**Form 804**

**U. S. DEPARTMENT OF COMMERCE**

**COAST AND GEODETIC SURVEY**

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Shoreline (Photogrammetric)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Ph-6101</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-12050</td>
</tr>
</tbody>
</table>

**LOCALITY**

- **State**: Washington
- **General locality**: Admiralty Inlet
- **Locality**: Middle Point

**1960–1962**

**CHIEF OF PARTY**

Fred Natella

**LIBRARY & ARCHIVES**

**DATE**: May 1964
# Descriptive Report - Data Record

**T - 12050**

**Project No.** (111): Ph-6101

**Field Office** (111): Port Townsend, Washington

**Chief of Party:** Fred Natella

**Unit Chief:** Robert B. Melby

**Photogrammetric Office** (111): Portland, Oregon

**Officer-in-Charge:** Fred Natella


**Method of Compilation.** Kelby Instrument

**Nautical Scale (111):** 1:10,000

**Stereoscopic Plotting Instrument Scale (111):** 1:6000

**Corrected Scale** (111): Pantograph Scale 1:10,000

**Date Received in Washington Office (111):**

**Date Reported to Nautical Chart Branch (111):**

**Applied to Chart No.**

**Date Registered (111):**

**Geographic Datum (111):** N.A. 1927

**Vertical Datum (111):** Mean sea level except as follows: X

Elevations shown as (3) refer to mean high water.

Elevations shown as (3) refer to sounding datum.

i.e., mean low water or mean lower low water

**Reference Station (111):** MID, 1920

**Lat.:** 48° 08' 11.144"

**Long.:** 122° 50' 10.518"

**X Adjusted:** Yes

**Unadjusted:** No

**Plane Coordinates (111):**

420,899.71

x = 1,510,453.18

**State:** Washington

**Zone:** North
# Descriptive Report - Data Record

<table>
<thead>
<tr>
<th>Field Inspection by (iii):</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robert B. Melby</td>
<td>Aug. 1962</td>
</tr>
</tbody>
</table>

**Mean High Water Location (iii) (State date and Method of Location):**


<table>
<thead>
<tr>
<th>Projection and Grids Ruled by (iv):</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.R.</td>
<td>12-20-62</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Projection and Grids Checked by (iv):</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1/26/62</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Control Plotted by (iii):</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. L. Harris</td>
<td>1-21-63</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Control Checked by (iii):</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>L. L. Graves</td>
<td>1-21-63</td>
</tr>
</tbody>
</table>

**Radial Plot or Stereoscopic Control Extension by (iii):**

<table>
<thead>
<tr>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dec. 1962</td>
</tr>
</tbody>
</table>

**Stereoscopic Instrument Compilation (iii):**

<table>
<thead>
<tr>
<th>Planimetry</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>R. H. Meyer</td>
<td>2-26-63</td>
</tr>
</tbody>
</table>

**Contour**

None

**Manuscript Delineated by (iii):**

<table>
<thead>
<tr>
<th>Smooth Draft R. H. Meyer</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2-27-63</td>
</tr>
</tbody>
</table>

**Scribing by (iii):**

<table>
<thead>
<tr>
<th>C. C. Harris</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4-29-63</td>
</tr>
</tbody>
</table>

**Stick-up**

<table>
<thead>
<tr>
<th>J. L. Harris</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2-26-63</td>
</tr>
</tbody>
</table>

**Photogrammetric Office Review by (iii):**

<table>
<thead>
<tr>
<th>Advance: J. L. Harris</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4-29-63</td>
</tr>
</tbody>
</table>
**DESCRIPTIVE REPORT - DATA RECORD**

**C&GS Single Lens "W"**

**PHOTOGRAPHS (III)**

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>DATE</th>
<th>TIME</th>
<th>SCALE</th>
<th>STAGE OF TIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 W 1961 thru 1963</td>
<td>9-21-60</td>
<td>11:11</td>
<td>1:30,000</td>
<td>2.0' above M.L.L.W.</td>
</tr>
</tbody>
</table>

**TIDE (III)**

<table>
<thead>
<tr>
<th>REFERENCE STATION:</th>
<th>Port Townsend, Washington</th>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Datum Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORDERED STATION:</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUBORDINATE STATION:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**WASHINGTON OFFICE REVIEW BY (IV):**

