<table>
<thead>
<tr>
<th>Type of Survey</th>
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<td>Job No.</td>
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<tr>
<td>Map No.</td>
<td>T-12252</td>
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<tr>
<td>Classification No.</td>
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<tr>
<td>Edition No.</td>
<td>I</td>
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<tr>
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**LOCALITY**

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<tr>
<th>State</th>
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<tbody>
<tr>
<td>General Locality</td>
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<tr>
<td>Locality</td>
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| 1962 TO 1989           |                            |

**REGISTRY IN ARCHIVES**

| DATE                   |                            |

---

*U.S. GOVERNMENT PRINTING OFFICE: 1973-761-775*
MAP NOT INSPECTED BY

QUALITY CONTROL OF PHOTOGRAMMETRY DIVISION

PRIOR TO REGISTRATION
# Descriptive Report - Data Record

**Photogrammetric Office**

Rockville, MD

**Officer-in-Charge**

V. Ralph Sobieralski

## I. Instructions Dated

<table>
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<table>
<thead>
<tr>
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<tr>
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<tr>
<td>Original</td>
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## I. Office

| Original | June 15, 1964 |
| Amendment No. 1 | Nov. 22, 1965 |
| Amendment No. 2 | Feb. 16, 1966 |
| Amendment No. 3 | July 1, 1966 |
| Amendment No. 4 | April 5, 1967 |

## II. Datums

| Horizontal: | 1927 North American |
| Vertical:   | Mean High-Water |

## II. Map Projection

Polyconic

## III. History of Office Operations

<table>
<thead>
<tr>
<th>Operations</th>
<th>Name</th>
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<tr>
<td>1. Aerotriangulation C-8 Stereoplanigraph</td>
<td>J. Gerlach</td>
<td>Jan. 1965</td>
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<td>Method: &amp; 1 strip analytical landmarks and aids</td>
<td>J. D. Perrow, Jr.</td>
<td>Aug. 1966</td>
</tr>
<tr>
<td>2. Control and Bridge Points</td>
<td>M. Webber</td>
<td>Sept. 1966</td>
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<td>3. Stereoscopic Instrument</td>
<td>M. C. Webber</td>
<td>June 1967</td>
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<td>Compilation</td>
<td>J. Battley</td>
<td>June 1967</td>
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<td>4. Manuscript Delination</td>
<td>M. C. Webber</td>
<td>June 1967</td>
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<td>June 1967</td>
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<td>June 1967</td>
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<td>5. Office Inspection Prior to Field Edit</td>
<td>J. N. Maki</td>
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<tr>
<td>Checked by</td>
<td>N. D. Maito</td>
<td>March 1983</td>
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</table>
1. COMPILATION PHOTOGRAPHY

CAMERA(S)
"W" & "L" Cameras 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

DATE | TIME | SCALE | STAGE OF TIDE
---|---|---|---
6/7/62 | 1110 | 1:30,000 | 3.2' above MLLW
8/15/65 | 1015 | 1:25,000 | N/A

REMARKS

2. SOURCE OF MEAN HIGH-WATER LINE:

Office interpreted from computed tide values that determined the stage of tide at the time of photography.

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.)

SURVEY NUMBER | DATE(S) | SURVEY COPY USED | SURVEY NUMBER | DATE(S) | SURVEY COPY USED
---|---|---|---|---|---

5. FINAL JUNCTIONS

NORTH | EAST | SOUTH | WEST
---|---|---|---
T-12247 | T-12253 | T-12257 | T-12251

REMARKS
HISTORY OF FIELD OPERATIONS

1. **FIELD INSPECTION OPERATION**

<table>
<thead>
<tr>
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<tr>
<td>1. CHIEF OF FIELD PARTY</td>
<td>R. B. Melby</td>
<td>May 1963</td>
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<td>2. HORIZONTAL CONTROL</td>
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<td>May 1963</td>
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<td>3. VERTICAL CONTROL</td>
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<td>4. LANDMARKS AND AIDS TO NAVIGATION</td>
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<td>6. PHOTO INSPECTION</td>
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<tr>
<td>7. BOUNDARIES AND LIMITS</td>
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II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED

