### Descriptive Report

**Type of Survey:** Photogrammetric Shoreline  
**Field No.:** Ph-37  
**Office No.:** T-11103

### Locality

- **State:** Alaska  
- **General locality:** Tuxekan Passage  
- **Locality:** Point Swift to Winter Harbor

**Dates:** 1948-53

**Chief of Party:**  
- R.A. Gilmore, Chief of Field Party  
- J.C. Sammons, Baltimore Photo. Office

### Library & Archives

**Date:** July 31, 1959
DATA RECORD

T - 11103

Project No. (II): Ph 87
Quadrangle Name (IV):

Field Office (II): Seattle, Washington
Chief of Party: Ross A. Gilmore

Photogrammetric Office (III): Baltimore, Md.
Officer-in-Charge: Jack C. Sammons

Instructions dated (II) (III):
11 June 1952
24 Dec. 1952
8 Jan. 1953
28 Oct. 1953

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): MAR 13 1952
Date reported to Nautical Chart Branch (IV):

Applied to Chart No. Date:
Date registered (IV): 17 Feb 1959
Publication Scale (IV):
Publication date (IV):

Geographic Datum (III): NA 1927
Vertical Datum (III):
Mean sea level except as follows: MHW
Elevations shown as (2) refer to mean high water
Elevations shown as (0) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): LIME, 1952

Lat.: 55° 46' 22.325" (690.4m)
Long.: 133° 15' 32.740" (570.8m)

Plane Coordinates (IV):
State: ALASKA
Zone: 8

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.

Form T-2 Page 2
Not applicable

Areas contoured by various personnel
(Show name within area)
(II) (III)
DATA RECORD

Field Inspection by (II): Ross A. Gilmore

Completion Surveys by (II): None

Planetable contouring by (II): None

Mean High Water Location (III) (State date and method of location): June - August 1948

Projection and Grids ruled by (IV): Jack Allen

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

Control plotted by (III): L. A. Senasack

Control checked by (III): A. Queen

Control plotted by (III): H. R. Rudolph

Radial Plot: H. R. Rudolph

Stereoscopic Instrument compilation (III): Contours

Manuscript delineated by (III): J. C. Richter

Photogrammetric Office Review by (III): R. Glaser

Dates:
1/8/53
1/15/53
1/1/53
2/2/53
2/3/53
2/11/53
2/18/53
2/26/53

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

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEA 22-040 to 22-042, 6/9/48</td>
<td>not available</td>
<td>1:10,000</td>
<td></td>
</tr>
<tr>
<td>SEA 15-030</td>
<td>6/8/48</td>
<td></td>
<td>n</td>
</tr>
<tr>
<td>SEA 26-089 &amp; 26-090, 6/10/48</td>
<td></td>
<td>1:20,000</td>
<td></td>
</tr>
</tbody>
</table>

**Tide (III)**

<table>
<thead>
<tr>
<th>Reference Station</th>
<th>Subordinate Station</th>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Standard Deviation Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>SITKA</td>
<td>Karheen, Sea Otter Sound</td>
<td></td>
<td>7.7</td>
<td>9.9</td>
</tr>
</tbody>
</table>

Date: 30 March, 1954

**Land Area (Sq. Statute Miles) (III):** 4

**Shoreline (More than 200 meters to opposite shore) (III):** 18 Mi

**Shoreline (Less than 200 meters to opposite shore) (III):** 4.5 Mi

**Control leveling - Miles (II):**

<table>
<thead>
<tr>
<th>Number of Triangulation Stations searched for (II):</th>
<th>Number of BMs searched for (II):</th>
<th>Recovered</th>
<th>Identified</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>None</td>
<td>6</td>
<td>3</td>
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</tbody>
</table>

**Number of Recoverable Photo Stations established (III):** 1

**Number of Temporary Photo Hydro Stations established (III):** None

**Remarks:**

- **Stations:**
  - Established 1952: 14

**Identified:** 10
Shoreline project Ph-87 has two parts: T-9621 (Pt. Baker) to T-9630 (Cape Pola) at the north end of Prince of Wales Island and the southwest tip of Kosciusko Island, respectively; and T-11100 to T-11103 covering Tuxekan Passage. The project carries out the photogrammetric phase of Coastal Surveys project CS-347 for which instructions were issued 11 June 1952 and 3 June 1953.