DATE: 

**PROOF EDIT BY (IV):**

DATE: 

**NUMBER OF TRIANGULATION STATIONS SEARCHED FOR (III):**

<table>
<thead>
<tr>
<th>2</th>
<th>RECOVERED:</th>
<th>IDENTIFIED:</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td></td>
<td>1</td>
</tr>
</tbody>
</table>

**NUMBER OF BM(S) SEARCHED FOR (III):**

<table>
<thead>
<tr>
<th>0</th>
<th>RECOVERED:</th>
<th>IDENTIFIED</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td></td>
<td>0</td>
</tr>
</tbody>
</table>

**NUMBER OF RECOVERABLE PHOTO STATIONS ESTABLISHED (III):**

| 0 |

**NUMBER OF TEMPORARY PHOTO HYDRO STATIONS ESTABLISHED (III):**

| 2 |

**REMARKS:**
FIELD INSPECTION REPORT
Map Manuscript T-12050 thru T-12056
AND T-12059 THRU T-12063
Project Ph-6101
August - October 1962

2. Areal Field Inspection:

The shoreline in this portion of the project is common to the northwest shore of Port Townsend, the south shore of the Strait of Juan De Fuca, Port Discovery Bay and Sequim Bay.

The city of Port Townsend, the town of Blyn and several small communities are within the area.

The Port Townsend Railroad and the Chicago Milwaukee, St. Paul and Pacific Railroad serve the area. These are short dead end railroads. Connection to other railroads is by sea-going train ferries.

The area is served by U.S. Highway 101, State Highways 9 and 9E and various county and private roads.

An auto-passenger ferry operates between Port Townsend and Keystone, Whidbey Island.

Field inspection was performed in accordance with standard procedures.

The quality of the field prints was considered adequate for field inspection, shoreline inspection and for the identification of horizontal control stations. A considerable amount of the northern shoreline is backed by bluffs which produced rather pronounced shadows. Fortunately, some of the bluffs are of a whitish color and can be detected on the photographs in the shadow area.

3. Horizontal Control:

(a) Supplemental control established by the field party were stations Port Townsend, National Paper Products, Range Front Light; Port Townsend, National Paper Products, Range Rear Light; Port Townsend, National Paper Products, N.W. Stack; and Station HARD. All of these stations were located by triangulation intersection methods.
The position of Station BOULDER, 1870, was reetermined.

The position of BENCH MARK B 5 (U.S.E.) 1962 was determined by traverse from HIGH, 1941.

(b) No datum adjustments were made by the field party. However, earlier this year a Geodetic Party under the supervision of Mr. Norman E. Sylar performed triangulation in the Sequim Bay area. A copy of his unadjusted field geodetic computations was obtained. A comparison with the published position of Station BUGGE (USE), 1920, and the field computations by Mr. Sylar indicated a difference of about 9 feet in latitude and 15 feet in longitude. Depending on the final adjustment of Mr. Sylars figures, it could affect Station KIAPOT (USE), 1920, which was identified for photo control. Station KIAPOT (USE) is at the west end of a base line extending between stations KIAPOT (USE) and BUGGE (USE), apparently measured by the U. S. Engineers.

(c) Control established by other agencies was not searched for or recovered.

(d) All stations required by the project instructions for control was recovered or established and positively identified.

(e) All stations established by the Coast and Geodetic Survey were searched for.

The following stations were searched for and have been listed as lost or destroyed:

Sheet T-12050
None

Sheet T-12051
Port Wilson, Red and White Striped Pole, 1941
Fort Worden, Northwest Radio Pole, 1940
Fort Worden, Southeast Radio Pole, 1940
Admiralty Inlet, West Shore Dolphin, White, 1941

