### Descriptive Report

**Map No.**
- T-12386

**Edition No.**
- 1

**Job No.**
- PH-6303

**Map Classification**
- Final Class III Map

**Type of Survey**
- Shoreline

**Locality**

**State**
- Alaska

**General Locality**
- Clarence Strait

**Locality**
- Caamaño Point (Northwest Of)

**1963 to 19**

**Registered in Archives**

**Date**

---

### Descriptive Report - Data Record

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

#### Officer-in-Charge
Jeffrey G. Carlen

#### Instructions Dated

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Date</th>
<th>Field</th>
<th>Date</th>
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<td>March 20, 1967</td>
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<td>Compilation Supplement 1</td>
<td>Nov. 6, 1970</td>
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<td>Nov. 23, 1970</td>
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<td>Compilation Amendment 1</td>
<td>Dec. 7, 1971</td>
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#### Datums

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

2. **Vertical:**
   - Mean High-Water
   - Mean Low-Water

3. **Map Projection:**
   - Polyconic

4. **Grid:***
   - State: Alaska
   - Zone: 1

#### History of Office Operations

<table>
<thead>
<tr>
<th>Operations</th>
<th>Method</th>
<th>Name</th>
<th>Date</th>
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<tbody>
<tr>
<td>1. Aerotriangulation</td>
<td>Stereoplanigraph</td>
<td>P. Hawkins</td>
<td>Mar. 1967</td>
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<tr>
<td>2. Control and Bridge Points</td>
<td>Coradomat</td>
<td>A. Roundtree</td>
<td>Feb. 1967</td>
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<tr>
<td>4. Manuscript Delineation</td>
<td>Planimetry by Checked by</td>
<td>A. Shands</td>
<td>Apr. 1967</td>
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<td>5. Officce Inspection Prior to Field Edit</td>
<td>Planimetry by Checked by</td>
<td>R. Smith</td>
<td>Apr. 1967</td>
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<td>7. Compilation Section Review</td>
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<td>Apr. 1967</td>
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<td>10. Data Examined in Photogrammetric Branch</td>
<td>Planimetry by Checked by</td>
<td>P. Demaco</td>
<td>July 1968</td>
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<td>11. Map Registered - Coastal Survey Section</td>
<td>Planimetry by Checked by</td>
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### Compilation Sources

#### 1. Compilation Photography

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<th>Date</th>
<th>Time</th>
<th>Scale</th>
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<tr>
<td>63 W 7224-7227</td>
<td>July 2, 1963</td>
<td>10:20</td>
<td>1:30,000</td>
<td>11.2 ft. above MLW</td>
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<td>63 W 7581-7584</td>
<td>July 2, 1963</td>
<td>15:02</td>
<td>1:15,000</td>
<td>5.6 ft. above MLW</td>
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**Remarks**

MHW at subordinate station.

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

The mean high water line was compiled from the stereo models of the above listed photography.

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

None compiled.

#### 4. Contemporary Hydrographic Surveys

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

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

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<th>North</th>
<th>East</th>
<th>South</th>
<th>West</th>
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<tr>
<td>No Survey</td>
<td>T-12387</td>
<td>No Survey</td>
<td>T-12385</td>
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**Remarks**
HISTORY OF FIELD OPERATIONS

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

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<tr>
<td>1. CHIEF OF FIELD PARTY</td>
<td>B. Williams</td>
<td>May 1966</td>
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<tr>
<td>2. HORIZONTAL CONTROL</td>
<td>L. Riggers</td>
<td>Apr. 1966</td>
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<td>3. VERTICAL CONTROL</td>
<td>N/A</td>
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<td>4. LANDMARKS AND AIDS TO NAVIGATION</td>
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II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED

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<th>PHOTO NUMBER</th>
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<td>63 W 7225</td>
<td>JAY, 1922</td>
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2. VERTICAL CONTROL IDENTIFIED

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III. PHOTO INSPECTION

| CLARIFICATION OF DETAILS | None |

IV. SUPPLEMENTAL MAPS AND PLANS

<table>
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V. OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodetic Division)

2 - Forms 152
# 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>
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## II. LANDMARKS AND AIDS TO NAVIGATION

1. **REPORT TO MARINE CHART DIVISION, NAUTICAL DATA BRANCH**: None

<table>
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<th>Chart Letter Number Assigned</th>
<th>Date Forwarded</th>
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2. **REPORT TO MARINE CHART DIVISION, COAST PILOT BRANCH**: Date Forwarded: None