Field inspection was made in 1952 and included establishment of control, delineation of shoreline, rocks, and shoals on 1:20,000 photographs, and descriptive notes for along-shore features. In 1953 additional inspection was accomplished. This information was added to the previously delineated map manuscript.

T-11103 is the most southern of the group and includes the southern entrance to Tuxekan Passage.
2. Areal field inspection.—Field inspection on Project CS-347, Tuxekan Passage, for the 1952 field season includes only that portion of the project indicated on the "SEASON'S PROGRESS SKETCH" attached to this report. The project was not completed due to the split season of the Ship LESTER JONES. Field inspection consisted in general of identification of newly established second and third order triangulation stations and shoreline inspection prior to the compilation of shoreline maps. There was some recovery and identification of control stations at the beginning of the project where a take-off was made with control of prior years. All areas in which new control was established have been field inspected and are considered complete. No graphic control surveys were made as no hydrography was contemplated or accomplished during the 1952 season. Field inspection was in accordance with paragraphs 7 through 11 of the project INSTRUCTIONS, dated 11 June 1952.

In general, the shoreline of Tuxekan Passage is irregular and rocky, with numerous detached wooded islands, islets, ledges and reefs along the main shoreline. In most cases; the shoreline has a short, rock bluff with little or no beach and is heavily wooded to the immediate high water line. There are extensive tidal flats at and immediately north of Sakeen Creek (see progress sketch) and also at the mouth of Stanley Creek. At the heads of the various side arms and small bays there is generally a low water tidal beach, generally mud and often boulder strewn. Practically the entire area is covered with a thick growth of coniferous trees. The rock in the area along the shoreline is mostly limestone and extensively weathered and pocked, having very sharp edges.

Photographic coverage consisted of single lens aerial photographs by the Navy in 1948 at a contact scale of 1:40,000. Ratio prints at a scale of 1:20,000 were provided for all inspection. The definition of these prints was rather poor making station identification difficult.

Field inspection was accomplished using a 14 foot aluminum skiff and outboard motor. The inspection party consisted of the field inspector and an assistant and a boat operator. All field notes were made directly on the field prints with a fine pointed, soft lead pencil with leaders from the notes to the points pricked or details noted. No inking was attempted in the field. Control data was inked on the photos at the end of the day it was obtained, leaving other miscellaneous inspection notes to be inked on bad days or at the end of the season. Inking had to be kept to a minimum during the course of the field work as it was found that inked notes did not stand-up too well on the photo-
graphic paper used if the photos had to be used further in the field. The photographs were clipped to a piece of 3/8" plywood to facilitate handling and this acted as both a carrier and plotting board for the inspector. In general, it is believed that sufficient notes have been made to aid the compiler in interpreting the photographs.

3. Horizontal control.---Practically all control for this project had to be established and consists of second and third order triangulation; second order for the main scheme in the Passage and third order in Naukati Bay. The take-off stations for the above triangulation were recovered control stations of previous years and several were identified. A sufficient number of the 1952 control stations were identified for radial plot purposes. Identification was in accordance with Photogrammetry Instructions No. 22. In most cases identification was made by the substitute station method. An alphabetical list of all stations identified, showing station name, photograph identified on and method used, is attached to this report. All recovered stations and newly established stations within the limits of the season's work on the project have been reported on Forms 526 and 525, respectively. A copy of each is submitted with the project data. Forms 24A (LIST OF DIRECTIONS) and 288 (GEOGRAPHIC POSITIONS) covering the project have also been submitted with the photogrammetric field data. The attached progress sketch shows all stations identified.

