NOAA FORM 76-35
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>SHORELINE</th>
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<tbody>
<tr>
<td>Job No.</td>
<td>PH-6211</td>
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<tr>
<td>Map No.</td>
<td>T-12314</td>
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<td>Classification No.</td>
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LOCALITY

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<tr>
<td>General Locality</td>
<td>Hood Canal</td>
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<tr>
<td>Locality</td>
<td>Warrenville</td>
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1962 TO 1969

REGISTRY IN ARCHIVES

DATE

★ U.S. GOVERNMENT PRINTING OFFICE: 1973-761-778
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 Sobiersalski

### Instructions Dated

1. **OFFICE**
   - Original Office: 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

2. **FIELD**
   - Field: Feb. 5, 1963
   - Field Supplemental: Feb. 23, 1967

## Datums

1. **HORIZONTAL:**
   - 1927 North American

2. **VERTICAL:**
   - Mean High-Water

3. **MAP PROJECTION:**
   - Polyconic Projection

4. **GRID(S):**
   - State: Washington
   - Zone: North Zone

### Scale

1:10,000

## History of Office Operations

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<td>1. Aerotriangulation C-8 Stereoplanigraph</td>
<td>J. Gerlach</td>
<td>Jan. 1965</td>
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<td>METHOD:</td>
<td>H. Eichert</td>
<td>Jan. 1965</td>
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<tr>
<td>Instrument: Wild R-8 Stereoplotter</td>
<td>K. Maki</td>
<td>5/18/67</td>
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<tr>
<td>METHOD: Graphic B-8 Worksheets</td>
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<td>M. Webber</td>
<td>5/22/67</td>
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<tr>
<td>METHOD:</td>
<td>P. Dempsey</td>
<td>9/76</td>
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<td>11. Map Registered - Coastal Survey Section</td>
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### Compilation Sources

**1. Compilation Photography**

**Camera(s):**
- Wild RC-8 6" Focal length

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

**Number and Type** | **Date** | **Time** | **Scale** | **Stage of Tide**
--- | --- | --- | --- | ---
62W5426 | 6/7/62 | 11:24 | 1:30,000 | 3.6 above MLLW
62W5427 | 6/7/62 | 11:24 | 1:30,000 | 3.6 above MLLW
65L5652 | 8/15/65 | 10:21 | 1:10,000 | ratio

**Remarks**

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

The source of the MHW line is office interpretation of the photographs listed in item 1.

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

There is no MLLW line delineated on this manuscript.

### 4. Contemporary Hydrographic Surveys

(List only those surveys that are sources for photogrammetric survey information.)

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<th>Date(s)</th>
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### 5. Final Juncions

**North**: T-12258
- Contemporary survey

**East**: No
- Contemporary survey

**South**: No
- Contemporary survey

**West**: T-12261
HISTORY OF FIELD OPERATIONS

1. **X** FIELD INSPECTION OPERATION  [ ] FIELD EDIT OPERATION

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II. SOURCE DATA

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3. PHOTO NUMBERS (Clarification of details)

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

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<th>OBJECT NAME</th>
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5. GEOGRAPHIC NAMES:

6. BOUNDARY AND LIMITS:

7. SUPPLEMENTAL MAPS AND PLANS

None

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

None
### HISTORY OF FIELD OPERATIONS

#### I. FIELD EDIT OPERATION

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#### II. SOURCE DATA

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### Notes:

- Why:  
- Type of Investigation: Complete
- Specific Names Only: No Investigation
- Source Data: None
- Other Field Records: None
# RECORD OF SURVEY USE

## I. MANUSCRIPT COPIES

<table>
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<tr>
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<th>DATE</th>
<th>REMARKS</th>
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<th>HYDRO SUPPORT</th>
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<td>Shoreline photo-hydro support points</td>
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## II. LANDMARKS AND AIDS TO NAVIGATION

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

<table>
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<th>CHART LETTER NUMBER ASSIGNED</th>
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### 2. REPORT TO MARINE CHART DIVISION, COAST PILOT BRANCH. DATE forwarded: 11/82

### 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 NO 557 SUBMITTED BY FIELD PARTIES.
3. □ SOURCE DATA (except for Geographic Names Report) AS LISTED IN SECTION II, NOAA FORM 76-36C.

