NOAA FORM 76-35

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Shoreline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Job No.</td>
<td>PH-6013</td>
</tr>
<tr>
<td>Map No.</td>
<td>T-12030</td>
</tr>
<tr>
<td>Classification No.</td>
<td>Final Map Edition No.</td>
</tr>
</tbody>
</table>

LOCALITY

<table>
<thead>
<tr>
<th>State</th>
<th>Alaska</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Locality</td>
<td>Kalkin Island to Anchorage</td>
</tr>
<tr>
<td>Locality</td>
<td>Moose Point, NE of</td>
</tr>
</tbody>
</table>

1966 TO 1977

REGISTRY IN ARCHIVES

DATE

☆ U.S. GOVERNMENT PRINTING OFFICE: 1974-762-491
# Descriptive Report - Data Record

**Photogrammetric Office**
Coastal Mapping Division
Atlantic Marine Center, Norfolk, VA

**Officer-In-Charge**
Jeffrey G. Carlen, Cdr.

## I. Instructions Dated

<table>
<thead>
<tr>
<th>1. Office</th>
<th>2. Field</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aerotriangulation 9/15/66 &lt; 8/13/73&lt;br&gt;Compilation, Supplement 3 4/26/67</td>
<td>Field&lt;br&gt;Supplement 1 8/08/66&lt;br&gt;Field 3/30/73</td>
</tr>
</tbody>
</table>

## II. Datums

1. **Horizontal:**
   - [x] 1927 North American

2. **Vertical:**
   - [x] Mean High-Water
   - Mean Low-Water
   - Mean Lower Low-Water
   - Mean Sea Level

3. **Map Projection:**
   - Polyconic

4. **Grid(s):**
   - State: Alaska<br>Zone: 4

5. **Scale:**
   - 1:20,000

## III. History of Office Operations

<table>
<thead>
<tr>
<th>Operations</th>
<th>Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aerotriangulation Method: Stereoplanigraph</td>
<td>P. Hawkins</td>
<td>4/67</td>
</tr>
<tr>
<td>Control and Bridge Points Method: Manual</td>
<td>J. Steinberg</td>
<td>5/67</td>
</tr>
<tr>
<td></td>
<td>R. Neterer</td>
<td>5/67</td>
</tr>
<tr>
<td></td>
<td>R. Smith</td>
<td>5/67</td>
</tr>
<tr>
<td></td>
<td>1:20,000</td>
<td>NA</td>
</tr>
<tr>
<td>Manuscript Delineation Method: Smoothdrafted</td>
<td>D. Johnston</td>
<td>5/67</td>
</tr>
<tr>
<td></td>
<td>R. Pate</td>
<td>5/67</td>
</tr>
<tr>
<td></td>
<td>1:20,000</td>
<td>NA</td>
</tr>
<tr>
<td>Office Inspection Prior to Field Edit Method:</td>
<td>D. Johnston</td>
<td>5/67</td>
</tr>
<tr>
<td></td>
<td>R. Pate</td>
<td>5/67</td>
</tr>
<tr>
<td>Application of Field Edit Data Method:</td>
<td>I. Parkinson</td>
<td>1/78</td>
</tr>
<tr>
<td></td>
<td>F. Margiotta</td>
<td>1/78</td>
</tr>
<tr>
<td>Compilation Section Review Method:</td>
<td>J. Byrd/C. Breden</td>
<td>5/86</td>
</tr>
<tr>
<td></td>
<td>J. Byrd</td>
<td>9/86</td>
</tr>
<tr>
<td>Data Forwarded to Photogrammetric Branch Method:</td>
<td>P. Demos</td>
<td>Oct 1976</td>
</tr>
<tr>
<td>Map Registered - Coastal Survey Section Method:</td>
<td>E. L. O'Brien</td>
<td>Dec 82</td>
</tr>
</tbody>
</table>
**Compilation Sources**

1. **Compilation Photography**

<table>
<thead>
<tr>
<th>Camera(s)</th>
<th>Types of Photography Legend</th>
<th>Zone</th>
<th>Time Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wild RC-8 &quot;L&quot;</td>
<td></td>
<td>Alaska</td>
<td>150th</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tide Stage Reference</th>
<th>Standard</th>
<th>Daylight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Predicted Tides</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reference Station Records</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tide Controlled Photography</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number and Type</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>66L6719 - 66L6722</td>
<td>8/14/66</td>
<td>09:23</td>
<td>1:40,000</td>
<td>0.2 ft. above MLLW</td>
</tr>
</tbody>
</table>

**Remarks**

2. **Source of Mean High-Water Line:**

The mean high water line was compiled from the above listed compilation photography.