<table>
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<td>62-W-5410</td>
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2. VERTICAL CONTROL IDENTIFIED

3. PHOTO NUMBERS (Clarification of details)

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

<table>
<thead>
<tr>
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<th>OBJECT NAME</th>
<th>PHOTO NUMBER</th>
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<tr>
<td>62-W-5410</td>
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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

NOAA FORM 76-36C

(3-72)
**HISTORY OF FIELD OPERATIONS**

1. **FIELD INSPECTION OPERATION**
   1. **CHIEF OF FIELD PARTY**
      - **OPERATION**: CHIEF OF FIELD PARTY
      - **RECOVERED BY**: N/A
      - **ESTABLISHED BY**: N/A
      - **PRE-MARKED OR IDENTIFIED BY**: N/A
      - **RECOVERED (Triangulation Station)**: N/A
      - **LOCATED (Field Methods)**: N/A
      - **TYPE OF INVESTIGATION**: N/A
      - **COMPLETE**: N/A
      - **SPECIFIC NAMES ONLY**: N/A
      - **NO INVESTIGATION**: N/A
      - **REMARKS**: R. E. Moses
      - **DATE**: April 1969

2. **HORIZONTAL CONTROL**
   2. **OPERATION**: HORIZONTAL CONTROL
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      - **ESTABLISHED BY**: N/A
      - **PRE-MARKED OR IDENTIFIED BY**: N/A
      - **TYPE OF INVESTIGATION**: N/A
      - **COMPLETE**: N/A
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      - **NO INVESTIGATION**: N/A
      - **REMARKS**: R. E. Moses
      - **DATE**: April 1969

3. **VERTICAL CONTROL**
   - **OPERATION**: VERTICAL CONTROL
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     - **ESTABLISHED BY**: N/A
     - **PRE-MARKED OR IDENTIFIED BY**: N/A
     - **TYPE OF INVESTIGATION**: N/A
     - **COMPLETE**: N/A
     - **SPECIFIC NAMES ONLY**: N/A
     - **NO INVESTIGATION**: N/A
     - **REMARKS**: R. E. Moses
     - **DATE**: April 1969

4. **LANDMARKS AND AIDS TO NAVIGATION**
   - **OPERATION**: LANDMARKS AND AIDS TO NAVIGATION
     - **RECOVERED (Triangulation Station)**: N/A
     - **LOCATED (Field Methods)**: N/A
     - **TYPE OF INVESTIGATION**: N/A
     - **COMPLETE**: N/A
     - **SPECIFIC NAMES ONLY**: N/A
     - **NO INVESTIGATION**: N/A
     - **REMARKS**: R. E. Moses
     - **DATE**: April 1969

**SOURCE DATA**

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   - **STATION NAME**: N/A

2. **VERTICAL CONTROL IDENTIFIED**
   - **PHOTO NUMBER**: N/A
   - **STATION DESIGNATION**: N/A

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

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

5. **GEOGRAPHIC NAMES**
   - **REPORT**: N/A
   - **NONE**: N/A

6. **BOUNDARY AND LIMITS**
   - **REPORT**: N/A
   - **NONE**: N/A

7. **SUPPLEMENTAL MAPS AND PLANS**
   - **NONE**

8. **OTHER FIELD RECORDS**
   - **Sketch books, etc. DO NOT list data submitted to the Geodey Division**
   - **NONE**
### I. MANUSCRIPT COPIES

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### II. LANDMARKS AND AIDS TO NAVIGATION

#### I. REPORTS TO MARINE CHART DIVISION, NAUTICAL DATA BRANCH

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<th>Remarks</th>
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#### II. REPORT TO MARINE CHART DIVISION, COAST PILOT BRANCH. DATE FORWARDED:

