<table>
<thead>
<tr>
<th><strong>Type of Survey</strong></th>
<th>Shoreline</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Job No.</strong></td>
<td>PH-6211</td>
</tr>
<tr>
<td><strong>Map No.</strong></td>
<td>T-12248</td>
</tr>
<tr>
<td><strong>Classification No.</strong></td>
<td>Final</td>
</tr>
<tr>
<td><strong>Edition No.</strong></td>
<td>1</td>
</tr>
<tr>
<td><strong>Field Edited</strong></td>
<td></td>
</tr>
</tbody>
</table>

**LOCALITY**

<table>
<thead>
<tr>
<th><strong>State</strong></th>
<th>Washington</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General Locality</strong></td>
<td>Hood Canal</td>
</tr>
<tr>
<td><strong>Locality</strong></td>
<td>Squamish Harbor-West</td>
</tr>
</tbody>
</table>

1962 TO 1969

**REGISTRY IN ARCHIVES**

DATE

★ U.S. GOVERNMENT PRINTING OFFICE: 1974-762-901
MAP NOT INSPECTED BY
QUALITY CONTROL OF PHOTOGRAMMETRY DIVISION
PRIOR TO REGISTRATION
### DESRIPTIVE REPORT - DATA RECORD

**PHOTOGRAMMETRIC OFFICE**
Coastal Mapping Division
Norfolk, VA

**OFFICER IN CHARGE**
J. Bull, Director

<table>
<thead>
<tr>
<th>TYPE OF SURVEY</th>
<th>SURVEY TB</th>
<th>12248</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORIGINAL</td>
<td>MAP EDITION NO.</td>
<td>d)</td>
</tr>
<tr>
<td></td>
<td>MAP CLASS</td>
<td>Field Edited</td>
</tr>
<tr>
<td>ORIGINAL</td>
<td>JOB</td>
<td>PH. 6211</td>
</tr>
</tbody>
</table>

#### I. INSTRUCTIONS DATED

<table>
<thead>
<tr>
<th>1. OFFICE</th>
<th>2. FIELD</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 15, 1964</td>
<td>Feb 5, 1963</td>
</tr>
<tr>
<td>Nov. 22, 1965 (Amendment I)</td>
<td>Feb. 23, 1967 (Field Supplemental)</td>
</tr>
<tr>
<td>Feb. 16, 1966 (Amendment II)</td>
<td></td>
</tr>
<tr>
<td>July 1, 1966 (Amendment III)</td>
<td></td>
</tr>
<tr>
<td>April 5, 1967 (Amendment IV)</td>
<td></td>
</tr>
</tbody>
</table>

#### II. DATUMS

<table>
<thead>
<tr>
<th>1. HORIZONTAL:</th>
<th>2. VERTICAL:</th>
<th>OTHER (Specify)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1927 NORTH AMERICAN</td>
<td>MEAN HIGH-WATER</td>
<td>MEAN SEA LEVEL</td>
</tr>
</tbody>
</table>