3. **Source of Mean Lower Low-Water Line:**

The mean lower low water line was compiled from the above listed photographs.

4. **Contemporary Hydrographic Surveys** *(List only those surveys that are sources for photogrammetric survey information.)*

<table>
<thead>
<tr>
<th>Survey Number</th>
<th>Date(s)</th>
<th>Survey Copy Used</th>
<th>Survey Number</th>
<th>Date(s)</th>
<th>Survey Copy Used</th>
</tr>
</thead>
</table>

5. **Final Junctions**

<table>
<thead>
<tr>
<th>North</th>
<th>East</th>
<th>South</th>
<th>West</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-12020</td>
<td>T-12031</td>
<td>No Survey</td>
<td>T-12029</td>
</tr>
</tbody>
</table>

**Remarks**
**HISTORY OF FIELD OPERATIONS**

<table>
<thead>
<tr>
<th>OPERATION</th>
<th>NAME</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. CHIEF OF FIELD PARTY</td>
<td>A. Wardwell</td>
<td>4/61 - 7/61</td>
</tr>
<tr>
<td>2. HORIZONTAL CONTROL</td>
<td>G. Saladin</td>
<td>4/61 - 7/61</td>
</tr>
<tr>
<td>3. VERTICAL CONTROL</td>
<td>None</td>
<td>NA</td>
</tr>
<tr>
<td>4. LANDMARKS AND AIDS TO NAVIGATION</td>
<td>None</td>
<td>NA</td>
</tr>
<tr>
<td>5. GEOGRAPHIC NAMES INVESTIGATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. PHOTO INSPECTION</td>
<td>None</td>
<td>NA</td>
</tr>
<tr>
<td>7. BOUNDARIES AND LIMITS</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SOURCE DATA**

<table>
<thead>
<tr>
<th>HORIZONTAL CONTROL IDENTIFIED</th>
<th>VERTICAL CONTROL IDENTIFIED</th>
<th>None</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>PHOTO NUMBER</th>
<th>STATION NAME</th>
<th>PHOTO NUMBER</th>
<th>STATION DESIGNATION</th>
</tr>
</thead>
</table>

| PHOTO NUMBERS (Clarification of details) | None |

<p>| LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED | None |</p>
<table>
<thead>
<tr>
<th>PHOTO NUMBER</th>
<th>OBJECT NAME</th>
<th>PHOTO NUMBER</th>
<th>OBJECT NAME</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>GEOGRAPHIC NAMES:</th>
<th>REPORT</th>
<th>NONE</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>BOUNDARY AND LIMITS:</th>
<th>REPORT</th>
<th>NONE</th>
</tr>
</thead>
</table>

**SUPPLEMENTAL MAPS AND PLANS**

None

**OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)**

None
### History of Field Operations

1. **Field Inspection Operation**
   - Operation: Premarking
   - Name: R. Melby
   - Date: 1966

2. **Horizontal Control**
   - Recovered By: None
   - Premarked or Identified By: None
   - Recovered By: None
   - Identified By: None

3. **Vertical Control**
   - Recovered (Triangulation Station) By: None
   - Located (Field Methods) By: None
   - Identified By: None

4. **Landmarks and Aids to Navigation**
   - Recovered (Triangulation Station) By: None
   - Located (Field Methods) By: None
   - Identified By: None

5. **Geographic Names**
   - Investigation:
     - Complete: No
     - Specific Names Only: No
     - No Investigation: Yes

6. **Photo Inspection**
   - Clarification of Details By: None

7. **Boundaries and Limits**
   - Surveyed or Identified By: NA

### Source Data

1. **Horizontal Control Identified**
   - Photo Number: None
   - Station Name: None