#### III. REPORT TO AERONAUTICAL CHART DIVISION, AERONAUTICAL DATA SECTION. DATE FORWARDED:

### III. FEDERAL RECORDS CENTER DATA

1. X BRIDGING PHOTOGRAPHS; X DUPLICATE BRIDGING REPORT; X COMPUTER READOUTS.
2. X CONTROL STATION IDENTIFICATION CARDS; X FORM NOS 567 SUBMITTED BY FIELD PARTIES.
3. X SOURCE DATA (except for Geographic Names Report) AS LISTED IN SECTION II, NOAA FORM 76-36C.
   ACCOUNT FOR EXCEPTIONS.

4. X DATA TO FEDERAL RECORDS CENTER. DATE FORWARDED: 11/82

### IV. SURVEY EDITIONS (This section shall be completed each time a new map edition is registered)

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NOAA Form 76-36D
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
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 offices 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 identification 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-8211, Hood Canal, Wash.)

Sheet T-12246
Station T.T. 1 RB (USGS), 1955 was identified by the substitute 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 HAMMON 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 CURRANT 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 SYLOPASHI 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 CURRENT 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.
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
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

John D. Perrow, Jr.
Aerotriangulation Report

Cruise 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-8 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 Pulall 2, 1961 and Computer Building (USH) 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, 1876. 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. Ferrow, Jr.
<table>
<thead>
<tr>
<th>MAP NO.</th>
<th>JOB NO.</th>
<th>GEODETiC DATUM</th>
<th>ORIGINATING ACTIVITY</th>
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</thead>
<tbody>
<tr>
<td>T-12252</td>
<td>PH-6211</td>
<td>N.A. 1927</td>
<td>Rockville, MD</td>
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<table>
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<th>SOURCE OF INFORMATION (Index)</th>
<th>AERO/TRI-ANGULATION POINT NUMBER</th>
<th>COORDINATES IN FEET</th>
<th>GEORGRAPHIC POSITION</th>
<th>REMARKS</th>
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<td>PC 349</td>
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<td>Tongue 2, 1961</td>
<td>Horizontal</td>
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<td>Toandos, 1955</td>
<td>GP 1610</td>
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**COMPUTED BY**

**DATE**

**COMPUTATION CHECKED BY**

**DATE**

**LISTED BY**

M. Webber

**DATE**

Sept. 1966

**LISTING CHECKED BY**

H. Lucas

**DATE**

Sept. 1966

**HAND PLOTTING BY**

M. Webber

**DATE**

Sept. 1966

**HAND PLOTTING CHECKED BY**

H. Lucas

**DATE**

Sept. 1966

SUPersedes NOAA FORM 76-41, 1971 EDITION WHICH IS OBSOLETE.
31. **DELINEATION**

This manuscript was compiled at 1:10,000 scale on the B-8 stereoplotter using 1962 panchromatic photography. Shoreline, alongshore, and foreshore detail was delineated.

Models were set holding to bridge points. Pass points were dropped along the shoreline and in the interior to aid in hydrographic signal location.

Ratio prints of August 15, 1965 photographs were prepared for photo-hydro support. Photo centers were resected on the manuscript. No field work has been done except on triangulation.

32. **CONTROL**

Aerotriangulation furnished the bridge which was adequate to control models and drop pass points for compilation. B-8 models were leveled on shoreline points. (Copy of Aerotriangulation Report attached to this report.)

33. **SUPPLEMENTAL DATA**

None

34. **CONTOURS AND DRAINAGE**

Inapplicable.

35. **SHORELINE AND ALONGSHORE DETAIL**

Delineation of shoreline was office interpreted by using computed tide values to determine the stage of tide at the time of photography. The shallow line was delineated by office interpretation of the photographs. The dotted line inside the shallow line represents the sand and/or mud limit line at the time of photography.

36. **OFFSHORE DETAIL**

Shadows from overhanging trees made delineation of rocks along the shoreline difficult and sometimes impossible.