Sheet T-12052
STUMP, 1926
DOLPHIN, 1926

Sheet T-12053
KANEM (USE), 1920

Sheet T-12054
PRO (HYDROGRAPHIC), 1942
TECT, 1942
Sheet T-12055

None

Sheet T-12056

PORT TOWNSEND, MORGAN HOTEL CUPOLA, 1908
PORT TOWNSEND, CATHOLIC CHURCH, SPIRE, 1926
PORT TOWNSEND, CITY HALL, CUPOLA, 1926
PORT TOWNSEND, COAST GUARD FLAGPOLE, 1941
CANNERY RANGE, 1912
PORT TOWNSEND, EISENBEIS RESIDENCE, STEEPLE, 1908
PORT TOWNSEND, MILL STEEL STACK, 1926
PORT TOWNSEND, R.R. FERRY STRUCTURE, CENTER, 1940
PORT TOWNSEND, NORTHWEST SANITARIUM STEEPLE, 1908
PULP, 1941
YELLOW FLAG, 1941
GLEN COVE, FLAGSTAFF, 1926
OLD FORT, FLAGSTAFF, 1926
PORT TOWNSEND, DOLPHIN, 1937
OLD FORT, BLDG., EAST GABLE, 1926
PORT TOWNSEND, ELEVATOR ON WHARF TOWER, 1926
PORT TOWNSEND, NAVY SUBMARINE NET, LIGHT FLOAT, RED, 1941
PORT TOWNSEND, KUHN BLDG., PYRAMIDAL CUPOLA, 1941
PORT TOWNSEND, MUNICIPAL GOLF COURSE, FLAGPOLE, 1941
PORT TOWNSEND, CATHOLIC CHURCH, STEEPLE, CROSS, 1941
PORT TOWNSEND, TRINITY METHODIST CHURCH, STEEPLE, BALL, 1941
PORT TOWNSEND, POST OFFICE WEATHER VANE, 1941

Sheet T-12059

SKULL (USE), 1920

Sheet T-12060

None

Sheet T-12061

None

Sheet T-12062

FAIRMONT (USE), 1920
GIBB (USE), 1920

Sheet T-12063

BELT, 1941
HADLOCK STACK, 1926
HADLOCK, HOUSE WITH DOUBLE WINDOWS, 1915
IRONDALE, MINER'S ELEVATOR SHAFT, 1926
IRONDALE, 1915
IRONDALE HOTEL, 1926
IRONDALE, LIGHT TOWER ON WHARF, 1915
IRONDALE, BRICK HOUSE, N.E. CORNER, 1915
KUHN 2, 1941
DEEP, 1941
(F) The quality of identification of each station or substitute station has been indicated on the control station identification card. None of the identification was considered to be sub-normal.

4. **Vertical Control:**

Vertical control requirements are the recovery and identification of tidal bench marks. Twenty tidal bench marks were searched for and all marks were recovered.

5. **Contours and Drainage:**

Contours are not applicable.

Drainage is common to most of the area. The courses of the streams are generally obscure, due to the woodland cover. Nevertheless, the general courses of the streams can be determined by stereoscope, in the bottoms of the obvious draws or ravines. In open areas the streams have been indicated on the field photographs. Marsh areas have been noted on the field photography.

6. **Woodland Cover:**

Most of the lands that is not under cultivation or in urban areas are covered with dense growth of mixed timber. The woodland cover has been classified on the field photographs.

7. **Shoreline and Alongshore Features:**

The entire shoreline was inspected by field personnel using a small boat or by walking the beach.

(a) The mean high water line was indicated on the field photographs. Its position was determined by visual inspection and by its relative position to identifiable shoreline features.

(b) The low water line was not indicated or delineated on the field photographs.

(c) The character of the foreshore has been indicated on the field photographs.

(d) Bluffs are characteristic of most of the exposed north shoreline. The bluffs are mostly stable, but occasional slide areas were observed.

(e) Docks, piers and wharves have been indicated on the field photography. The city of Port Townsend has several oil piers, a ferry slip and a freight pier.
(f) Submarine cable crossings have been indicated at the entrance to Sequim Bay and at the entrance to Port Discovery Bay.

g) Other shoreline features are small boat launching ramps, bulkheads and log dumps. Two small boat basing are found at the city of Port Townsend and another at Cape George. Marine railways have been indicated.

8. **Offshore Features:**

Offshore features in the form of rocks or piles noted during the shoreline inspection have been indicated on the field photography. A sunken wreck has been indicated on Photograph 60 W 1945. The heights of offshore rocks have been indicated on the field photograph. The time of determination of rock heights is based on Pacific Daylight Saving Time.