2. **Vertical Control Identified**
   - Photo Number: NA
   - Station Designation: None

3. **Photo Numbers (Clarification of Details)**
   - None

4. **Landmarks and Aids to Navigation Identified**
   - Photo Number: None
   - Object Name: None

5. **Geographic Names:**
   - Report: No
   - None: Yes

6. **Boundary and Limits:**
   - Report: No
   - None: Yes

7. **Supplemental Maps and Plans**
   - None

8. **Other Field Records (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)**
   - None
HISTORY OF FIELD OPERATIONS

1. \(\square\) FIELD INSPECTION OPERATION  \(\checkmark\) FIELD EDIT OPERATION

<table>
<thead>
<tr>
<th>OPERATION</th>
<th>NAME</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. CHIEF OF FIELD PARTY</td>
<td>B. I. Williams</td>
<td>June 1977</td>
</tr>
<tr>
<td>2. HORIZONTAL CONTROL</td>
<td>RECOVERED BY</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>ESTABLISHED BY</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>PRE-MARKED OR IDENTIFIED BY</td>
<td>None</td>
</tr>
<tr>
<td>3. VERTICAL CONTROL</td>
<td>RECOVERED BY</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>ESTABLISHED BY</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>PRE-MARKED OR IDENTIFIED BY</td>
<td>NA</td>
</tr>
<tr>
<td>4. LANDMARKS AND AIDS TO NAVIGATION</td>
<td>RECOVERED (Triangulation Stations) BY</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>LOCATED (Field Method) BY</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>IDENTIFIED BY</td>
<td>None</td>
</tr>
<tr>
<td>5. GEOGRAPHIC NAMES INVESTIGATION</td>
<td>TYPE OF INVESTIGATION</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>COMPLETE</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>SPECIFIC NAMES ONLY</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>No Investigation</td>
<td>None</td>
</tr>
<tr>
<td>6. PHOTO INSPECTION</td>
<td>CLARIFICATION OF DETAILS BY</td>
<td>N. Millett</td>
</tr>
<tr>
<td></td>
<td>7. BOUNDARIES AND LIMITS</td>
<td>SURVEYED OR IDENTIFIED BY</td>
</tr>
<tr>
<td>II. SOURCE DATA</td>
<td>1. HORIZONTAL CONTROL IDENTIFIED</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>2. VERTICAL CONTROL IDENTIFIED</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>PHOTO NUMBER</td>
<td>STATION NAME</td>
</tr>
<tr>
<td>3. PHOTO NUMBERS (Clarification of details)</td>
<td>66-L-6721</td>
<td></td>
</tr>
<tr>
<td>4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>5. GEOGRAPHIC NAMES:</td>
<td>REPORT</td>
<td>NONE</td>
</tr>
<tr>
<td>7. SUPPLEMENTAL MAPS AND PLANS</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>8. OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)</td>
<td>Field edit data volume</td>
<td>Field edit ozalid, Map T-12030</td>
</tr>
</tbody>
</table>
**NOAA FORM 76-36D**

**U.S. DEPARTMENT OF COMMERCE**
**NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION**

**T-12030**
**RECORD OF SURVEY USE**

### I. MANUSCRIPT COPIES

<table>
<thead>
<tr>
<th>Compilation Stages</th>
<th>Date</th>
<th>Remarks</th>
<th>Marine Charts</th>
<th>Hydro Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compilation complete, pending field edit.</td>
<td>5/67</td>
<td>Class III manuscript</td>
<td>None</td>
<td>5/15/73</td>
</tr>
<tr>
<td>Field edit applied.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compilation complete.</td>
<td>1/78</td>
<td>Class I manuscript</td>
<td>2/1/78</td>
<td>2/1/78</td>
</tr>
<tr>
<td>Final Review</td>
<td>5/86</td>
<td>Final Map</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### II. LANDMARKS AND AIDS TO NAVIGATION

None

### III. FEDERAL RECORDS CENTER DATA

1. [X] BRIDGING PHOTOGRAPHS; [X] DUPLICATE BRIDGING REPORT; [X] COMPUTER READOUTS.
2. [ ] CONTROL STATION IDENTIFICATION CARDS; [ ] FORM NOS 557 SUBMITTED BY FIELD PARTIES.
3. [X] SOURCE DATA (except for Geographic Names Report) AS LISTED IN SECTION II, NOAA FORM 76-36C.

