of the station. Also, a description cut from the published lists of descriptions is pasted to the card. It is felt this card should be of help to the field man in recovering and in identifying the triangulation stations. The sketch on this card is in most cases, quite generalized and a sketch made while the field man is actually at the station site showing the area in detail as it appears on the ground is much to be preferred.

Respectfully submitted
16 February 1956

E. L. Williams
E. L. Williams
Carto. (Photo.)

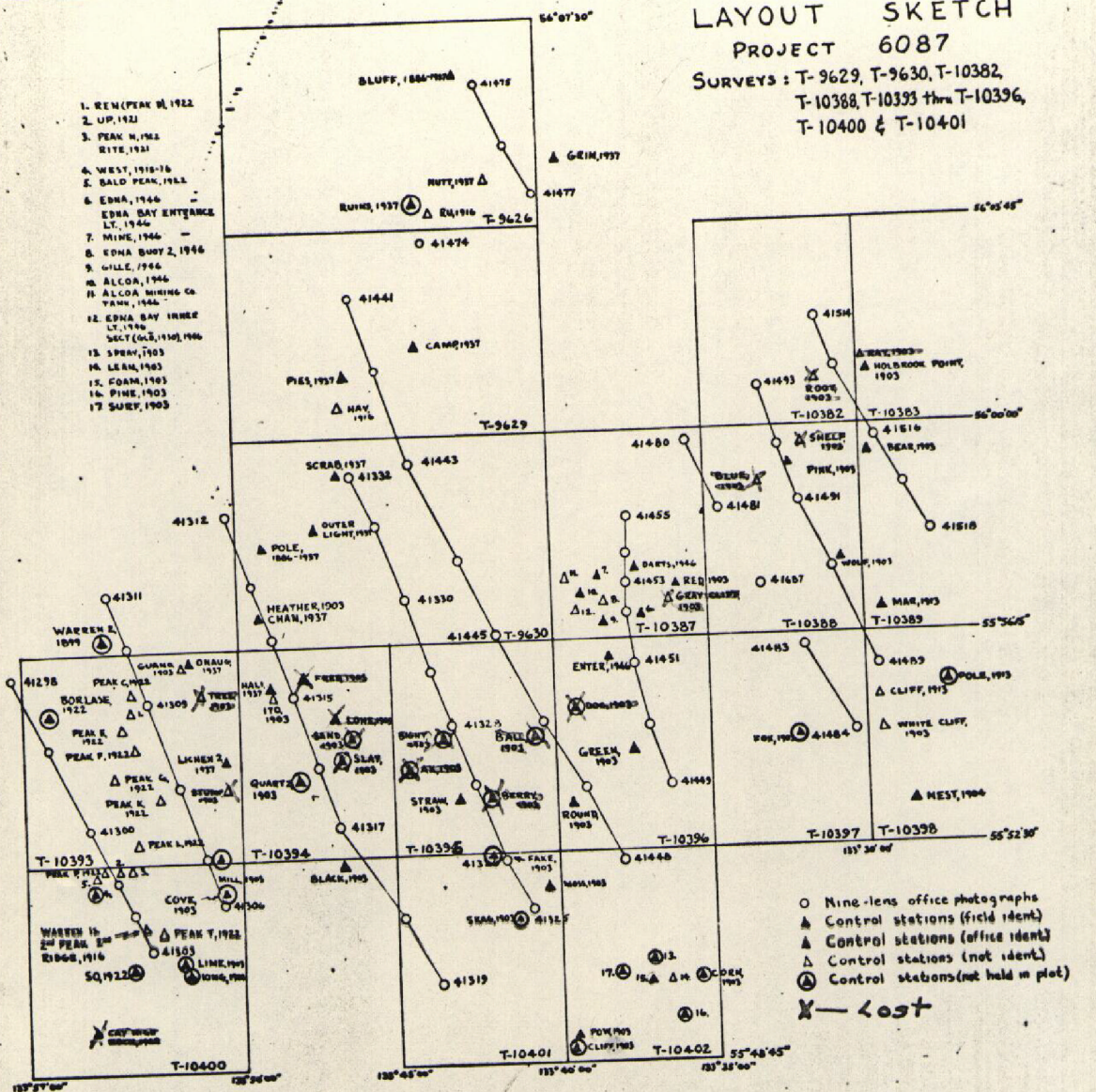
PAGE 18
REMOVED -
INAPPLICABLE

A BETTER COPY IS INCLUDED IN
THE DESCRIPTIVE REPORT FOR 19
T-10394

LAYOUT SKETCH

PROJECT 6087

SURVEYS: T-9629, T-9630, T-10382,
T-10388, T-10393 thru T-10396,
T-10400 & T-10401



~~PRELIMINARY~~

COMPILATION REPORT
Project No. 6087
T-9630

Field Inspection Report: Refer to Field Inspection Report, Maps T-9623 through T-9630, Combined Operations - USC&GS Ship LESTER JONES, Project 1347 (Ph-87), G. A. Nelson commanding. ~~(See Descriptive Report for survey T-9624.)~~ *COPY INCLUDED IN THIS DESCRIPTIVE REPORT*

Photogrammetric Plot Report is ^a part of ^{this} ~~the~~ Descriptive Report ~~for survey T-10394.~~

31. DELINEATION

This manuscript was delineated by graphic methods.

32. CONTROL

Refer to the Photogrammetric Plot Report.

33. SUPPLEMENTAL DATA

Copies of boat sheet LJ-1255(H-8244) and boat sheet 6283 (1937) were available for purposes of comparison.

34. CONTOURS AND DRAINAGE

Contours: Inapplicable.
Drainage: No comment.

35. SHORELINE AND ALONGSHORE DETAILS

There was no field inspection except for the recovery and identification of control. The tides at time of photography were computed to be at high stage and the edge of the water was interpreted as the shoreline.