9. **Landmarks and Aids:**

(a) All charted landmarks were investigated and have been reported on Form 587.

(b) No interior landmarks were selected.

(c) No aeronautical aids were found in the area.

(d) All fixed aids to navigation were investigated and have been located by triangulation or photogrammetric methods. All fixed aids have been listed on Form 587.

(e) Floating aids are not applicable.

10. **Boundaries, Monuments and Lines:**

Boundaries and monuments are not applicable. The limit lines of cemeteries have been indicated on the field photographs. Former Fort Worden is now divided into two sections. The northern portion is a U. S. Navy Reservation and the southern portion is occupied by the State of Washington.

11. **Other Control:**

Other control established by the field party was the selection and identification of natural and cultural features to serve as photo-hydro stations.

12. **Other Interior Features:**

Roads, public buildings and buildings of landmark value were indicated on the field photographs and classified. There are three airfields in the area. All three have 600 runways. The airfields have been indicated on the field photographs.
13. Geographic Names:

Geographic names will be the subject of a separate informal report.

14. Special Reports and Supplemental Data:

A special report on identification of horizontal control stations on map manuscripts T-12054, T-12056, T-12060, T-12062 and T-12063 was submitted under heading "Notes to the Compiler", 4 August 1961.

Supplemental data consists of the following:

(1) Mill layout of paper mill be Crown Zellerbach Corp. for delineation of alongshore features obscured by smoke at the time of photography. See also photograph 60 W 1980 for general location in map manuscript T-12056.

(2) Four sheets of new roads and sub-divisions in the vicinity of Cape George (Cape George Colony) for location of newly constructed roads. See photo 60 W 1981, map manuscript T-12054.

(3) Map of city of Port Townsend, for street names.

Approved:

Respectfully submitted:

Fred Natella, CAPT, C&GS
Portland District Officer

Robert B. Melby
Surveying Technician, C&GS
21. Area Covered

The area of Admiralty Inlet covered by map manuscripts T-12050 thru T-12065.

22. Method

The method of analytic aerotriangulation which utilizes the WILD P.U.G. Point Transfer Device and the Mann Monocular Comparator was used. This portion of the project involves 45 photographs in 6 separate strips.

Adjustment was done by electronic computer treating each strip as an individual problem except for strips 7 and 9. In order to obtain a better solution, machine coordinates of strip 7 were transferred into the system of strip 9. A common adjustment to ground control was then performed by electronic computer. Strip no. 5 was adjusted using three tie points for strip no. 6 in conjunction with two triangulation stations. Both of the above problems were in an area where control was insufficient to provide a strong solution.

23. Adequacy of Control

Closure to control and ties between strips indicate that results are sufficiently accurate for 1:10,000 scale mapping. Closures to control are indicated on the appended sketch. Excessive closures are discussed below:

.01 STATION POINT TOWNSEND COURT HOUSE STEEPLE, 1908, strips 7-9, was office-identified. It failed to hold by 58 feet in X and 38 feet in Y. As other control nearby held closely and adequate ties were achieved, this discrepancy was attributed to probable misidentification.

.02 STATION CIAM (USE), 1955, strips 7-9 and 8, was missed in the bridging as indicated. Since beginning the adjustment, Geodesy Division received new positions involving the arc of triangulation which included this station. A new position was not furnished for this station.
Elyn (Use) (Lookout Tower), 1955 - The adjustment of Strip 8 using this station was not satisfactory. Only two models in the upper portion of the strip were needed. Thus this strip was shortened to eliminate this station as control and thereby achieve adequate ties to Strip #7-9. The center portions of the lower half of strip #8 are largely water areas. This may have sufficiently weakened the relative orientation solution which would have adversely affected the accuracy.

24. Supplemental Data

None.

25. Photography

Photography was adequate in all respects for aerotriangulation.