Account for EXCEPTIONS:

## IV. SURVEY EDITIONS

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

### SECOND EDITION

<table>
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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 OHR-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 undetermined. 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 1962.
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,
Station SYLOPAS POINT LIGHT, 1963, was identified by the reverse substitute station method.

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

Station CURRENT 2, 1934 was identified with a single substitute station. This can serve as the second identification point in this area as LOOD 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 TABOON POINT LIGHT, 1963 was identified direct.

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

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

Station BOULDER, 1878 was identified by two substitute stations.
Station DOE ROOK, 1873 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

Robert E. Melby
Surveying Technician
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-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 Pualai 2, 1901 and Computer Building (USN) 1901 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, 1878. 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 strips 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.
# Project PH-6211
## Shoreline Mapping
### Washington
#### Hood Canal

**Scale 1:40,000**

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*Map showing the geographical layout of Hood Canal in Washington, with various locations and coordinates marked.*
31. DELINEATION

This manuscript was compiled at 1:15,000 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 hydro support. Photo centers were resected on the manuscript.

32. CONTROL

Aerotriangulation furnished the bridge points which were adequate to control models and drop pass points for compilation. B-8 models were leveled on shoreline points.

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 and the limits of sand and mud were delineated by office interpretation of the photographs.

36. OFFSHORE DETAIL

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

37. LANDMARKS AND AIDS

There are no landmarks or aids on this manuscript.

38. CONTROL FOR FUTURE SURVEYS - None.

39. JUNCTIONS

Junctions were made with T-12258 to the North and T-12314 to the West. There are no contemporary surveys to the East and South.

40 - 45 Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison was made with USGS Quadrangle Poulsbo, Washington, scale 1:24,000, dated 1953.
47. COMPARISON WITH NAUTICAL CHARTS


ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY - None.

ITEMS TO BE CARRIED FORWARD - None.

Submitted by,

Martha C. Webber

Approved & forwarded
K.N. Maki
Chief, Compilation Section
FIELD EDIT REPORT
HOOD CANAL AND DEBOB BAY, WASHINGTON
MARCH, APRIL 1969
PROJECT OFR - 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 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 primarily with respect to the Discrepancy Prints of the map manuscript. All items specifically noted on the prints were investigated thoroughly. 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-10-4-69.

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. Filings, 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,

[Signature]

Kanezo A. Domoto
LT, USESSA
Operations Officer
USCGGSS DAVIDSON

APPROVED & FORWARDED:

[Signature]

Ray L. Hines
CDR USESSA
Comdg. Officer
USCGGSS DAVIDSON
61. GENERAL STATEMENT

The field edit refers to boatsheets DA-10-1-69 and DA-1-2-69 only. A comparison was made with smooth sheets H-9035 and H-9036 and no changes were indicated on the compilation.

The dotted line on the manuscript is the limits of sand and mud and not the MLLW line.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS - N/A.

63. COMPARISON WITH MAPS OF OTHER AGENCIES - N/A.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

As mentioned in Item 61, a comparison was made with hydrographic surveys H-9035 and H-9036 and they are in agreement with T-12314.

65. COMPARISON WITH NAUTICAL CHARTS

A comparison was made with nautical chart 18458, scale 1:25,000, 10th edition, dated August 15, 1981. No significant changes were noted.

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,

Patrick Dempsey
Final Reviewer

Approved:

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

PH-6211 (Hood Canal, Wash.)
T-12314

Bangor Station
Dyes Inlet
Hood Canal
Silverdale

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
**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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