No low water lines are shown. The ledge areas are based on office interpretation. Due to the high stage of tide, these areas may be more extensive.

36. OFFSHORE DETAILS

There are large areas offshore which appear to be a combination of foul areas, rocks, kelp and floating debris. Similar areas were inspected as kelp in survey T-9629 to the north.

37. LANDMARKS AND AIDS

Fisherman's Harbor Outer Light was recovered as a control station in 1955. Fisherman's Harbor Inner Light could not be office identified.

37. LANDMARKS AND AIDS (cont'd)

38. CONTROL FOR FUTURE SURVEYS

One photo-hydro signal END, was identified by the field party and located on the manuscript near the north margin.

39. JUNCTIONS

Junctions have been made with surveys T-9629 to the north, T-10394 to the southwest, and T-10387 to the east. There is no contemporary survey to the west and no junction to be made with survey T-10395 to the southeast.

40. HORIZONTAL AND VERTICAL ACCURACY

Refer to the Photogrammetric Plot Report.

41 - 45 Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison was made with the USGS Craig quadrangle, scale 1:250,000 edition of 1952.

47. COMPARISON WITH NAUTICAL CHARTS

Chart No. 8173, scale 1:40,000, published March 1939, corrected to 10/22/51.

Respectfully submitted
19 March 1956

Approved and Forwarded

E. H. Kirsch

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

Judson Y. Council
Judson Y. Council
Carto. Photo. Aid

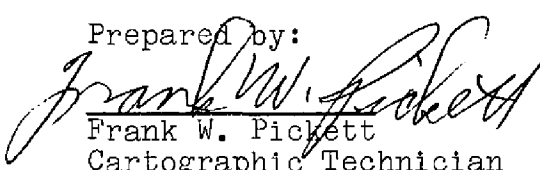
GEOGRAPHIC NAMES
FINAL NAME SHEET
PH-87 (Sumner Strait, Alaska)
T-9630

Cape Pole (Cape)
Cape Pole (Village)
Fishermans Harbor
Kosciusko Island
Point Hardscrabble
Pole Anchorage
Sumner Strait
Warren Channel

Approved by:


A. Joseph Wraight
Chief, Geographer

Prepared by:


Frank W. Pickett
Cartographic Technician

49. NOTES FOR THE HYDROGRAPHER

One photo-hydro signal, END, is located on the manuscript.