Control stations were identified on the following photographs: SEA 15-029 and 031; SEA 22-040, 041, 104 and 105; SEA 101-195; and SEA 103-039.

4. Vertical control.--- Inapplicable.

5. Contours and drainage.--- Inapplicable.

6. Woodland coverage.---Woodland coverage exists in practically the entire area field inspected. There are several areas which have been logged but even here, brush and new growth exists. Generally, the woodland cover reaches to the waters edge and in numerous cases the trees overhang a short rock bluff. The trees are almost entirely coniferous with a few occasional alders along the water's edge.
7. Shoreline and alongshore features. ---Shoreline inspection was accomplished along the entire area indicated by crosshatching on the attached progress sketch. The mean high-water line has been indicated in a sufficient number of places to aid the compiler in its delineation. In many cases where the high-water line would be difficult to interpret it has been shown almost in its entirety. Some areas such as the tidal flats at the mouths of the two main streams on the east side of the passage were rather difficult to interpret on the photos and an effort was made to visit these areas at both stages of the tide for closer interpretation of the MHW line.

An attempt was made to explain or delete any doubtful areas or spots on the photographs. Shoal or doubtful areas were visited as far as practicable at low water and oftentimes at minus tides. In some cases the approximate low-water line is indicated on the photographs. The limits of shoal areas or reefs are clearly evident in most of the photographs by tone differences.

All shoreline inspection was done from a 14 foot aluminum skiff powered by an outboard motor by skirting along the shore and also by actually going ashore at appropriate places. It is believed that sufficient notes have been made on the photographs to give the compiler a good idea of shoreline and alongshore features. There are no buildings, piers or other alongshore structures within the area field inspected except for the ruins of a building at the mouth of Stanley Creek (see paragraph 9 for landmarks and aids). Some inspection was made from necessity on inferior photographs. Other adjoining photographs of better definition and tone were received at a later date. This was true of the area in the vicinity of Stanley Island where numerous shoals, reefs and ledges exist. However it is believed that sufficient inspection notes have been made for this area for delineation purposes.

Shoreline inspection was made on the following photographs: SEA 15-029 and 030; SEA 22-040, 041, 103 and 104; SEA 26-089 and 090; SEA 101-195; and SEA 103-038 and 039.

8. Offshore features. ---The area inspected has numerous small islands, islets and reefs fringing the main shoreline. All such existing offshore features have been indicated on the photographs. Naukati Bay at the northeast end of the 1952 field work is generally foul and numerous reefs (mostly swash) exist. The entrance to this bay is marked by numerous kelp patches covering sunken ledges which will require hydrographic determination.
9. Landmarks and aids.---There is only one object in the area inspected which could be classed as a landmark. This is a large hoisting engine boiler atop a log raft that has become permanently beached at high-water on the tidal flat just north of Shaeen Creek, about 300 meters east of triangulation station GREEN 1952. This landmark has been reported on Form 567. There is a house on the north bank at the entrance to Stansby Creek which is in ruins and not worthy of classifying as a landmark as it is apt to collapse at any time.

There is only one fixed aid to navigation within the limits of this report. This is KARFIELD PASSAGE DAY BEACON. This aid is reported on Form 567 and its geographic position is to be found on Form 263 submitted with the field data. There are 4 floating aids to navigation within the project limits just east of Pt. Swift. No field work concerning these floating aids was accomplished as it was intended that these be located by the hydrographic party.

10. Boundaries, monuments and lines.---Inapplicable.

11. Other control.---No recoverable topographic stations were established on this project except station BOIL which is the landmark reported on Form 567 and mentioned in paragraph 9. From necessity, in order to maintain strength of figures, the geodetic horizontal control established provides a plathers of control for the area of this report. Station BOIL has been reported on Form 524 and has been identified on photo No. SEA 22-040.

Photohydro stations were not specified for this project. However, in order to facilitate future graphic control and hydrography, a few photohydro stations were selected. There are in two small bays that would present difficulty in bringing graphic control into them due to constricted nature. Photohydro stations were pricked on photos SEA 22-104 and SEA 103-038 and number 001 through 008. A short description of the point selected is printed directly on the face of the photo adjacent to its assigned number.