Submitted by:

[Signature]

Henry P. Albright

Approved by:

[Signature]

Everett H. Ramey
Chief, Aerotriangulation Section
<table>
<thead>
<tr>
<th>STATION</th>
<th>WASH.N SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR X-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR Projection LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR Projection LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR Projection LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MID (USE) 1920</td>
<td>P.310</td>
<td>420,899.71</td>
<td>899.71</td>
<td></td>
<td>274.23 (1294.77)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1,510,953.18</td>
<td>953.18</td>
<td></td>
<td>290.53 (1233.47)</td>
<td></td>
</tr>
<tr>
<td>TIBBAL (USE) 1942</td>
<td>P.310</td>
<td>420,631.10</td>
<td>631.10</td>
<td></td>
<td>192.36 (1331.64)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1,516,237.99</td>
<td>1237.99</td>
<td></td>
<td>377.34 (1146.66)</td>
<td></td>
</tr>
</tbody>
</table>
COMPILATION REPORT

MAP MANUSCRIPT T-12050

PROJECT PH-6101

ITEMS 31 THRU 34:

REFER TO COMPILATION REPORT FOR T-12065.

35. SHORELINE AND ALONGSHORE DETAILS:

ALL INFORMATION UNDER THIS SIDE HEADING OF THE COMPILATION REPORT FOR T-12065 IS APPLICABLE TO THIS MAP MANUSCRIPT WITH THE EXCEPTION THAT THE PHOTOGRAPHY WAS TAKEN AT A PREDICTED TIDE OF 2.0 FEET ABOVE M.L.W.

ITEMS 36 AND 37:

REFER TO THE COMPILATION REPORT FOR T-12065.

38. CONTROL FOR FUTURE SURVEYS:

TWO PHOTO-HYDRO STATIONS WERE IDENTIFIED BY THE FIELD PARTY AND LOCATED DURING COMPILATION BY KELSH INSTRUMENT.

39. JUNCTIONS:

SATISFACTORY JUNCTIONS WERE MADE WITH T-12051 TO THE EAST AND WITH T-12055 TO THE SOUTH. THE STRAIT OF JUAN DE FUCA LIES TO THE WEST AND NORTH.

40. HORIZONTAL AND VERTICAL ACCURACY:

46. COMPARISON WITH EXISTING MAPS:

COMPARISON WAS MADE WITH THE U.S.G.S. 7½ MINUTE PORT TOWNSEND NORTH, WASHINGTON QUADRANGLE, SCALE 1:24,000, EDITION 1953.

47. COMPARISON WITH NAUTICAL CHARTS:

COMPARISON WAS MADE WITH NAUTICAL CHART 8403, SCALE 1:40,000, 5TH EDITION, OCT. 23, 1941, REVISED 6-20-60.
APPROVED:

FRED NATALE, CAPT, C&GS
PORTLAND DISTRICT OFFICER

RESPECTFULLY SUBMITTED:

JAMES L. HARRIS
CARTOGRAPHER
48. **Geographic Name List**

The geographic names listed below and shown on this manuscript were furnished by the Washington Office on a final name sheet, a copy of the U.S.G.S. Port Townsend North, Washington 7½ minute quadrangle, scale 1:24,000, edition 1953.

Middle Point
Quiamper Peninsula
Strait of Juan de Fuca

George S. Bill
Geographic Names Section
30 August 1963
49. **NOTES TO THE HYDROGRAPHER:**

The two photo-hydro stations shown on this manuscript and listed below, were identified by the field party and located by the Kelsh instrument during compilation.

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Field Photo. No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>5001</td>
<td>LONE DOLPHIN</td>
<td>60 W 1961</td>
</tr>
<tr>
<td>5002</td>
<td>GRAY ROCK</td>
<td>60 W 1963</td>
</tr>
</tbody>
</table>
### PHOTOGRAMMETRIC OFFICE REVIEW
**T-03585 12050**

<table>
<thead>
<tr>
<th>1. PROJECTION AND GRIDS</th>
<th>2. TITLE</th>
<th>3. MANUSCRIPT NUMBERS</th>
<th>4. MANUSCRIPT SIZE</th>
</tr>
</thead>
</table>

### CONTROL STATIONS
- **5. HORIZONTAL CONTROL STATIONS OF THIRD-ORDER OR HIGHER ACCURACY**
- **6. RECOVERABLE HORIZONTAL STATIONS OF LESS THAN THIRD-ORDER ACCURACY**
  - (Topographic stations)
  - None
- **7. PHOTO HYDRO STATIONS**
  - None
- **8. BENCH MARKS**
  - None
- **9. PLOTTING OF SEXTANT FIXES**
  - None
- **10. PHOTOGRAMMETRIC PLOT REPORT**
  - None
- **11. DETAIL POINTS**
  - None