### IV. SURVEY EDITIONS

(This section shall be completed each time a new map edition is registered)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>SURVEY NUMBER</td>
<td>SURVEY NUMBER</td>
<td>SURVEY NUMBER</td>
</tr>
<tr>
<td>TP.</td>
<td>TP.</td>
<td>TP.</td>
</tr>
<tr>
<td>PH.</td>
<td>PH.</td>
<td>PH.</td>
</tr>
<tr>
<td>DATE OF PHOTOGRAPH</td>
<td>DATE OF PHOTOGRAPH</td>
<td>DATE OF PHOTOGRAPH</td>
</tr>
<tr>
<td>DATE OF FIELD EDIT</td>
<td>DATE OF FIELD EDIT</td>
<td>DATE OF FIELD EDIT</td>
</tr>
<tr>
<td>TYPE OF SURVEY</td>
<td>TYPE OF SURVEY</td>
<td>TYPE OF SURVEY</td>
</tr>
<tr>
<td>[ ] REVISED</td>
<td>[ ] REVISED</td>
<td>[ ] REVISED</td>
</tr>
<tr>
<td>[ ] RESURVEY</td>
<td>[ ] RESURVEY</td>
<td>[ ] RESURVEY</td>
</tr>
<tr>
<td>MAP CLASS</td>
<td>MAP CLASS</td>
<td>MAP CLASS</td>
</tr>
<tr>
<td>[II. III. IV. V. FINAL]</td>
<td>[II. III. IV. V. FINAL]</td>
<td>[II. III. IV. V. FINAL]</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT

T-12030

This 1:20,000 scale Final shoreline map is one of 44 maps designated as Project PH-5013 Cook Inlet, Kalgin Island to Anchorage, Alaska. T-12030 was compiled from photography taken after the 1964 earthquake.

The purpose of this map was to provide contemporary shoreline in support of hydrographic operations and to aid in chart revision.

Field work prior to compilation in the 1961 field season consisted of recovery of horizontal control and limited field inspection. Field work in 1966 consisted of premarking of horizontal control for aerotriangulation.

This area was flown in August 1966 with the RC-8 "L" camera using panchromatic film at 1:40,000 scale. The photography was used for bridging, compilation, and hydrographic support.

Aerotriangulation was performed in the Washington Office in April 1967.

T-12030 was compiled at the Norfolk office in June 1967.

Field edit was performed for T-12030 during the 1977 field season. Field edit data was applied at AMC in January 1978.

Final review was performed at the Atlantic Marine Center May 1986.

This Descriptive Report contains all pertinent information used to compile this Final Map. The original base manuscript and all related data were forwarded to the Washington Science Center for final registration.
FIELD INSPECTION REPORT

COOK INLET, ALASKA

PROJECT SP-1-61 1961

USCG&GS Ship PATHFINDER Arthur L. Wardwell, CAPT., Comdg.

MANUSCRIPTS:-
12049, 12046, 12045, 12040, 12031, 12032, 12026, 12027, 12028,
12020, 12021, 12022, 12017, 12015, 12016, 12014, 12013, 12008, 12007,
12006, 12003, 12004, 12005, 12002, 12001, 12000, 12012, 11999, 12011,
11978, 12010, 12009, 12019, 12018, 12023, 12025, 12024, 12029, 12030, 12035,
12034, 12033, 12037, 12036