12. Other interior features.---There are no bridges or cable areas in the area field inspected, nor are there any airports or landing fields. Any air transportation is by float plane. There are no habitations in the area. Considerable logging took place in this vicinity several years ago and these logged areas are very conspicuous on the photographs and are still evident on the ground, although in most cases brush and new growth has sprung up.
13. Geographic names.—Very few names other than those already shown on U.S. C&GS Charts No. 8157 and 8171 are in use in the project area. However, the following uncharted names were found to be in use.

SHAHEEN FLATS. This is the tidal flat at the mouth of SHAHEEN CREEK (also uncharted) which is the main salmon stream at the south end of Tuxeskan Passage and second in importance to STANLEY CREEK about 5 miles north on the same side of the passage. SHAHEEN FLATS and SHAHEEN CREEK are two names much in use by the Fish and Wildlife and Forestry Services and also by local fishermen. These names are recommended for charting.

STANLEY CREEK. This is the name used by the Fish and Wildlife and Forestry Services and local fishermen and hunters for the prominent creek just east of Stanley Island. This creek is the main salmon stream in this area and is widely known. This name is recommended for charting.

WINTER HARBOR. The small, almost land-locked, harbor about 1 mile east of the southern tip of Tuxeskan Island is locally known as WINTER HARBOR. This harbor is very popular with the patrol boats of the Fish and Wildlife and Forestry Services as well as hunters and fishermen as an anchorage as it offers good protection against winds from any direction and is reported to never freeze over. The name WINTER HARBOR is recommended for charting.

The above recommended names are shown on the SEASON'S PROGRESS SKETCH attached to this report.

14. Special reports and supplemental data.—In addition to the data contained in this report, the following data obtained during the 1952 field season of the Ship LESTER JONES is pertinent to the photogrammetric work accomplished:

<table>
<thead>
<tr>
<th>TITLE</th>
<th>DATE FORWARDED TO WASHINGTON OFFICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEASON'S REPORT, Ship LESTER JONES</td>
<td>3 December 1952</td>
</tr>
<tr>
<td>SPECIAL REPORT TO ACCOMPANY TRIANGULATION DATA, Project CS-347</td>
<td>14 November 1952 (copy)</td>
</tr>
</tbody>
</table>
PHOTOGRAMMETRIC FIELD DATA
Tuxekan Passage, Project CS-347

DATE forwarded to
WASHINGTON OFFICE

3 December 1952

Ross A. Gilmore,
Commander, C&GS
Comdg., Ship LESTER JONES
### Recovered & Identified Triangulation Stations

**Project CS-347, Season 1952**  
**Tuxekan Passage, Southeast Alaska**  
**Ship Lester Jones, Ross A. Gilmore, Comdg.**

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Photo No.</th>
<th>Method of Identif.</th>
<th>Station Name</th>
<th>Photo No.</th>
<th>Method of Identif.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cinder 1952</td>
<td>103-039</td>
<td>Sub. Pt.</td>
<td>Quince '14</td>
<td>22-041</td>
<td>Direct plus ties</td>
</tr>
<tr>
<td>Fall 1952</td>
<td>22-104</td>
<td>Sub. Pts.</td>
<td>Star 1952</td>
<td>22-104</td>
<td>Direct</td>
</tr>
<tr>
<td>Harry 1952</td>
<td>22-041</td>
<td>Sub. Pt.</td>
<td>Thomas '52</td>
<td>22-040</td>
<td>Ties</td>
</tr>
<tr>
<td>Krause '52</td>
<td>15-029</td>
<td>Sub. Pt. plus ties</td>
<td>Trout 1952</td>
<td>103-039</td>
<td>Direct plus ties</td>
</tr>
<tr>
<td>Lester '52</td>
<td>15-029</td>
<td>Direct</td>
<td>White 1952</td>
<td>15-030</td>
<td>Direct</td>
</tr>
</tbody>
</table>
SEASON'S PROGRESS SKETCH
COMBINED OPERATIONS
S.E. ALASKA, TUXEKAN PASSAGE