### ALONGSHORE AREAS (Nautical Chart Data)
- **12. SHORELINE**
- **13. LOW-WATER LINE**
- **14. ROCKS, SHOALS, ETC.**
  - None
- **15. BRIDGES**
  - None
- **16. AIDS TO NAVIGATION**
  - None
- **17. LANDMARKS**
  - None
- **18. OTHER ALONGSHORE PHYSICAL FEATURES**
- **19. OTHER ALONGSHORE CULTURAL FEATURES**

### PHYSICAL FEATURES
- **20. WATER FEATURES**
- **21. NATURAL GROUND COVER**
  - Not Applicable
- **22. PLANETABLE CONTOURS**
  - Not Applicable
- **23. STEREOSCOPIC INSTRUMENT CONTOURS**
  - Not Applicable
- **24. CONTOURS IN GENERAL**
  - Not Applicable
- **25. SPOT ELEVATIONS**
  - None
- **26. OTHER PHYSICAL FEATURES**

### CULTURAL FEATURES
- **27. ROADS**
- **28. BUILDINGS**
  - None
- **29. RAILROADS**
  - None
- **30. OTHER CULTURAL FEATURES**

### BOUNDARIES
- **31. BOUNDARY LINES**
  - None
- **32. PUBLIC LAND LINES**
  - None

### MISCELLANEOUS
- **33. GEOGRAPHIC NAMES**
- **34. JUNCTIONS**
- **35. LEGIBILITY OF THE MANUSCRIPT**

### DISCREPANCY OVERLAY
- **36. DISCREPANCY OVERLAY**
  - None
- **37. DESCRIPTIVE REPORT**
- **38. FIELD INSPECTION PHOTOGRAPHS**
- **39. FORMS**

### REVIEWER
- **J. L. Harris**
- (Supervisor, Review Section or Unit)

### 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**

### REMARKS

---

**USCOMA-OC 19262-P81**
<table>
<thead>
<tr>
<th>COMPILATION RECORD</th>
<th>COMPLETION DATE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior details added</td>
<td>4/29/63</td>
<td>SUPERCEDED</td>
</tr>
<tr>
<td>compilation complete</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FIELD EDIT APPLIED</td>
<td>9/18/67</td>
<td></td>
</tr>
<tr>
<td>REMAINING FIELD EDIT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FROM BLOT SHEET APPLIED</td>
<td>4/26/68</td>
<td></td>
</tr>
</tbody>
</table>

* Applied to RS 872

See Addendum
Review Report
Shoreline Maps
T-12050 thru T-12055
September 1963

61. General Statement

These are six (6) shoreline maps of project PH-6101, Admiralty Inlet, Washington. These maps were prepared primarily for the location of non-floating aids and landmarks for use in the revision of our Nautical Charts and for control of proposed hydrographic surveys.

62. Comparison with Registered Topographic Surveys

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Scale</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-4189</td>
<td>1:10,000</td>
<td>1926</td>
</tr>
<tr>
<td>T-4190</td>
<td>1:10,000</td>
<td>1926</td>
</tr>
<tr>
<td>T-4191</td>
<td>1:10,000</td>
<td>1926</td>
</tr>
<tr>
<td>T-6884b</td>
<td>1:10,000</td>
<td>1941</td>
</tr>
</tbody>
</table>

There are cultural and shoreline differences but in general the agreement is good. There are some offshore rock differences that should be reconciled when the hydrographic surveys are made.

63. Comparison with Maps of Other Agencies

<table>
<thead>
<tr>
<th>Agency</th>
<th>Scale</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Townsend (North)</td>
<td>1:24,000</td>
<td>1953</td>
</tr>
<tr>
<td>Port Townsend (South)</td>
<td>1:24,000</td>
<td>1953</td>
</tr>
<tr>
<td>Sequim</td>
<td>1:24,000</td>
<td>1956</td>
</tr>
<tr>
<td>Gardiner</td>
<td>1:24,000</td>
<td>1953</td>
</tr>
</tbody>
</table>

64. Comparison with Contemporaneous Hydrographic Surveys

None.