AERIAL FIELD INSPECTION:-
Areas inspected were as follows: Manuscripts No. 12049, 12046,
12045, 12040, Kenai to Boulder Point, all shoreline and alongshore features.
Balance of above listed manuscripts were used only for horizontal
control identification.
The area is primarily moderately timbered with spruce, fir, alder and
bear claw above the mean high water line. Shoreline varies from fine
black silt at the mouth of the Kenai River mouth to large fragmented
boulders at Boulder Point. Most of the beachline is sand and shingle inter-
spersed with boulders of varying sizes. Numerous underground springs and
some small creeks discharge small quantities of silt and water and are sub-
ject to constant change.
The area was inspected by cruising alongshore by launch and by walking
the beach and bluff line. Foul areas now indicated on Chart No. 8553 are
adequate. Two primary foul areas were noted as follows:
- Kenai River Mouth
- East Foreland to Moose Point

Quality of photographs was excellent. Areas of shadow were limited
to the shoreline eastof East Foreland and upper Knik Arm. No attempt was
made to sketch in the mean high water line. Enough open areas in shadowed
areas are available to adequately delineate mean high water line.

HORIZONTAL CONTROL:-
Four additional second-order triangulation stations were established
between Kenai and East Foreland to supplement existing control in the area
of hydrography. They were identified as follows:
- AUDRY 1961 Manuscript No. 12049 Photo No. 1397
- LOUISE 1961 " " 12049 " " 1402
- BOO 1961 " " 12045 " " 1420
Additional horizontal control recovery was made in upper Cook Inlet in accordance with project instructions. All stations were searched for and approximately 75 percent were recovered. Most of the stations not recovered are considered lost. It is recommended that the next vessel assigned to this project be given a Tellurometer. Simple traverse between recovered triangulation stations would adequately control presently un-controlled flight lines.

In many cases the listed triangulation station was not recovered and a U.S. Engineers' triangulation station was used as a substitute. It appears that the U.S. Engineers could not recover listed CGS control and substituted their own stations.

Great assistance was rendered by the 5040 Air Transport Squadron at Elmendorf AFB in furnishing helicopter service. Three days of flying enabled personnel to cover shoreline control stations over the greater part of upper Cook Inlet.

If additional control is required in the vicinity of Elmendorf AFB, use can be made of triangulation now being observed by a CGS geodetic party. Triangulation station DORF 1961 (in the vicinity of LOOP 2) is to be set in the roof of a building on the base. By use of the description written by the observing party, an accurate office identification can be made.

Triangulation not plotted on the Photo Index was identified where it was on photographs. This control was established by G.W.M. in 1959 and H.G.C. in 1960.

VERTICAL CONTROL:-
None recovered or established.

CONTOURS AND DRAINAGE:-
No contouring was attempted.
Primary drainage features are the Kenai, Matanuska, Little Susitna, Susitna, Beluga, Kustitan, and Drift Rivers. Tidal sweep keeps some of the rivers from building up deltaic features. An extremely flat foreshore on the Matanuska, Little Susitna, Susitna and Beluga rivers give rise to wide deltas that change seasonally. Many small streams discharge around Cook Inlet but have no apparent seasonal change.

WOODLAND COVER:-
The major portion of the area is wooded and interspersed with muskeg and open grassy areas. These are easily identifiable on the photographs. In areas of increasing cultural activity, the woodland cover is being removed. No attempt was made to indicate these areas.

SHORELINE AND ALONGSHORE FEATURES:-
The mean high water line is adequately delineated on manuscripts 12049, 12046, 12045, 12040. In the area of photo hydro signals IVY and EGG, east of East Foreland, the mean high water line is as follows:

IVY 30 meters inside MHW
EGG on piles at MHW
Most of the shoreline signals are located at MHW along the beach. Many of the fishing huts set on piles at the base of the bluff were used as signals.

No attempt was made to delineate the low water line. Hydrography in the area should be satisfactory.

The foreshore area is primarily sand, small stones and boulders. The normal gradation from stones at MHW to sand at MLLW exists in all areas, except south of the Kenai River. In this area a heavy layer of silt is found in the tide zone.

**OFFSHORE FEATURES:**
All offshore features are located by the hydrographer.

**LANDMARKS AND AIDS:**
There are two fixed aids to navigation within the limits of the hydrographic project:

- **EAST FORELAND LIGHT**
- **KENAI RIVER ENTRANCE RANGE**

Both are located on Chart No. 8553.

One floating aid is also located on Chart No. 8553. Another can buoy is maintained by the oil company and is located just north of the pier.