SCALE 1:40,000
PROJECT CS-367
DATES AUG, SEP, OCT, 1952

USCG O.S. SHIP: LESTER JONES
PROT A. KALVORE, CHIEF OF PARTY

Reconsoended Uncertified Geographic Names ruled
All other Geographic Names as shown on Charts
2157 and 2171, for the project area, arc
recommended.

NORTH PASS
LESMORE POINT
KARLA POINT
TUXEKAN ISLAND
PRINCE OF WALES ISLAND
ATWELL CREEK
KARSHA PASSAGE

AIR PHOTO IDENTIFICATION
MAGNETIC STATION
AERIAL PHOTO INTERPRETATION
ATWELL CREEK
KARSHA PASSAGE
21. AREA COVERED
This radial plot covers the area of Surveys T-11100, T-11101, and T-11102, and T-11103. They are shoreline surveys located along Tuxekan Passage from Tonowek Narrows northeasterly to and including Naukati Bay. See supplemental Plot Report for T-11100 submitted with descriptive report for T-11100.

22. METHOD - RADIAL PLOT:
MAP MANUSCRIPTS:
Acetate sheets with polyconic projections in black and Universal Transverse Mercator, Alaska. Zone 8, grids in red, 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 beam compass and meter bar.
A sketch, showing the layout of surveys in this plot and the distribution of control and photograph centers, is attached to this report. A list of control stations is also attached to this report.

PHOTOGRAPHS:
All photographs used are single lens unmounted photographs taken at a scale of 1:40,000 and ratioed to a scale of 1:10,000. Ten photographs were used in this plot, numbered as follows:

SEA-15-029 and SEA-15-030
SEA-22-040 thru SEA-22-042
SEA-22-103 and SEA-22-104
SEA-103-037 thru SEA-103-039

Standard symbols were used on the photographs.

TEMPLATES:
Vinyllite templates were made from all photographs. No adjustments for film or paper distortion could be made because there were no fiducial marks on the photographs.

CLOSURE AND ADJUSTMENT OF CONTROL
Vinyllite base sheets were prepared in this office by transferring all identified control to the base sheets from the manuscripts. Grid lines could not be used in making this transfer since the grids as shown on the manuscripts were at a different interval than those on the base sheets therefore all map manuscripts were joined together by matching common projection lines and then a sufficient number of base sheets were joined by matching the grid lines together to cover the area of the plot.
These base sheets were then placed over the map manuscripts and the control pricked on the base sheets.

The radial plot was constructed on the base sheets.

As soon as the first template was laid it became apparent that all of the control could not be "held" so all the other templates were laid and after several attempts to get a satisfactory plot a final plot was made by laying the templates for photographs SEA-22-040 to SEA-22-042, then SEA-103-037 to SEA-103-039, then SEA-22-103 and SEA-22-104 and finally SEA-15-030 and SEA-15-029, holding to such control as would give a satisfactory plot.

TRANSFER OF POINTS:

The positions of all pass points and centers were pricked directly on the map manuscripts by superimposing the map manuscripts on the templates and matching common control points.

23. ADEQUACY OF CONTROL

As previously stated all of the control could not be held in the radial plot.

Sub Pt "B" FALL, 1914 due to a discrepancy between the sketch and angles and distances as shown on form M-2226-12.
The position for sub pt "B" FALL, 1914 was recomputed using the distance shown for sub pt "B" but the angle as shown for sub pt "A" because the angles appear to be reversed according to the sketch. However this position could not be held.

Sub Pt MARS, 1914: The radially plotted position of sub pt MARS, 1914 falls 1.7 mm northeast of its computed position. There is a possibility that the initial station should have been MINK, 1952 instead of QUINCE, 1914.