37. **LANDMARKS AND AIDS**

One triangulation stations, Hood Canal Light 10, 1963, was identified as an aid for this sheet. There are no landmarks.

38. **CONTROL FOR FUTURE SURVEYS**

None
39. JUNCTIONS

Junctions with the adjoining surveys were made.

40. HORIZONTAL AND VERTICAL ACCURACY

See bridging Report.

41 through 45. - Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison with U.S. Geological Survey Quadrangle Quinault, Washington, scale 1:24,000, Date 1953.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with nautical chart no. 6422, scale 1:25,000, 3rd Edition, February 8, 1965, corrected to June 11, 1966.

Items to be Applied to Nautical Charts Immediately - None.

Items to be Carried Forward - None.

Submitted by:

Martha C. Webber

APPROVED BY:

K. N. Maki
Chief, Compilation Section
FIELD EDIT REPORT
HOOD CANAL AND DEBOB BAY, WASHINGTON
MARCH, APRIL 1969
PROJECT OPR-412

This report covers the area in Hood Canal from Carson Point south to Quatsap Point and the entire Debob and Quilcene Bays.

The entire shore line was inspected using a small boat. The Field Edit copies (Discrepancy Prints) of the map manuscripts were used as a guide and all corrections, except as noted below, were recorded on them.

ADEQUACY OF COMPIilation:

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 primarily with respect to the Discrepancy Prints of the map manuscript. All items specifically noted on the prints were investigated throughly. All shoreline was inspected and any comments were recorded on the Discrepancy Print. Where positions were needed, sextant cuts on Hydrographic Signals were recorded. These positions were numbered and plotted on the appropriate Boat Sheet of the area. The proper sheet is stated on the individual Discrepancy Prints.

Mean High Water was established with sextant angles and references to along shore objects and Hydrographic Signals. The shore is generally a sand gravel composition with areas cluttered with medium size boulders. The Dashed Line shown on the manuscripts were generally excellently positioned to indicate areas or limits of shoal water.

There are numerous homes and summer homes along the shore. Many have private railways or small mooring buoys offshore. The positions of the larger, most dangerous items have been noted.

SHEET T-12261:

Refer to Sheet DA-10-7-69.

Area is well settled. The major change in shoreline is the slide area on the upper right. The outline is as of the time noted.
SHEET T-12260:
Refer to Sheet DA-10-2-69.

Area is well settled. Shoreline of Misery Point is rocky and rises sharply from the beach. The area is prone to slides.

SHEET T-12259:
Refer to Sheet DA-10-2-69.

The area at the mouth of the Duckabush River is extremely shallow and sandy. The high water line appears satisfactory, but is difficult to determine.

SHEET T-12257:
Refer to Sheet DA-10-1-69.

This area is generally uninhabited. Fisherman's Harbor is accessible only at or near high tide.

SHEET T-12258:
Refer to Sheet DA-10-1-69.

This area is well inhabited. The dashed shoreline is generally very steep with trees growing to the high water line.

SHEET T-12256:
Refer to Sheet DA-10-1-69.

SHEET T-12255:
Refer to Sheet DA-10-1-69.

The area is well inhabited. The Brinnon Flats area is very shallow. The high water line is as good as can be expected, considering the sand shoreline and the river mouth.

SHEET T-12252:
Refer to Sheet DA-10-3-69.

SHEET T-12251:
Refer to Sheet DA-10-3-69.

There are numerous buoys owned and maintained by the Navy off of the southern end of Bolton Peninsula. These are positioned on DA-10-3-69.
SHEET T-12246:

Refer to Sheet DA-10-3-69, Photo 62/5383, and Sketch Book.

The north end of Quilcene Bay is very shallow with miscellaneous piles, etc. Fillings, bulkheads, etc. near East Quilcene have been photo identified on Photo 62/5383.

SHEET T-12314:

Refer to Sheet DA-10-1-69 and DA-10-2-69.