65. Comparison with Nautical Charts

<table>
<thead>
<tr>
<th>Chart Number</th>
<th>Scale</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>6403</td>
<td>1:40,000</td>
<td>revised to July 1963</td>
</tr>
<tr>
<td>6405</td>
<td>1:20,000</td>
<td>revised to Feb. 1962</td>
</tr>
</tbody>
</table>

Differences exist. However, there are no items to be applied immediately.

66. Adequacy of Results and Future Surveys

These surveys were prepared according to project instructions and are within the required accuracy for Nautical Charting.

Reviewed by:

L. C. Lande
Approved by:

Charles L. Beamer
Chief, Photogrammetric Branch

E. W. Vaughan 5/24/64
Chief, Photogrammetry Division
## 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 Review.

<table>
<thead>
<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>6403</td>
<td>10/30/44</td>
<td>A. J. Lunday</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td>(18457)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6382</td>
<td>11-3-66</td>
<td>J. D. Language</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No.</td>
</tr>
<tr>
<td>(18455)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6300</td>
<td>8-14-65</td>
<td>G. R. Johnson</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. 17a §176, cht 6382</td>
</tr>
<tr>
<td>(18400)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6403</td>
<td>7/22/63</td>
<td>J. M. Connor</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. 9 (see RS 872, BP 74283)</td>
</tr>
<tr>
<td>(18467)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6382</td>
<td>7/22/63</td>
<td>J. M. O'Connor</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. 19 (see RS 872, BP 74283)</td>
</tr>
<tr>
<td>(18455)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15440</td>
<td>4/9/79</td>
<td>R. A. Liddle</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. 12</td>
</tr>
<tr>
<td>6403</td>
<td>4-13-79</td>
<td>R. A. Liddle</td>
<td></td>
</tr>
<tr>
<td>15441</td>
<td>6/29/80</td>
<td>R. A. Liddle</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. 14</td>
</tr>
<tr>
<td>5-29-80</td>
<td>R. A. Liddle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15430</td>
<td>1/10/81</td>
<td>O. C. Larson</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. 21</td>
</tr>
<tr>
<td>6/24/81</td>
<td>O. C. Larson</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15440</td>
<td>3/10/81</td>
<td>O. C. Larson</td>
<td>Full Part Before After Verification Review Inspection Signed Via Drawing No. 33</td>
</tr>
<tr>
<td>2/10/81</td>
<td>O. C. Larson</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ADDENDUM TO DESCRIPTIVE REPORT T-12050, JOB PH-6106
REVISION SURVEY RS-872 JOB PH-6711
ADMIRALTY INLET, WASHINGTON
APRIL 21, 1968

The revision of this survey was confined to the selection and positioning of shoreline pass points as an aid to the Hydrographer to establish additional hydrographic signal sites; and the subsequent application of additional field edit.

In as much as the original hydro support data was inadvertently misplaced and new photography was not available, nor planned; cronapaque ratio prints of the original photography were furnished and processed for additional hydro signal site location, if required.

Control for this revision and the processing of hydro support data was adequate and consisted of previously established photo-hydro stations and other office identified control. Revision and support data was done graphically with good results.

Appropriate standard hydro support data and a field edit ozalid with Notes for the Hydrographer were forwarded to the USC&GS Ship PATHFINDER on February 28, 1967.

The field edit ozalid was prepared after comparison of this survey was made with USC&GS Chart No. 6403, scale 1:40,000, rev. July 29, 1963.

Field edit for this revision was received September 5, 1967 and was applied September 13, 1967. Additional field edit information in the form of boat sheet data and fixes from hydrographic volumes were required to complete the application of edit data. This was not available at the time of application.

In April, 1968, this additional information became available and was applied to the revised sheet in the form of additional offshore rock data, hydro signal sites for plotting fixes, wreck locations and other pertinent data.

Other fix data in the form of hydrographic volumes have been or will be applied to the hydrographic sheet by the hydrographic processing unit.

An amended copy of the "Notes for the Hydrographer", a page size diagram and a copy of the Field Edit Report is included with this addendum.

Respectfully submitted:

[Signature]
Albert C. Rauck, Jr.
Supervisory Cartographer
49. **NOTES FOR THE HYDROGRAPHER**

The two photo-hydro stations shown on this manuscript and listed below, were identified by the field party and located by the Kelsh instrument during compilation.