Sub Pt BRUCE, 1952: The radially plotted position of sub pt BRUCE, 1952 falls 0.8 mm southeast of its computed position which is approximately the position of BRUCE, 1952. The radially plotted position has not been shown due to its proximity to triangulation station BRUCE, 1952. The error is probably due to difficulty in identification.

Sub Pt BROWN, 1952: The radially plotted position of sub pt BROWN, 1952 falls 0.4 mm east of its computed position.

Sub Pt NAUKATI, 1952: The radially plotted position of sub pt NAUKATI, 1952 falls 0.9 mm southwest of its computed position. This is probably due to identification since the point was very indefinite, and the identification was made on a photograph with a much higher tide than the office photographs.

Sub Pt CALF: The radially plotted position of sub pt CALF, 1952 falls 0.5 mm northeast of its computed position.

THROUT, 1952: The radially plotted position of THROUT, 1952 falls 0.7 mm northeast of the station.

All other control was held on most of the photographs.
The area of survey no T-11103 northwest of a line between QUINCE, 1914 and HARRY, 1952 is weak and should not be compiled.

The area of survey no T-11103 in the vicinity of triangulation station NAUKATI, 1952 is weak but is considered as being within the required limits of accuracy.

Survey No T-11100 has no control.

24. SUPPLEMENTAL DATA

No graphic control surveys were used in this Radial Plot.

25. PHOTOGRAPHY

The overlap in line of flight was adequate, however the overlap between flight SEA-15 and the adjoining flights was inadequate. The photographic coverage was inadequate in the vicinity of triangulation station CEDAR, 1952. One more photograph southeast of SEA-15-030 would have been desirable.

Many of the pass points around all edges of the plot appear on only two photographs and have been shown with green circles on the manuscripts.

No tilt determinations were made.

The definition is fair.

There is evidence of considerable distortion in the corners of many of the photographs.

Respectfully submitted
16 February 1953

Harry R. Rudolph
Cartographic Aid (Photo)
<table>
<thead>
<tr>
<th>NO.</th>
<th>NAME OF STATION</th>
<th>IDENTIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>STAR, 1952</td>
<td>pricked direct</td>
</tr>
<tr>
<td>2</td>
<td>TROUT, 1952</td>
<td>pricked direct</td>
</tr>
<tr>
<td>3</td>
<td>DELTA, 1952</td>
<td>sub pt</td>
</tr>
<tr>
<td>4</td>
<td>MOON, 1952</td>
<td>none</td>
</tr>
<tr>
<td>5</td>
<td>POLE, 1952</td>
<td>none</td>
</tr>
<tr>
<td>6</td>
<td>LUNCH, 1952</td>
<td>sub pt</td>
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<td>7</td>
<td>BEAR, 1952</td>
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<tr>
<td>9</td>
<td>LEDGE, 1952</td>
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<tr>
<td>10</td>
<td>Calf, 1952</td>
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<td>11</td>
<td>TIMBER, 1952</td>
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<td>HEIDELBACH, 1952</td>
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<td>KRAUSE, 1952</td>
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<td>BROWN, 1952</td>
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<td>17</td>
<td>NAUKATI, 1952</td>
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<tr>
<td>18</td>
<td>CREEK, 1952</td>
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<tr>
<td>19</td>
<td>JIGS, 1952</td>
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<td>20</td>
<td>LESTER, 1952</td>
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<td>JAMES, 1952</td>
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<td>JUGO, 1952</td>
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<td>KOST, 1952</td>
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<td>35</td>
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LAYOUT SKETCH
PROJECT PH-87
Surveys T-11100 thru T-11103
○ SINGLE LENS PHOTOGRAPHS
▲ CONTROL STATIONS (identified)
△ CONTROL STATIONS (not held in plot)
Δ CONTROL STATIONS (not identified)
○ SINGLE LENS PHOTOGRAPHS (used in supplemental plot)
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31. **DELINEATION**

This manuscript was compiled by graphic methods.