#### III. HISTORY OF OFFICE OPERATIONS

<table>
<thead>
<tr>
<th>OPERATIONS</th>
<th>METHOD</th>
<th>NAME</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AEROTRIANGULATION</td>
<td>C-8 Stereoplanigraph &amp; Analytic</td>
<td>J. Gerlach</td>
<td>Jan 1965</td>
</tr>
<tr>
<td>CONTROL AND BRIDGE POINTS</td>
<td>Hand Plot</td>
<td>A. Santillan</td>
<td>Aug 1966</td>
</tr>
<tr>
<td>STEREOSCOPIC INSTRUMENT COMPIATION</td>
<td>Planimetry by</td>
<td>B. Wilson</td>
<td>N/A</td>
</tr>
<tr>
<td>INSTRUMENT</td>
<td>Contours by</td>
<td>B. Barnes</td>
<td>N/A</td>
</tr>
<tr>
<td>SCALE</td>
<td>N/A</td>
<td>Kelsh Plotter</td>
<td>N/A</td>
</tr>
<tr>
<td>MANUSCRIPT DELINEATION</td>
<td>Planimetry by</td>
<td>B. Wilson</td>
<td>Sept 1966</td>
</tr>
<tr>
<td>METHOD</td>
<td>Contours by</td>
<td>B. Barnes</td>
<td>Sept 1966</td>
</tr>
<tr>
<td>SCALE</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>OFFICE INSPECTION PRIOR TO FIELD EDIT</td>
<td>Checked by</td>
<td>B. Wilson</td>
<td>Sept 1966</td>
</tr>
<tr>
<td>APPLICATION OF FIELD EDIT DATA</td>
<td>Checked by</td>
<td>B. Barnes</td>
<td>Sept 1966</td>
</tr>
<tr>
<td>COMPILE OPTION PPreview</td>
<td>Checked by</td>
<td>J. Battley</td>
<td>July 1969</td>
</tr>
<tr>
<td>FINAL REVIEW</td>
<td>Checked by</td>
<td>P. Dempsey</td>
<td>Aug 1969</td>
</tr>
<tr>
<td>DATA FORWARDED TO PHOTOGRAMMETRIC BRANCH</td>
<td>Checked by</td>
<td>P. Dempsey</td>
<td>Sept 1967</td>
</tr>
<tr>
<td>DATA EXAMINED IN PHOTOGRAMMETRIC BRANCH</td>
<td>Checked by</td>
<td>F. Wright</td>
<td>Sept 1967</td>
</tr>
<tr>
<td>MAP REGISTERED - COASTAL SURVEY SECTION</td>
<td>Checked by</td>
<td>H. D. Wooten</td>
<td>MAP 7</td>
</tr>
</tbody>
</table>
1. Compilation Photography

**Camera(s):**
L & W cameras

**Focal Length:**
6" Focal length

**Tide Stage Reference:**
- [ ] Predicted Tides
- [ ] Reference Station Records
- [ ] Tide Controlled Photography

**Types of Photography Legend:**
- (C) Color
- (P) Panchromatic
- (I) Infrared

**Time Reference:**
- **Zone:** Pacific
- **Meridian:** 105th
- **Daylight**

<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>62 W 5061-5066</td>
<td>June 7, 1962</td>
<td>11:09</td>
<td>1:30,000</td>
<td>N/A</td>
</tr>
<tr>
<td>62 W 5410, 5411</td>
<td>June 7, 1962</td>
<td>11:09</td>
<td>1:30,000</td>
<td>N/A</td>
</tr>
<tr>
<td>65 L 5659-5660</td>
<td>Aug 15, 1965</td>
<td>10:23</td>
<td>1:30,000</td>
<td>2.3 feet above MLLW</td>
</tr>
<tr>
<td>65 L 5693-5697</td>
<td>Aug 15, 1965</td>
<td>10:48</td>
<td>1:30,000</td>
<td>1.9 feet above MLLW</td>
</tr>
</tbody>
</table>

**Remarks:**

2. Source of Mean High-Water Line:

The source of the MHW line is office interpretation of the photography listed in Item 1 above.

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

There is no MLLW line on this map.

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>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5. Final Junctions

<table>
<thead>
<tr>
<th>North</th>
<th>East</th>
<th>South</th>
<th>West</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Contemporary Survey</td>
<td>T-12249</td>
<td>T-12253</td>
</tr>
</tbody>
</table>

**Remarks:**
### HISTORY OF FIELD OPERATIONS

**T-12248**

<table>
<thead>
<tr>
<th>OPERATION</th>
<th>NAME</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. CHIEF OF FIELD PARTY</strong></td>
<td>R.B. Melby</td>
<td>April 1969</td>
</tr>
<tr>
<td><strong>2. HORIZONTAL CONTROL</strong></td>
<td>None</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>3. VERTICAL CONTROL</strong></td>
<td>None</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>4. LANDMARKS AND AIDS TO NAVIGATION</strong></td>
<td>None</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>5. GEOGRAPHIC NAMES</strong></td>
<td>COMPLETE</td>
<td></td>
</tr>
<tr>
<td><strong>6. PHOTO INSPECTION</strong></td>
<td>R.B. Melby</td>
<td>April 1969</td>
</tr>
<tr>
<td><strong>7. BOUNDARIES AND LIMITS</strong></td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