3. **REPORT TO AERONAUTICAL CHART DIVISION, AERONAUTICAL DATA SECTION**: Date Forwarded: None

## III. FEDERAL RECORDS CENTER DATA

1. BRIDGING PHOTOGRAPHS; DUPLICATE BRIDGING REPORT; COMPUTER READOUTS.
2. CONTROL STATION IDENTIFICATION CARDS; FORM NO. 507 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: 

## IV. SURVEY EDITIONS

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<th>Survey Number</th>
<th>Job Number</th>
<th>Type of Survey</th>
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NOAA FORM 76-360
SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT

T-12386

This 1:10,000 scale shoreline map is one of thirty-four maps that comprise project PH-6303, Clarence Strait, Alaska. This project encompasses Clarence Strait and Ernest Sound, latitude 55° 28' 45" north to latitude 56° 00' 00" and longitude 131° 55' 00" west to longitude 132° 45' 00".

Photographic coverage was provided in July 1963 using the "W" camera (focal length 153.02 millimeters) at 1:15,000 and 1:30,000 scale using black and white panchromatic film.

Field work prior to compilation consisted of photoidentification of horizontal control for aerotriangulation in May 1966.

Analytic aerotriangulation was performed at the Washington Science Center in March 1967.

Compilation was performed at the Atlantic Marine Center during April 1967.

No field edit was accomplished within the limits of this map.

Final review was completed at the Atlantic Marine Center during January 1988.

This Descriptive Report contains all pertinent information used to compile this Final Class III Map.

The original base map and all pertinent data were forwarded to the Washington Science Center for registration.
FIELD INSPECTION REPORT

Project Mi-6303

Shoreline Mapping, Clarence Strait & Ernest Sound Alaska

May, 1966

Shoreline Manuscripts T-11982 and T-12363 thru T-12387

The area of the project is along the shores of Clarence Strait and the entrance of Ernest Sound, including Tolstoi Bay and Union Bay.

The area is in a remote section of southeast Alaska, accessible only by ship or airplane.

There are three communities, Meyers Chuck, Thorne Bay and Ratz Harbor. The latter two are logging camps.

The interior areas are covered with a dense growth of coniferous timber, chiefly spruce, hemlock and cedar.

Horizontal control consisted of the photo-identification of the required triangulation stations. New stations were established by triangulation or traverse utilizing the electronic distance measuring instruments (Fairchild MC-8 Electrochains).

The shoreline is mostly rocky and irregular. Numerous ledges extend seaward from the rocky headlands and points. The strata formation of many of the ledges are in vertical or incline planes making the ledges quite irregular and jagged. The shoreline of occasional small bights will be of a gravel, stone or boulder composition.

The shoreline was field inspected at landing sites, these locations usually being at the site of triangulation stations. The interpretation of the mean high water line on photography taken at low water can be distinguished in the following manner. Adjacent to the existing water level at the time of photography will be a white area. This is mostly barnacles and similar marine
life that reflects a white tone. This will appear as a white band paralleling the shoreline. This is followed by a dark, nearly black color tone. This area receives only occasional wave action during storms. This appears on the photography as a dark band adjacent to and next in elevation above the white band of barnacles. Above the dark band will usually be seen a greyish color tone, extending to the tree line. This is composed of grass, lichens and debris on the bedrock. The mean high water line is at the junction of the white barnacle band and the dark band. An example of this can be noted by observing contact photograph 65 L 5129 in the vicinity of the field identification of station OVAL, 1916.

Approved:

Bruce I. Williams  Lt. ESSA
C.O. Ship PATTON

Respectfully submitted

Robert B. Melby
Surveying Technician, C & GS
PHOTOGRAMMETRIC PLOT REPORT
Job PH-5303
Clarence Strait, Alaska
Part I - Southern Half

March 15, 1967

21. Area Covered

The area covered in this report is along both the east and west shoreline of Clarence Strait, Alaska. Included are all, or part, of T-sheets 12372 thru 12387, at 1:10,000 scale.

22. Method

Five strips were bridged on the stereoplanigraph and adjusted by the IBM 1620 methods. Strip #1 (63-W-7205 thru 7211) was adjusted on three control stations with tie points from Strip #2 as checks. Strip #2 (63-W-7223 thru 7233) was adjusted on four control stations using tie points from Strip #1 and #3 as checks. Strip #3 (63-W-7240 thru 7250), was adjusted on four control stations with tie points from Strip #2 as checks. Strip #5 (63-W-7262 thru 7271) was adjusted on four control stations with tie points from Strip #6 as checks. Strip #6 (63-W-7275 thru 7285) was adjusted on four control stations with tie points from Strip #6 as checks.