The Navy photographs furnished for this project were not very satisfactory as regards definition of detail. This may be partly due to the ratio of enlargement. Where there was no definite field data indicating rock ledge alongshore, it was almost impossible to distinguish this feature from sand or gravel. It is believed that more reef and ledge exists than is shown on the manuscript.

Due to inadequate photo coverage, the area north of Point Swift is incomplete. The area to the west of Point Swift is not covered by field inspection and compilation is not required.

32. **CONTROL**

The density and placement of horizontal control was adequate but identification was doubtful at some stations. Refer to Photogrammetric Pict Report.

33. **SUPPLEMENTAL DATA**

None

34. **CONTOURS and DRAINAGE**

Contours: Inapplicable.

Drainage: No comment.

35. **SHORELINE AND ALONGSHORE DETAILS**

The shoreline inspection was adequate.

Low water and shoal lines are based on data furnished by the field party supplemented by office interpretation.

36. **OFFSHORE DETAILS**

No comment.

37. **LANDMARKS AND AIDS**

Form 567 is being submitted for one landmark, **BOILER 1951**, recommended for charting by the field party.
37. LANDMARKS AND AIDS (Cont'd)

Form 567 has been submitted for 1 non-floating aid, north of Point Swift.

38. CONTROL FOR FUTURE SURVEYS

No hydrographic stations were located.

Form 524 is being submitted for one recoverable topographic station, BCII., 1952.

39. JUNCTIONS

Junction to the north in agreement. To the south, east and west, there are no contemporary surveys.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41 through 45

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

None were available at the compilation office.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison has been made with Chart No. 8157, scale 1:140,000, published June 1929 and corrected to 8/6/51.

Items to be applied to nautical charts immediately:
None.

Items to be carried forward:
None.

Approved and forwarded

Respectfully submitted
18 February 1953

Jack C. Sammons, Capt. USCG&GS
Officer in Charge

John C. Richter
Carto. Photo. Aid
Supplemental Compilation Report
T-11103

Additional field inspection and rock elevations furnished by the 1957 hydro party has been compiled on the manuscript in the area just west of Cuktu Point and around triangulation station MARS, 1914 and, also, just northeast of this station.

These data were annotated on field copies of nine-lens photographs Nos. 52073 and 52074 taken at 1001 hours on 8/22/55, scale 1:10,000 and 1.1 ft above MLLW.

Respectfully submitted
25 November 1957

R. Glaser
Carto. (Photo.)
GEOGRAPHIC NAME LIST

Karheen Passage
Point Swift
Point Swift Rock
Prince of Wales Island
*Shaheen Creek
*Shaheen Flats
Tuxekan Island
Tuxekan Passage
*Winter Harbor

For title:
Southeastern Alaska
(rather than Alaska)

* Names used by the Fish and Wildlife and Forestry Services
and are recommended by the field party for charting.

Additional Names from Project Names Report:

Gurti Point
Kagux Cove
Dasani Islands
Gunei Flats
Gaohi Islands
Kauda Point
Suhti Island

Names approved
3-30-54. L. Heck
49. NOTES TO HYDROGRAPHER

The following Recoverable Topographic Stations has been established:

BOILJ , 1952

The compilation office was not able to satisfactorily complete the classification of the foreshore areas. If possible, the hydrographic party should verify the delineation of rock ledge, sand, mud, etc.
PHOTOGRAMMETRIC OFFICE REVIEW

T. / / 03

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

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy  
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)  
7. Photohydro 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 alongshore 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

Reviewer

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:
I recommend that the following objects which have not been inspected from seaward to determine their value as landmarks be charted on (AMENDED) the charts indicated.
The positions given have been checked after listing by J. T. Jarman

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<th>DATE OF LOCATION</th>
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<tbody>
<tr>
<td></td>
<td>Bn</td>
<td>Karheen Passage Day Beacon</td>
<td></td>
<td>55 46</td>
<td>587.1</td>
<td>133 19</td>
<td>MA1927</td>
<td>1952</td>
<td>x</td>
</tr>
</tbody>
</table>