#### II. SOURCE DATA

1. **HORIZONTAL CONTROL IDENTIFIED**

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

2. **VERTICAL CONTROL IDENTIFIED**

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

3. **PHOTO NUMBERS (Clarification of details)**

4. **LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED**

<table>
<thead>
<tr>
<th>PHOTO NUMBER</th>
<th>OBJECT NAME</th>
</tr>
</thead>
</table>

5. **GEOGRAPHIC NAMES:** REPORT NONE

6. **BOUNDARY AND LIMITS:** REPORT NONE

7. **SUPPLEMENTAL MAPS AND PLANS**

NONE

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

NONE
### History of Field Operations

#### 1. Field Inspection Operation

<table>
<thead>
<tr>
<th>Operation</th>
<th>Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chief of Field Party</td>
<td>R.B. Melby</td>
<td>June 1963</td>
</tr>
<tr>
<td>Horizontal Control</td>
<td>Recovered</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>Established</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>Pre-Marked or Identified</td>
<td>None</td>
</tr>
<tr>
<td>Vertical Control</td>
<td>Recovered</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Established</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Pre-Marked or Identified</td>
<td>N/A</td>
</tr>
<tr>
<td>Landmarks and Aids to Navigation</td>
<td>Recovered</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>Located (Field Methode)</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>Identified by</td>
<td>None</td>
</tr>
<tr>
<td>Geographic Names Investigation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type of Investigation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Complete</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specific Names Only</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Investigation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Photo Inspection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clarification of Details by</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Boundaries and Limits</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surveyed or Identified by</td>
<td></td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### 2. Source Data

1. Horizontal Control Identified
   - Photo Number
   - Station Name
2. Vertical Control Identified
   - Photo Number
   - Station Designation

3. Photo Numbers (Clarification Details)

4. Landmarks and Aids to Navigation Identified
   - Photo Number
   - Object Name

5. Geographic Names:
   - Report
   - None

6. Boundary and Limits:
   - Report
   - None

7. Supplemental Maps and Plans
   - None

8. Other Field Records (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)
   - None
### 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>Shoreline Photo-hydro Support Points</td>
<td>Sept 1966</td>
<td></td>
<td></td>
<td>Sept 1966</td>
</tr>
<tr>
<td>Field edit applied</td>
<td>July 1969</td>
<td>Class I map</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### II. Landmarks and Aids to Navigation

1. Reports to Marine Chart Division, Nautical Data Branch

<table>
<thead>
<tr>
<th>Number</th>
<th>Chart Letter</th>
<th>Number Assigned</th>
<th>Date Forwarded</th>
<th>Remarks</th>
</tr>
</thead>
</table>

2. Report to Marine Chart Division, Coast Pilot Branch. Date Forwarded:

3. Report to Aeronautical Chart Division, Aeronautical Data Section. Date Forwarded:

#### III. Federal Records Center Data

1. Bridging Photographs; [☐] Duplicate Bridging Report; [☐] Computer Readouts.
2. Control Station Identification Cards; [☐] Form Nos. 567 Submitted by Field Parties.
3. Source Data (except for Geographic Names Report) as Listed in Section II, NOAA Form 76-36C. Account for Exceptions:

4. [☐] Data to Federal Records Center. Date Forwarded: 11/82

#### IV. Survey Editions

<table>
<thead>
<tr>
<th>Second Edition</th>
<th>Survey Number</th>
<th>Job Number</th>
<th>Type of Survey</th>
<th>Map Class</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TP-0000</td>
<td>PH-0001</td>
<td>[☐] Revised</td>
<td>[☐] Final</td>
</tr>
<tr>
<td>Date of Photography</td>
<td>Date of Field Edit</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Third Edition</th>
<th>Survey Number</th>
<th>Job Number</th>
<th>Type of Survey</th>
<th>Map Class</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TP-0000</td>
<td>PH-0001</td>
<td>[☐] Revised</td>
<td>[☐] Final</td>
</tr>
<tr>
<td>Date of Photography</td>
<td>Date of Field Edit</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fourth Edition</th>
<th>Survey Number</th>
<th>Job Number</th>
<th>Type of Survey</th>
<th>Map Class</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TP-0000</td>
<td>PH-0001</td>
<td>[☐] Revised</td>
<td>[☐] Final</td>
</tr>
<tr>
<td>Date of Photography</td>
<td>Date of Field Edit</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PH-6211
SHORELINE MAPPING
SCALE 1:10,000
HOOD CANAL, WASH.

PHOTOGRAPHY
- 1:30,000 Date Jun 62
- 1:25,000 Aug 65
- 1:15,000 Jun 62
SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT

This 1:10,000 scale shoreline manuscript is one of 17 maps that comprise Project Ph-6211, which covers an area in the Northern part of Hood Canal from Port Gamble Southward to Hood Point and includes all of Dabob Bay. All maps in this project were field edited and reviewed. The field edit was accomplished by the hydrographic field party for project OPR-412.

The initial purpose of this map was to provide support for our nautical and aeronautical charting program and provide photo-hydro support data for hydrography scheduled in the area.

A field investigation was performed prior to compilation in April to June 1963. This investigation was to establish control, in order to meet aerotriangulation requirements, and to locate all landmarks and aids previously un determined. All fixed aids to navigation not previously located by triangulation were located by triangulation or traverse at this time.

Photo coverage for compilation and aerotriangulation was flown in June 1962 with the "W" Wild Aviogon camera at a scale of 1:30,000 with panchromatic film and in August 1965 with the "L" Wild camera at a scale of 1:30,000 (ratio to 1:10,000) with panchromatic film. The 1:10,000 scale ratio prints were used for field notes.

Analytical aerotriangulation was adequately provided by the Rockville office.

Compilation was performed at both the Rockville office and the Atlantic Marine Center. Five sheets (T-12248, T-12249, T-12250, T-12253 and T-12254) were compiled in the AMC office in July, August and September 1966. The other twelve sheets were compiled in the Rockville office in April, May and June 1967. The field edit was applied in the Rockville office only.

Final review for this map was performed in the Rockville office in 1981.
FIELD INSPECTION

There was no field inspection prior to compilation. Field work accomplished was limited to the recovery and indentification of the horizontal control necessary for the aerotriangulation of the project.

See attached report on panelling of control.
Horizontal Control and Identification Report
Project Ph-6211
Hood Canal, Washington
April-June 1963

The following comments and remarks are pertinent to the conditions
and methods utilized to perform the required photo-control in Project
Ph-6211. (Reference control diagram Ph-6211, Hood Canal, Wash.)

Sheet T-12246
Station T.T. 1 RB (USGS), 1955 was identified by the substitute s:
station method, incorporating a dog-leg traverse to one of the substitute
stations.

Station LELAND, 1955 was not identified. See station Larson, 1955
north of sheet T-12247.

Sheet T-12247
Station Larson, 1955 was identified in lieu of station Leland, 1955.
Station SANDY SHORE, 1955 was identified by a traverse to the substitute
stations. A sun azimuth was observed at both ends of the traverse to
secure adequate azimuth control of the traverse of the traverse line.
Station GRASS 2, 1955 was identified by the substitute station method.

Sheet T-12248
Station HOOD CANAL LIGHT 4, 1961 was identified direct and by the
reverse, substitute station method.

Sheet T-12249
Station SET 2, 1934 was identified by a single substitute station,
determined by a dog-leg traverse. Station HOOD CANAL LIGHT NO.1, 1945 was identified direct. The light is near SET 2, 1934 and can serve as a second identified point. Station WHITE, 1934 was identified by the substitute station methods, using a dog-leg traverse to determine one of the substitute stations.