One landmark for charts is recommended in the Descriptive Report for SP-1-61. This landmark is identified as follows:

KENAI TANK 1959, located by G.W.H. and identified on Photo No. 60-71400.

**BOUNDARIES, MONUMENTS AND LINES:**
None shown.

**OTHER CONTROL:**
Photo hydro signals were located in accordance with standard instructions. Signal IVY was found in error and relocated photogrammetrically, then verified by hydrographic cuts. Final location is shown on manuscript 12045.

Final location of photo hydro signals will remain in their relative position with the shoreline. Final compilation will cause a datum shift which will move both hydrography and signals the same relative amount.

**DATUM DIFFERENCES:**
Radial plotting of photo identified control stations was made in the field. The following discrepancies were noted between plot positions and geographic positions.

<table>
<thead>
<tr>
<th>Location</th>
<th>Lat.</th>
<th>Meters</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAST FORELAND LIGHT 1960</td>
<td>-13.8</td>
<td></td>
</tr>
<tr>
<td>Long.</td>
<td>-75.4</td>
<td></td>
</tr>
<tr>
<td>BOULDER (USE)</td>
<td>-37.0</td>
<td></td>
</tr>
<tr>
<td>Long.</td>
<td>-45.2</td>
<td></td>
</tr>
<tr>
<td>KENAI CHURCH STEEPLE 1909</td>
<td>-15.3</td>
<td></td>
</tr>
<tr>
<td>Long.</td>
<td>-23.6</td>
<td></td>
</tr>
</tbody>
</table>
CULTURAL FEATURES:

Numerous fishing shacks are located along high water line in the area of hydrography. These huts are subject to damage by winter storms and are in a constant state of transition. No attempt was made to locate current huts.

The Nikiski Oil Pier was under construction at the time of photography. The completed dimensions are available from a blueprint of the structure submitted with descriptive report for Project SP-1-61.

Respectfully submitted,

Robert E. Williams,
Lieut. Comdr., C&GS

Gerald C. Saladin
LTJG, C&GS

Arthur L. Wardwell
Captain, C&GS
Comdg., Ship PATHFINDER
PHOTOGRAMMETRIC PLOT REPORT
Job PH-6013
Cook Inlet, Alaska

April 13, 1967

21. **Area Covered**

The area covered by this report extends from the Redoubt Bay-East Foreland area to Anchorage, Alaska. Included in this area are T-sheets 11998 thru 12001, 12009 thru 12012, 12018, 12019; 12021, 12025 thru 12030, 12038, 12039, 12042 thru 12044, 12047, 12048 and 12987.

22. **Method**

Five strips were bridged on the C-8 and C-5 stereoplanigraph. Strip #1 (66-L-6602 thru 6623) was adjusted on four triangulation stations with tie points used as checks. Strip #2 (66-L-6629 thru 6634) was adjusted on two triangulation stations plus tie points from Strip #1. Strip #3 (66-L-6641 thru 6653) was adjusted on three triangulation stations plus ties. Strip #4 (66-L-6667 thru 6677) was adjusted on three triangulation stations plus ties. Strip #9 (66-L-6713 thru 6725) was adjusted on three triangulation stations.

23. **Adequacy of Control**

The control, being premarked, was very good insofar as being able to see it clearly; however, in several cases, the 1:40,000 scale photography completely missed the stations. It should be noted that all strips were adjusted with minimum control, and as such, no positive proof can be provided that the adjustments are correct other than by means of tie points and residuals of adjustment. The tie points and residuals do indicate a good adjustment on all strips. Strip #4 had to be terminated at station SIT 1966 due to lack of control beyond this point. (Port McKenzie could not be seen on the 1:40,000 scale photography.) Attempts were made to provide a tie point for the terminal station on the east end of this strip by bridging three models south of Anchorage, dropping points onto Strip #4. This met with complete failure. Strip #6 had to be terminated on the southern end at station GRAY CLIFF 1909 since the station at East Foreland was not covered by the 1:40,000 scale photography.
24. **Supplemental Data**

Local USGS quads were used to provide vertical control used in the bridging adjustment.