Ross A. Gilmore, Chief of Party.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by ______________________

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>BOILER</td>
<td>Stack of donkey engine boiler on huge raft permanently stranded on high-water line</td>
<td>BOIL</td>
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<table>
<thead>
<tr>
<th>STATE</th>
<th>POSITION</th>
<th>METHOD OF LOCATION AND SURVEY</th>
<th>DATE OF LOCATION</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>LATITUDE</td>
<td>LONGITUDE</td>
<td>DATUM</td>
</tr>
<tr>
<td></td>
<td>0°</td>
<td>1 D.METERS</td>
<td>0°</td>
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</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by
Revisions were made in accordance with para. 2 and 4 of Project Instructions dated 28 October 1953.

Refer to item 49 of the Compilation Report and para. 2 of the 1953 Field Inspection Report which is part of the Descriptive Report for Survey T-11100.

The shoreline changes, shown in red on the manuscript, were obtained from Graphic Control Sheet PA-A-53.

The foreshore changes were obtained from 1953 Field Inspection and inked in red on the manuscript.

Respectfully submitted
25 January 1954

Frank J. Tarcza
Super. Carto. (Photo)

Approved and Forwarded

E. H. Kirsch,
Comdr. USCGS
Officer in Charge
61. General

This map manuscript was originally compiled by the aid of 1952 field inspection notes on 1948 field inspection notes on 1945 photographs. In 1953 additional field inspection was carried out, and the map manuscript was revised to include the newer information on the photographs and on planetable survey PA-A-53. Hydrographic stations TOP, DON, and ZEV on PA-A-53 do not agree in position with the positions of their objects on T-11103. The positions were tested on T-11103 and were found correct.

62. Comparison with Registered Topographic Surveys

T-2692 1:20,000 1904 with contours. Datum not recorded. Sea Otter Island, Texekan Passage

Except for position the older survey is in good general agreement with T-11103 for shoreline, islets, and rocks. Because the present survey is delineated from new detailed field inspection and is supplemented by contemporary hydrographic surveys, T-11103 supersedes the older survey, except for contours, for charting purposes.

63. Comparison with Maps of Other Agencies

USGS Craig, C-4 - D-4, 1:63,360, 1951

These quadrangles were compiled by multiplex from the 1948 photographs probably without benefit of field inspection. Difference in scale prevent more than a general agreement in shoreline detail. Hydrographic data are from C. & G. S. charts.

Sheean Flats on the quadrangle is Shaheen Flats on T-11103.

A cabin on the island south of Texekan Island is not on T-11103. The field inspector did not note a cabin, though he had delineated the shoreline and the grass patch in that part of the island. There is probably no cabin.

64. Comparison with Contemporary Hydrographic Surveys

H-8036 1:10,000, 1953 (PA-1153. South of Texekan Island and south end of Texekan Passage.

Neither the boat sheet nor the smooth sheet were available for use during review.
65. **Comparison with Nautical Charts**

8157 1:40,000 June 1929, rev. July 1948
8171 1:40,000 June 1947, rev. August 1952

Tuxekan Passage has not been fully charted. The present survey, together with the hydrographic survey, supersedes the charts for shoreline and offshore features in Tuxekan Passage.

66. **Accuracy**

T-11103 conforms to project instructions and meets the National Standards of Map Accuracy.

Reviewed by:

Lena T. Stevens

Approved by:

K. C. Lande
Chief, Review Section
Division of Photogrammetry

Walter K. Pettit
Chief, Nautical Chart Branch
Division of Charts

Chief, Div. of Photogrammetry
23 July 59

Chief, Div. of Coastal Surveys
SURVEY NO. T-11103

Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<td>Recontr</td>
<td>H.K. Jackson</td>
<td>Before After Verification and Review</td>
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<tr>
<td></td>
<td>8171</td>
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<td>Before After Verification and Review</td>
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</tbody>
</table>

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