During the location of station SISTERS ROCK LIGHT, 1963, observations involving station SHINE, 1927 failed to provide adequate azimuth checks.

Sheet T-12250

North of this sheet station HEAD, 1927 was identified by a single substitute station. Nearby station POINT HANNON LIGHT, 1945 was identified direct to afford another identified point. Station NORTH BASE, 1915 was identified by the substitute station method. Station PORT, 1927 was identified by the substitute station method.

Sheet T-12251

Station COMPUTER BLDG (USN), 1961 was identified by the substitute station method.

Sheet T-12252

Station HOOD CANAL LIGHT 10, 1963 was identified direct. A suitable substitute station could not be found, therefore station CURRENT 2 1934, about 1/3 mile to the southwest was identified with a single substitute station.

Sheet T-12253

No stations were identified in this sheet.

Sheet 12254

Station HOOD CANAL LIGHT NO. 1, 1945 was identified direct to augment identification of nearby station SET 2, 1934.
Sheet T-12255

Station SYLOPAXI POINT LIGHT, 1963, was identified by the reverse substitute station method.

Sheet T-12256

Station PULALI 2, 1961 was identified direct. A suitable substitute could not be found.

Sheet T-12257

Station CURRENTE 2, 1934 was identified with a single substitute station. This can serve as the second identification point in this area as HOOD CANAL LIGHT 10 1963 was identified direct. Station HAZEL POINT LIGHT, 1963 was identified direct. Nearby station OAK HEAD LIGHT, 1963 in sheet T-12261 was also identified direct to serve as the other required identified point. In the course of the location of station HAZEL POINT LIGHT, 1963, station HAZEL POINT 3, 1945 was found to be in error by about 36 feet. The azimuth of the line CHUTE 3, 1945-HAZEL POINT 3 1945 was in error by 10 minutes. A new position of HAZEL POINT 3, 1945 was determined by the field unit. Station TABOOK POINT LIGHT, 1963 was identified direct.

Sheet T-12258

Station BANGOR, 1955 was identified by a single substitute station. Nearby station BANGOR LOOKOUT TOWER, 1955 was identified direct.

Sheet T-12259

Station QUATSAP 2, 1934 was identified by the substitute station method utilizing a single closed triangle observation.

Sheet T-12260

Station BOULDER, 1878 was identified by two substitute stations.

Sheet T-12261
Station LONE ROCK, 1878 was identified by the substitute station method by a single closed triangle observation.

Sheet T-12314

No station were identified in the sheet.

None of the control identification was considered substandard.

Landmarks and aids

All landmarks and aids previously undetermined were located at this time. All fixed aids to navigation not previously located by triangulation were located by triangulation or traverse methods at this time.

Respectfully submitted

[Signature]

Robert B. Melby
Surveying Technician
AEROTRIANGULATION REPORT
Job PH-6211
Hood Canal, Washington

August 8, 1966

21. Area Covered
The bridging covers the northwest shore of Hood Canal, approximately 20 miles northwest of Seattle, Washington.

22. Method
One strip consisting of photos 62-W-5060 thru 5067 was bridged on the stereoplanigraph to provide control for compilation of shoreline.

23. Adequacy of Control
Control was adequate. All stations held within National Map Accuracy except ROCK ISLAND LT, 1878, which would not hold within 12 feet. No reason could be found for the discrepancy except the possibility of misidentification by the stereo operator.

24. Supplemental Data
Vertical control points were taken from quads and can be expected to have only the accuracy of the quad itself. All points were drilled on the PUG.

25. Photography
Photography was adequate as to coverage and overlap. Some areas of the photography showed poor definition due to sun reflections.

Submitted by

[Signature]
John D. Perrow, Jr.
Aerotriangulation Report
Charge No. 21053
Hood Canal, Washington

21. Area Covered

The bridging covers the area of Hood Canal, approximately 20 miles northwest of Seattle, Washington.