The coverage of 1966 photography falls short of being sufficient to show the shallow mud areas which are near lower-low water level in the area of the Susitna River Delta. To provide for the delineation of the limiting line of this feature, scale points have been selected which are common to 61M photography which does show the limiting line. Ratios of these photographs will be provided for the graphic delineation of the limiting line only. The compiler should select whatever additional points are necessary for correct delineation. A holiday exists on some of the shoreline along Strip #9. A flight of 60W photography provides coverage and three ratio photos were provided for compilation of this area.

All points on the bridged plates were drilled by PUG methods. Plate 66-L-6719 was broken after bridging. A new plate was provided but it does not contain any drilled points. It is suggested that the models on either side be compiled and pass points be dropped on this plate for compilation.

25. **Photography**

Photography was adequate as to definition and overlap but was not adequate as to coverage. The 1:40,000 scale photos did not cover either the shoreline or the marked control on the east end of Strip #4 or the southwest end of Strip #9. A portion of the shoreline along the part of Strip #9 which was bridged also lacks coverage.

Submitted by:

Paul Hawkins

Approved by:

John D. Perrow, Jr.
COMPILATION REPORT

T-12030

31. DELINEATION:

Delineation was by the Kelsh stereoplotter. Photography was adequate.

32. CONTROL:

See the attached Photogrammetric Plot Report dated April 13, 1967.

33. SUPPLEMENTAL DATA:

None.

34. CONTOURS AND DRAINAGE:

Contours are not applicable to the project. Drainage was delineated by the Kelsh stereoplotter and by office interpretation of the photographs.

35. SHORELINE AND ALONGSHORE DETAILS:

Alongshore details were delineated by the Kelsh stereoplotter and by office interpretation of the photographs.

The mean high water line was delineated from the photographs. The mean lower low water line was compiled from low water photography.

36. OFFSHORE DETAILS:

Numerous offshore boulders and rocks were compiled.

37. LANDMARKS AND AIDS:

No charted landmarks or aids were noted during compilation.
38. CONTROL FOR FUTURE SURVEYS:

   None.

39. JUNCTIONS:

   See the attached Form 76-36B, Item 5 of the Descriptive Report, concerning junctions.

40. HORIZONTAL AND VERTICAL ACCURACY:

   Refer to the Photogrammetric Report dated April 13, 1967.

46. COMPARISON WITH EXISTING MAPS:

   A comparison was made with the following USGS Quadrangles: TYONEK (A-2), ALASKA, scale 1:63,360, dated 1951, revised 1964, and KENAI (D-2), ALASKA, scale 1:63,360, dated 1951, revised 1965.

47. COMPARISON WITH NAUTICAL CHARTS:


ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY:

   None.

ITEMS TO BE CARRIED FORWARD:

   None.

Submitted by:

Albert C. Rauck, Jr.
D. Johnston
Cartographic Aid
May 1967

Approved:

Albert C. Rauck, Jr.
Chief, Coastal Mapping Section
GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-6013 (Cook Inlet)

T-12030

Cook Inlet

Kenai National Moose Range

Miller Creek

Approved by:

A. J. Wright
Chief Geographer

Prepared by:

Frank W. Pickett
Cartographic Technician
Field Edit Report
Number Three Bay to Miller Creek
Tyonek to Ivan River
OPR-469-FA-77

GENERAL

This report covers the following manuscripts:

T-11998 T-11999 T-12009 T-12010 T-12011 T-12019
T-12020 T-12028 T-12029 T-12030 T-12041 T-12042

Field work is essentially complete on all maps.

The northern shore between North Foreland and Shorty Creek is
categorized by sand and gravel beaches, backed by dirt bluffs in
some areas, with small mud flats in the vicinity of the Tyonek
Timber Company pier and Shorty Creek which are exposed at low
tides. The rest of the northern shore is low and gently sloping
with marshy areas above high water and extensive mud flats exposed
at low tide.

The entire southern shore is littered with rocks and boulders, often
to considerable distances from shore. Beach areas are sand and
gravel with occasional areas of mud flats, not as extensive as
found on the northern shore. Dirt bluffs line most of the beach.