Fishermans Harbor Inner Light should be located or identified on the photographs. Fishermans Harbor Outer Light was recovered as a control station in 1955.

All shoreline was office interpreted and should be verified and inspected.

No bluffs have been shown on the manuscript. Bluffs of importance to navigation or charting should be indicated during field inspection.

The limits of offshore areas are shown which may be foul, kelp or floating debris. Very similar areas in survey T-9629 to the north were inspected as kelp areas.

Cultural details in the vicinity of Fishermans harbor should be verified.

PHOTOGRAMMETRIC OFFICE REVIEW

T- 9630

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 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. J. Glaser
ReviewerH. J. Tarcza
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-9630
SHORELINE
SEPTEMBER 26, 1968

61. GENERAL STATEMENT:

See Summary accompanying the Descriptive Report.

The photography for this survey was obtained at a high stage of the tide. This along with areas of heavy kelp throughout the alongshore area prevented the location of all but a few of the rocks photogrammetrically.

There is no field edit report or field edit sheet for this survey. The shoreline was evidently generally verified by the hydrographer. REFER TO PAGE 6.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

Comparison was made with copies of T-6587, 1:10,000 scale made in June 1937 and T-6588, 1:20,000 scale, also made in June 1937. The MHWL of these two surveys is not in agreement with the MHWL of T-9630. Because of the stage of tide at the time of photography and the large areas of kelp many of the ledges and rocks shown on the prior surveys could not be confirmed photogrammetrically.

This survey supersedes the prior listed surveys for nautical chart construction purposes. REFER TO ITEM 66. OF THIS REPORT.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

Comparison was made with USGS CRAIG (D-6), ALASKA, 15 by 20 minute quadrangle, 1:63,360 scale, edition of 1951. The two surveys are in good general agreement.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

Comparison was made with a copy of H-6283 made in June - August 1937. The shoreline for H-6283 was obtained from survey T-6587 and T-6588. As stated in paragraph 62, the shoreline of these surveys is not in agreement with T-9630 and because of the stage of the tide and the large areas of kelp only a few of the rocks and ledges shown on these surveys could be verified photogrammetrically.

Fishermans Harbor Inner Light, latitude 55° 58' 02" longitude 133° 47' 36" and a dolphin at 58° 00' 00" - 133° 47' 46" are not visible on photographs of the area and are not shown on survey T-9630. All discrepancies have been noted on the comparison print which is bound with this report.

65. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with chart 8173, 4th edition, October 25, 1965. The source of the MHWL and the rocks for the chart is T-6587 and T-6588 and all differences that exist between those surveys and T-9630 also exist between the chart and T-9630.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

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

ADEQUACY - MAP DETAILS WERE NEITHER INSPECTED NOR VERIFIED IN THE FIELD (REFER TO PAGE 6 OF THIS REPORT). CONCERNING THE ADEQUACY OF RESULTS, REFER TO ITEMS 61, 62, 64, and 65 OF THIS REVIEW REPORT AND THE "NOTES TO THE HYDROGRAPHER", PAGE 23A.
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. JHB

Field photographs 41312, 41314, 41332 and office photographs 41312, 41313, 41314, 41331 and 41332 were examined during final review. FIELD DATA (INSPECTION) CONSISTED ONLY OF HORIZONTAL CONTROL IDENTIFICATION.

Approved by:

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

Reviewed by:

Leo F. Beugnet
Leo F. Beugnet

Approved by:

Everett J. Loney
Chief, Photogrammetric Branch *WLB*

R. H. Houlster
Chief, Photogrammetry Division

Chief, Nautical Chart Division