22. Method

Six strips were bridged on the Zeiss C-B stereoplanigraph to provide control for compilation of shoreline (see attached sketch). Strip 2 was not bridged because the area was duplicated by Strip 1. Strip 7 was adjusted on the IBM 650 and all other strips on the IBM 1620.

23. Adequacy of Control

Control positions were adequate for bridge adjustment. However, sub stations of Pulali 2, 1961 and Computer Building (USN) 1961 were impossible to locate with any accuracy due mainly to poor images. Sisters Rock Light, 1963 also had a very poor image on the photographs in strip 6.

No explanation could be found for the discrepancy of Tabook Point Light, 1963 and sub-station B of Hoods Point, 1970. Sub station B of Hoods Point was within accuracy limits on Strip 3.

All other points held within accuracy requirements.

24. Supplemental Data

Common tie points were hit between adjoining bridges and were averaged. Vertical control points were taken directly from the quads and can be expected to have only the accuracy of the contours of the quad itself.

25. Photography

Photography was adequate as to coverage. The overlap was too great on Strip 1, necessitating the use of every other photograph in the bridge. Definition was poor on the strips to the west, partially because of sun reflections.

Submitted by:

John T. Gerlach

Approved by:

John D. Perrow, Jr.
AEROTRIANGULATION SKETCH
CHARGE NO. 2105

HOOD CANAL, WASHINGTON
JAN, 1963

LEGEND

△ CONTROL USED IN ADJUST.
△ CONTROL USED AS CHECK.

1) TTI (USGI) 1955
2) GRAIS 2, 55
3) Compressor. CSE. (USN) 1961
4) PALACI 3, 1941
5) Tabook Lk. LT. 1963
6) Sylprash Ar. LT. 1963
7) Quatsap 2, 1934
8) Hood's Point, 1878
9) Boulder 873
10) Lone Rock 1878
11) Oak Head Lt. 1903
12) Hazel Ar. Lt. 1903
13) Current 1, 1924
14) Hood Canal Lt. 10, 1943
15) Bangor Lookout Tower 1955
16) Hood Canal Lt. 7
17) Sett. 2, 1934
18) Hood Canal Lt. 4
19) SHINE 1927
20) White 1924
21) Head 1927
22) Rock Island 1878
23) Siswerk Rock Lt. 1903
24) Fort 1927
25) Fort Gamble, Mill Chim. 1934
26) Fort Gamble Inner Lt. 1925
27) North Cape, 1915
28) Larson 1955
29) Sandy Shore 1955
30) Point Hansen Lt. 1945
31) Bangor 1955
31. **Delineation**

The 1962 photos were used in the Kelsh Plotter to delineate the inshore planimetry and to establish points in common with the 1965 photos. These were then fixed to the Kelsh located points and additional shoreline and elevated points selected and cut in where needed. There was no field inspection, but the shoreline interpretation presented no special difficulty, using the ratio photos, which were of very good definition. The entire shoreline and all offshore features were delineated from the 1965 photos and the inshore detail filled in where cultural changes had occurred since the 1962 photography.

32. **Control**

A reference station was selected just to the east of this manuscript as there is no triangulation within its limits.

The process of selecting points common to the 1962 and 1965 photos was both very eye-straining and difficult. Most of the possible points were so weak that two or more were selected in each area in which one definite point would have sufficed, in order to achieve strength by numbers.

33. **Supplemental Data - None**

34. **Contours and Drainage**

Contours inapplicable. Drainage was applied by office interpretation of the photography.

35. **Shoreline and Alongshore Details**

All detail is from office interpretation of the photos.

36. **Offshore Details - None**

37. **Landmarks and Aids**

There are no landmarks or aids.

38. **Control for Future Surveys - None**
39. **Junctions**

Junctions have been made to T-12249 to the east, T-12253 to the south, and T-12247 to the west which has no detail along the junction, and there is no contemporary survey to the north.

40. thru 45. Inapplicable

46. **Comparison with Existing Maps**

Comparison has been made with USGS quadrangle Lofall; Wash., scale 1:24,000, dated 1953. The two are in fair agreement.