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Field Photo No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>5001</td>
<td>Lone Dolphin</td>
<td>60 W 1961</td>
</tr>
<tr>
<td>5002</td>
<td>Gray Rock</td>
<td>60 W 1963</td>
</tr>
</tbody>
</table>

See field edit ozalid for notes on items yet to be verified during edit.
TO: Chief, Photogrammetry Division
FROM: Commanding Officer,
USCGS Ship HODGSON


DATE: August 23, 1967

In accordance with Project Instructions OPR 412-Port Discovery - to Dungeness Bay dated 6 February 1967 the above subject assigned field editing was accomplished.

Under separate cover are submitted field edit ozalids and photographs for OPR 412 and subject projects. Signals were located by standard photo-grammetric methods and all location of photo-hydro signals are considered final.

Final verification of preliminary control overlays is now being undertaken. After final control verification the mylar cronaflex copies of the "T" sheets will be forwarded to your office.

Attached with this report is a summary per "T" sheet of field editing accomplished. All notes are in purple ink. Little photo-identification of rocks was accomplished on the southern part of the subject survey area because of heavy shadowing. Hydrographic fixes were plotted on all "T" sheets to aid in the final verification of questioned items and uncharted rocks.

The HODGSON is being deactivated as of 25 August 1967. All field data that is remaining aboard will be transferred to Chief Processing, Seattle, Washington.

Walter F. Forster II

Enclosure: Summaries of accomplished field editing
23 August 1967

OPR 412  PORT DISCOVERY TO DUNGENESS BAY  WASHINGTON
SUMMARIES OF ACCOMPLISHED FIELD
EDITING

T-12050

Verification of this entire sheet was accomplished. In addition, the
most important rocks off Middle Point are shown on the paper field
ozalid. This area is mostly foul with boulders.

Cross reference was made to 6CW 1961
T-12052

Verification of this entire sheet is complete. The middle ground in Sequim Bay does exist and its final extent will be shown on smooth sheet H-8928. The sunken barge was located by fixes 1a and 2a HO-10-1-67. Rocks and other items found not to exist on chart 6403 are also shown.

Cross reference was made to photos GOW 1955.

1a Sunken Barge

Lat 48 04.88N
Long 123 01.77W

Sunken Barge bares 2 feet @ 0927 on 4/26/67
T-12053

All field verification is complete for this sheet. Note hydrographic fixes plotted for uncharted rocks.

Cross reference is made to photo 60W 1957.
Field verification on questioned items is complete. All new uncharted rocks have been plotted on the manuscript for reference.

Cross reference note was made to:

GOW 1959
GOW 1961
GOW 1982
GOW 1983
T-12055

Field verification of this sheet is considered complete. At approx Lat. 48° 06.8N Long. 122° 52.25W rocks and boulders in this area are quite numerous.

Cross reference was made to Photo 60W 1961
T-12059

Field verification of this sheet is considered complete. Numerous uncharted rocks and piles are plotted on the sheet using hydrographic fixes. Fix 12c changes the position of 4 piles in a row approx Lat 48° 01.8N Long 123° 01.1W.

Cross reference is made to Photo 60W 1986.
T-12060

Verification of all questioned items are complete. One deadhead was found in this area and its position is shown on the field edit ozalid.

Cross reference to Photo 60W 1986 was made on T-12060.
T-12061

All field verification is considered complete.
T-12062

Verification of this sheet is considered complete. Additional deadheads fixes 13 b & 14 b were plotted on the sheet. No photo identification was made of these items.
JOB PH-6706

T-13097

Verification of T-13097 is complete. All notes to the verifier are on the field edit ozalid attached. Field edit was made only within the area of the hydrographic survey, these limits are shown on the ozalid. The MLLW line will be developed in its final correct position on smooth sheet H-8930.
JOB PH-6706

T-13098

All requested items were verified in the field. In addition, 9 piles, one sunken wreck, and an obstruction was found and their location transferred to the paper ozalid in purple ink. Field editing was accomplished for the entire sheet.

Cross reference was made to photos 665 32 93A and 665 32 56A. Appropriate notes may be found on these photos.