SHEET T-12247:

Refer to Sheet DA-10-3-69.

Tarboo Bay is dry, except for a shallow stream, and inaccessible at low water.

Respectfully Submitted,

Makoto A. Domoto
LT, USCGSA
Operations Officer
USCGSS DAVIDSON

APPROVED & FORWARDED:

Ray E. Moss
CDR USCGSA
Comdg. Officer
USCGSS DAVIDSON
REVIEW REPORT  
T-12252  
SHORELINE  
November 3, 1981

61. GENERAL STATEMENT

In the application of field edit there was not any field edit photos or discrepancy print sent in from the field editor. The edit was performed on boat sheet DA-10-3-69, now a registered hydrographic survey, H-9038. A comparison was made with survey H-9038. Refer to Item 64.

The dotted line outside the MHW line shows 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

A comparison was made with smooth sheet H-9038. The hydrographic survey and this map are in agreement. The MLLW line on the survey coincides in some areas with the dotted foreshore mud and sand line of this map.

65. COMPARISON WITH NAUTICAL CHARTS

N/A

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:

P. Dempsey  
Final Reviewer

Approved:

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

PH-6211 (Hood Canal, Wash.)
T-12252

Brown Point
Camp Discovery
Camp Harmony
Dabob Bay
Hood Canal
Silent Lake
Toandos Peninsula

Approved by:

A. J. Wraight
Chief Geographer

Prepared by:

Frank W. Pickett
Cartographic Technician
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
# NONFLOATING AIDS OR LANDMARKS FOR CHARTS

**TO BE CHARTED**
- Field Party, Ship or Office: Rockville, MD

**TO BE REVISED**
- State: Washington
- Locality: Admiralty Inlet
- Date: 6/67

The following objects **HAVE** been inspected from seaward to determine their value as landmarks.

**DPR PROJECT NO.**
- PH-6211

**JOB NUMBER**
- T-12252

**SURVEY NUMBER**
- N.A. 1927

**METHOD AND DATE OF LOCATION**
- See instructions on reverse side

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<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
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<th>LONGITUDE</th>
<th>OFFICE</th>
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<td>Lt. 10</td>
<td>Hood Canal Light 10, 1963</td>
<td>03°930'</td>
<td>17°625'</td>
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by photogrammetric methods.

PHOTOGRAMMETRIC FIELD POSITIONS ARE DETERMINED BY FIELD OBSERVER.

EXAMPLE: F-2-6-75
LOCATION AND DATE OF FIELD WORK.

A. FIELD POSITIONS ARE DETERMINED BY METHOD OF

4 - RESOLUTION
3 - INTERSECT
2 - TRANSVERSE
1 - TRAVERSATION
2 - FIELD IDENTIFICATION
1 - VERIFIED
0 - FIELD
PI - PHOTOGRAMMETRIC

ENTER THE APPLICABLE DATA BY SYMBOLS AS FOLLOWS:

1. RM POSITION DETERMINED OR VERIFIED FIELD

EXAMPLE: 75E(C) 6042
DATE, AND YEAR (OF THE PHOTOGRAPH USED TO IDENTIFY AND LOCATE THE OBJECT)
BEGIN THE NUMBER AND DATE (INCLUDING MONTH),
OF OBJECT IDENTIFIED AND LOCATED OBJECTS

FIELD (COUNT)

INSTRUCTIONS FOR ENTRIES UNDER METHOD AND DATE OF LOCATION.

REPRESENTATIVE
QUALITY CONTROL AND REVIEW GROUP
REVIEWER

OTHER (SPECIFY)
AEREOGRAPHIC PARTY
PHOTO FIELD PARTY

RESPONSIBLE PERSONAL NAME

ACTIVITIES
FORMS ORIGINATED BY QUALITY CONTROL
REVIEWED

POSITIONS DETERMINED AND VERIFIED
OBJECTS INSPECTED FROM SAWARD

TYPE OF ACTION
**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.

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