47. **Comparison with Nautical Charts**

Comparison has been made with Nautical Charts:

6422, scale 1:25,000, 3rd Edition, Feb. 8, 1965

Items to be applied to Nautical Charts immediately: None

Items to be carried forward: None

Submitted by,

B. Wilson

Approved and Forwarded:

J. Bull
Director, Atlantic Marine Center
FIELD EDIT REPORT

Chart Topography
Hood Canal, Washington
April 1959
Map Manuscripts T-12248, 12249, 12250, 12253, 12254
Project PH-6211

This report covers the area of Hood Canal, from the vicinity of Hood Head, southwestward to the vicinity of Vinland and including Port Gamble (bay).

The entire shoreline was inspected using a small boat. The field edit copies (discrepancy prints) of the map manuscripts were used as the index for the field corrections and the photographs containing the bulk of the corrections were cross-referenced to the field edit copies. However, minor corrections and deletions may only appear on the photographs and the cross-reference to the map manuscripts will be by photo number only.

Adequacy of Compilation:

The extent and accuracy of the maps appear to be reasonably complete, considering the compilation was accomplished without the benefit of field inspection.

Methods:

The shoreline was inspected and the corrections have been indicated on the field edit photography in red ink. Annotations on the field edit sheets are in purple ink. Deletions of features on both the field edit sheets and the photography are in green ink.

Mean high water references were made to identifiable alongshore objects and to the existing triangulation stations. The characteristics of the shore are generally of a sand-gravel composition with scattered stones and boulders. The foreshore and adjacent offshore underwater areas are quite shallow. A noticeable accretion and erosion takes place along the unstable beach areas.

Bluffs are evident along the major portion of the shoreline. Wave action and normal erosion cause the bluffs to be constantly sloughing. The bluffs are unstable, as solid bedrock is not in evidence along the shoreline. These bluffs with overhanging trees obscure the mean high water line on the west and north beaches. Since the trees grow to the edge of the precipitous bluffs, about one-half of the diameter of the tree foliage of the outer-most limit of the woodland cover will extend out and over the shoreline.

The only community of any size is the town of Port Gamble. Along the shores of Hood Canal and Port Gamble (bay) are numerous summer cottages and retirement residences.
Piers and wharves are few. There is a lumber pier at the sawmill at Port Gamble (town). The remaining piers are small and usually accessible by boat only at the higher stages of the tides.

Offshore features are in the form of rocks, pilings, dolphins and a floating highway bridge. Due to the extensive, shallow foreshore, most of the small craft, pleasure boats, etc., are moored offshore in the deeper water during the summer months and then removed to dry storage during the winter season. Numerous small mooring buoys are evident on the photography and were consequently compiled. It is recommended, these buoys be deleted as they are somewhat temporary in nature. They consist of a block of concrete or similiar object to serve as an anchor, a length of chain or rope that is secured to a small barrel, wooden block or a cluster of white, bleach bottles. These are usually removed or lost during the winter months.

All fixed aids to navigation were investigated and positions determined for any that had not been previously located. They have been listed on Form 567.

Rocks and shoals were investigated. The elevations of these features in relationship to the stage of tide at the time of the investigation were recorded on the field edit photography. Sunken rocks in question were visited at or below the zero tide stage, to confirm their existence.

 Pertinent information pertaining to each individual discrepancy sheet will be listed under that specific sheet.

Geographic Names are the subject of a separate report. Name changes or corrections will be discussed in this separate report.

Sheet T-12248

A new road is under construction in the vicinity of Thorndyke Bay (Photo 65L5659). A portion of the road has been completed and the remainder of the road is under various stages of construction. The road will eventually connect with existing roads in the vicinity of Thorndyke Bay and South Point. Plans of the road have been obtained from the Jefferson County Engineers Office.

A new riprap bulkhead (seawall) has been constructed along a section of the shore at South Point. The configuration of this feature has been planetaled on photograph 65L5695.