All plates were drilled on the PUG. All tie points between strips were averaged.

23. Adequacy of Control

Horizontal control was adequate and complied with project instructions. All stations held within National Map Accuracy Standards with the following exceptions:

(1) MAN 2, HUB A (temp.) 1930, SS "A", SS "B", SS "C"

None of the three substations could be held in either Strip #1 or #2. Since the field report stated, "instrument #307 giving erratic readings," plus the fact that two positions could be computed for any of the substations (depending on which azimuth station was used) the entire station was dropped from both strips.
(2) JAY 1924, SS "C" (Strip #2)
This substation could not be seen clearly in Strip #1 due to overhang. It was held in Strip #2, but was dropped from Strip #1.

(3) NIBLACK 1915, SS "A" (Strip #2)
This substation could not be seen clearly. Since SS "B" and SS "C" held together in the bridge, SS "A" was dropped from the strip.

(4) LEM 1916, SS "B" (Strip #3)
This substation was of very poor quality and was dropped from the bridge. Substation "A" and SS "C" held in the bridge.

(5) THOR 1966, SS "B" (Strip #5)
This substation was of very poor image point and could not be held in the bridge.

(6) JERK 1966, SS "B" (Strip #5)
This substation was of very poor image quality and was dropped from the bridge.

(7) NAR 1915, SS "B" (Strip #5)
This substation was of poor image quality and was dropped from the bridge.

In general, the photo quality of most of the substations was very poor. It is realized that the field was working in a very difficult area and fortunately provided three substations for most control stations. For this reason the above were dropped from the bridge with no fear of detracting from the overall accuracy.

25. Photography
Photography was adequate as to coverage, overlap and definition.

Submitted by:

Paul Hawkins

Approved by:

John D. Perrow, Jr.
<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>SOURCE OF INFORMATION (Index)</th>
<th>AEROTRIANGULATION POINT NUMBER</th>
<th>COORDINATES IN FEET</th>
<th>GEOGRAPHIC POSITION</th>
<th>REMARKS</th>
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<td>y=</td>
<td>λ 132 01 13.012</td>
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COMPUTED BY A. C. Rauck, Jr. DATE 4/17/67
LISTED BY DATE
HANG PLOTTING BY DATE
31. Delineation:

The mean high water line and foreshore details were compiled using the KELSH plotter with 1:30,000 scale photography. There was no field inspection prior to compilation.

32. Control:


33. Supplemental Data:

None.

34. Contours and Drainage:

Contours are inapplicable. Drainage was delineated from photo interpretation.

35. Shoreline and Alongshore Details:

Shoreline and alongshore details were compiled from interpretation of the KELSH stereo models and the ratio photographs.

36. Offshore Details:

Offshore rocks and small islands were compiled from the KELSH models.

37. Landmarks and Aids:

None.

38. Control for Future Surveys:

None.

39. Junctions:

See Form 76-368, Item 5, included with this report.
40. **HORIZONTAL AND VERTICAL ACCURACY:**

   No statement.

46. **COMPARISON WITH EXISTING MAPS:**

   A comparison was made with USGS quadrangle CRAIG (C-1), Alaska, scale 1:63,360, dated 1951.

47. **COMPARISON WITH NAUTICAL CHARTS:**


**ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY:**

None.

**ITEMS TO BE CARRIED FORWARD:**

None.

Submitted by:

[Signature]

E. Graves
Cartographic Technician
April, 1961

Approved and forwarded:

[Signature]

A. J. Rauck, Jr.
Chief, Coastal Mapping Section
GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-6303 (Clarence Strait, Alaska)

T-12386

Clarence Strait
Cleveland Peninsula
Pen Cove

Approved:

[Signature]

Charles E. Harrington
Chief Geographer
Nautical Charting Division
Charting and Geodetic Services
REVIEW REPORT
SHORELINE
T-12386

61. GENERAL STATEMENT:

See Summary included with this Report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

Not applicable.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A comparison was made with U.S.G.S. Quadrangle: CRAIG (C-1), Alaska, scale 1:63,360, dated 1951.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

A comparison was made with Hydrographic Survey H-9062, 1:20,000 scale.

65. COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with the following N.O.S. chart:

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS:

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

Submitted by:
Lowell O. Neterer, Jr.
Final Reviewer
January, 1988

Approved for forwarding:
Billy H. Barnes
Chief, Quality Assurance Group, AMC

Approved:
Jerry O. Baker
Chief, Photogrammetric Production Sect.

Chief, Photogrammetry Branch
Rockville
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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