A total of 153 fixes were taken to locate significant features
along 44 nautical miles of shoreline. Each was assigned a number
with the format DDD-FF, where DDD represents the julian day of the
fix and FF represents the sequential fix number for that day.

All fix information is recorded in the field edit data volume.
Fix times are given in Greenwich mean time. All height informa-
tion is noted on the master field edit ozalid. Information on all
signals and stations used for control is included with this report.
Deletions are noted in green ink, additions and changes in red ink,
verifications in violet ink. All are noted on the master field
edit ozalid.

METHOD

Field edit along the southern shoreline was done by LTJG Neal Millett and ENS Robert Crowell during the month of June, 1977.
Work was performed at low tidal stages using a 17 foot skiff
equipped with a Mini-ranger console and transceiver. Copies of
the field edit ozalids and corresponding photographs were examined
in the field. General features, including the mean high water
line, were verified by visual comparison of the field edit ozalid.
and the areas concerned.

Detached positions and heights were obtained on the more significant rocks. Control for fixes was by range-range and range-azimuth. In several instances sextant angles were also taken. Heights were estimated by comparison to a boathook of known length.

Field edit along the northern shoreline was done by LTJG Neal Millett and ENS Robert Crowell during the month of July, 1977. Initial field edit was done by helicopter at a low tidal stage. Copies of the field edit ozalids and corresponding photographs were examined in the field. Verification of general features, including the mean high water line, was done by visual comparison of the field edit ozalid and the area concerned. No control was used for this phase.

Follow-up field edit was done in those areas where detached positions were needed. Work was done using a 29 foot launch equipped with Raydist electronic positioning equipment. Control for fixes was a combination of range-range, used to locate the launch, and visual. Three lines of position were determined to each object by taking horizontal sextant angles from the launch. The position of the launch was provided by the Raydist system. Heights were estimated by comparison to nearby objects of known size.

ADEQUACY OF COMPILATION

Compilation of the maps is generally adequate. Not all existing rocks on the southern shore were located due to their large numbers. Photography at low tidal stages would best accomplish this.

MAP ACCURACY

The positions of horizontal control stations as they plotted on the maps were compared to surrounding features, in some cases by measurement. These comparisons generally gave good results. Fix accuracy, as indicated by check fixes, was good.

RECOMMENDATIONS

It is recommended that the maps be revised as noted on the master field edit ozalid and then be accepted as advanced manuscripts. Improved photography, both in coverage and quality, would aid all stages of field edit.

INDIVIDUAL MANUSCRIPTS

Details specific to each manuscript are included in the following individual reports.
Map T-12030
Moose Point, NE of

METHOD

Only those rocks outside the mean lower low water line were located or verified.

MAP ACCURACY

Other than field verification of offshore rocks, no checks on horizontal accuracy were performed.
Submitted by:

[Signature]

Robert B Crowell
LTJG, NOAA

Approved by:

[Signature]

Bruce I Williams
Commanding Officer
NOAA Ship Fairweather
REVIEW REPORT
SHORELINE
T-12030

61 - GENERAL STATEMENT

See Summary included with this Descriptive Report.

62 - COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

Not applicable.

63 - COMPARISON WITH MAPS OF OTHER AGENCIES

Not applicable.

64 - COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

The contemporary Hydrographic Survey for the area of this map was not available for comparison at the time of Final Review.

65 - COMPARISON WITH NAUTICAL CHARTS

A comparison was made with the following NOS Charts: 16660, scale 1:194,154, 22nd edition, May 8, 1982.

The chart compared well with this manuscript.

66 - ADEQUACY OF RESULTS AND FUTURE SURVEYS

This map complies with the Project Instructions, and meets the requirements for National Standards of Map Accuracy.

Submitted by

James L. Byrd, Jr.
Final Reviewer

Approved for forwarding

Billy H. Barnes
Chief, Photogrammetric Section

Approved

Chief, Photogrammetric Production Sec.  Chief, Photogrammetry Branch
**INSTRUCTIONS**

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.
2. In “Remarks” column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under “Comparison with Charts” in the Report.

<table>
<thead>
<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
</tbody>
</table>