Sheet T-12249

Hood Canal Light 4 had been rebuilt in 1967 and the new position of the light had been determined by triangulation the same year.

The channel along the west side of a sand spit that extends northward from South Point has been dredged and lengthened. See Photograph 65L5695 for the planetable survey of this feature.
A sunken rock in the vicinity of Sisters Rock Light was located by theodolite and stadia distance from the light.

Sheet T-12250

The fog signals on the Hood Canal Floating Bridge were located by photogrammetric methods.

Port Gamble Light, a fixed aid to navigation, was located by triangulation intersection methods. In Port Gamble Bay are numerous pilings and dolphins, for the storage and securing of log rafts. Shoreline features in question were investigated and noted on the field edit photography. Two landmarks, previously charted, were field inspected and recommended to be retained for charting purposes, are found in the town of Port Gamble. They have been listed on form 567.

A surfaced small boat launching ramp is found in the vicinity of Salisbury Point.

Sheet T-12253

For information pertaining to the highway under construction in the vicinity of Thorndyke Bay, see the remarks under Sheet T-12248.

Bangor Explosive Anchorage Lighted Buoy A (a floating aid) was photo-identified for clarification purposes only.

Sheet T-12254

The interior roads in question were classified and the shoreline inspected. Hood Canal Light 5 is found on this sheet.

Respectfully Submitted,

Robert B. Melby
Chief, Photo Unit, PMC
Review Report
T-12248
Shoreline

61. **General**

In the application of the field edit a section of shoreline just south of South Point was changed, due to construction of a new seawall with fill behind it. This section of the shoreline was plane tabbed on photo 65 L 5695.

The dotted line appearing outside the MHW line of this manuscript is the limits of foreshore area visible on the photography. There is no MLLW line on this map.

62. **Comparison with Registered Topographic Surveys** - N/A

63. **Comparison with Maps of Other Agencies** - N/A

64. **Comparison with Contemporary Hydrographic Surveys**

Comparison was made with hydrographic survey H-8916, scale 1:10,000, dated April 1969. The hydrographic survey shows segments of the dotted foreshore line on the manuscript coincides with their MLLW line. The surveys are in agreement.

65. **Comparison with Nautical Charts**

Comparison was made with Nautical Charts 6421, scale 1:20,000, 2nd Edition, May 4, 1964 and 6422, scale 1:25,000, 3rd Edition, Feb. 8, 1965. The shoreline south of South Point differs from shoreline on chart 6421 as explained under Item 61, otherwise the map and charts are in agreement.

66. **Adequacy of Results and Future Surveys**

This map complies with project instructions and meets the requirements for Bureau Standards and National Standards of Map Accuracy.

Submitted by,

[Signature]

P. Dempsey

Approved:

Chief, Photogrammetric Branch  Chief, Photogrammetry Division
GEOGRAPHIC NAMES
FINAL NAME SHEET

PH-6211
T-12248 (Hood Canal, Wash.)

Hood Canal
Lost Lake
Mud Lake
Squamish Harbor
Thorndyke Creek
Thorndyke Lake
Twin Lakes

Approved by:

O. J. Wright
Chief Geographer

Prepared by:

Frank W. Pickett
Cartographic Technician

Corrected from field report
May 20, 1969
—Frank W. Pickett
Project PH-6211 Material on File
Hood Canal, Washington

Federal Records Center
Control Station Identification Cards
Field Edit Photographs
Computer Readouts
Field Edit Photographs
Field Edit Ozalids (Discrepancy Prints) for each map

Project Completion Report

Bureau Archives
Registered Copy of each map
Descriptive Report of each map

Reproduction Division
8x Reduction Negative of each map

Office of Staff Geographer
Geographer Names Standard
# 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></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>Full Part Before After Verification Review Inspection Signed Via Drawing No.</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>Full Part Before After Verification Review Inspection Signed Via Drawing No.</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>Full Part Before After Verification Review Inspection Signed Via Drawing No.</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>Full Part Before After Verification Review Inspection Signed Via Drawing No.</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>