**U. S. COAST AND GEODETIC SURVEY**

**DEPARTMENT OF COMMERCE**

**DESCRIPTIVE REPORT**

<table>
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<th>Type of Survey</th>
<th>TOPOGRAPHIC</th>
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<td>Field No.</td>
<td>TU-C-50</td>
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<td>Office No.</td>
<td>T-7080</td>
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**LOCALITY**

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<td>Locality</td>
<td>Subic Bay</td>
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**CHIEF OF PARTY**

WILBUR R. PORTER

---

**DATE**

JUNE 5, 1950
The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. TU-C-50

REGISTER NO.

State........................................Philippines........................................

General locality..................West Coast of Luzon

Locality......................Subic Bay

Scale 1:10,000 Date of survey 14 March, 1950

18 April

Vessel..............................TULIP

Chief of party.....................WILFRED R. PORTER, Comdr., USCG

Surveyed by..........................Ens. F. L. Corton

Inked by.............................Ens. F. L. Corton, A. C. Jardiolin, A. del Rosario

Heights in feet above...........to ground to tops of trees

Contour, Approximate contour, Form line interval............feet

Instructions dated..................GS-7 1 March, 1950

Remarks:.................................................................
COMBINED DESCRIPTIVE REPORTS

To Accompany

TOPOGRAPHIC SHEETS TU-A-50, TU-B-50 and TU-C-50

USCGS SHIP TULIP

W. R. PORTER, Comd'g

A. AUTHORITY:

Project instructions, Project CS-7 (US) dated 1 March 1950 from the Director of Coast Surveys, Manila Field Station addressed to the Commanding Officer, Ship TULIP.

B. PURPOSE:

1. To delineate by topography the shoreline around Subic Bay Zambales, from Cubi Point up to Masanay Point covering all around the east, north and west sides of Subic Bay.

2. To locate stations for hydrographic controls by graphic method.

3. To revise topographic features along the shoreline covered.

C. SURVEY LIMITS AND DATES:

Sheet No. TU-A-50 covers all the shoreline extending around the northern part of Subic Bay from Lat. 14° 51.04'N; Long. 120° 15.00'E including shorelines around Pequena and Mayanga Islands down to Lat. 14° 49.3'N; Long. 120° 12.6'E. Sheet No. TU-B-50 covers all the shoreline around the east side of Port Luzon from Lat. 14° 51.04'N; Long. 120° 15.00'E down to Cubi Point. Sheet No. TU-C-50 covers the shoreline of the western part of Subic Bay from Lat. 14° 49.3'N; Long. 120° 12.6'E down to Lat. 14° 46.3'N; Long. 120° 11.7'E. Data of survey was from 14 March 1950 to 16 April 1950. Work was not continuous on topography inasmuch as signal building was done simultaneously with this work.

D. CONTROL:

The following triangulation stations were used:

Sheet TU-A-50

1. CAVITOSA 1947
2. R. C. D. 1947
3. PEQ 1947
4. CAVAHAN 1947
5. CAYUCOS 1947
6. NARA 1947
7. MAYANCA LT. 1947
8. SUB 1947
Sheet TU-B-50

1. C.O.D. 1947
2. HAKAIKAI LT. 1947
3. MARINE 1947
4. CELIA 1947
5. HAVY 1947
6. OOJ 1947
7. NAGASA 1947
8. COAL 1947
9. NAGASAKI POINT WATER TANK 1947
10. NAGASAISHI 1947
11. GAYMA 1947
12. GAVIOTA 1947

Sheet TU-C-50

1. MAYARCA LT. 1947
2. AGGLOGI LT. 1947
3. GRANDE LT. NO. 1947
4. MACNASA 1908

F. INSTRUMENTS:

The following instruments were used in this survey: 24 x 31" plane table with tripod and head, USCGS Alidades No. 133 and No. 28993 and their corresponding sets of rods graduated for each particular instrument. Alidade No. 133 was used only at sheet No. TU-B-50 in the location of signals and in all other work No. 28993 was used.

G. SURVEY METHODS:

The survey was executed in accordance with standard Coast Survey methods. Graphic triangulation method was employed in locating signals for hydrographic control. At times when no triangulation stations could be occupied three point set-ups were made. In every three point set-ups checks were always made to all visible established and located signals.

C. COMPARISON WITH OLD SURVEY:

There was no old survey sheet at hand. The shoreline from Anchorage Chart 30 had been pantographed to the topographic sheets. In many places shoreline did not agree and the discrepancies were as much as 100 meters.

The following places were found to have considerable discrepancies in shoreline:

Sheet TU-A-50

1. The shoreline between Cayuag Point and Cabangan Point.
2. Hanabasa Point.
3. Patambu Point.

Sheet TU-B-50

1. The shoreline in the hight between Magoaban Point and January Blanca Cliff.
2. The location of the mouth of Poton River. Information from three old natives reveals that any change in the location of the river outlet must have been made before the last twenty years.

3. The southern mouth of Kalaklan River.
4. The area in the vicinity of Signals Dig and Hop.

Sheet TU-C-50

1. Shoreline between Cox and Faz.
2. Shoreline south of Agoscan Lt.

II. GENERAL DESCRIPTION OF THE COAST:

Generally all points along the coastline are rocky. The coast along Cubie town is sandy. At nearby station Off the coast is sandy but fouled with wrecks. At between stations New and Ice it is sandy but detached rocks are found in the vicinity of Signal Ice.

In the bay east of H.G.D. 1947 the coast is sandy but the northwestern part is fouled with wrecks. The small bay where Signal Sia is located is sandy and free of obstructions except for the two beached LCT’s. From here up to Kalaklan Lt. it is rocky and dangerous even for small launches to go near-by the shore. In the northern part of the bay inside Port Ciangap north of Signal Ana is a mud flat that unceases at low water. The Estuary where triangulation station Coal, 1947 is located had been damaged during World War 2. The super-structure had been burned and some floor bays blasted. The area between Coal and Mancha blanca cliff (at signal Bot) is sandy. At signal Fru where Banisan village is located shore is sandy.

I. LIST OF PLANE TABLE POSITIONS:

Included are lists of Plane Table Positions, Sheet TU-A-50, TU-B-50 and TU-C-50.

II. REMARKS:

Junctions between the three sheets were good and no adjustment was done in any of them. In all traverses there was no discrepancy that went beyond the limits allowed in the topographic manual and no adjustment was made in the location of any topographic feature located by this method. All signals were located by intersections of not less than three rays except for signal Bot in sheet No. TU-A-50 that was located by two rays and stadia distance from the nearest set up to it.
K. STATISTICS:

Number of topographic recoverable stations - 0
Number of unrecoverable topographic stations - 96
Statute miles of low water line - 26.5
Statute miles of high water line - 23.8
Statute miles of roads - 0.8

Respectfully submitted:

/s/ FILOMENO L. COTTON
Ensr., C & O C

Inc.:

1. List of Plane Table Positions.
2. List of Objects Located.

APPROVED AND FORTIFIED:

/s/ WILBUR R. PORTER
Comdr., USCG
Comdg. Ship TULIP
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<th>NAMeS</th>
<th>NORTH (Meters)</th>
<th>EAST (Meters)</th>
<th>D.P. (Meters)</th>
<th>Remarks</th>
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<td>(1340.8)</td>
<td>120° 12'</td>
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<td>(75.1)</td>
<td>120° 12'</td>
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<td>(241.5)</td>
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<td>(638.6)</td>
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<td>(170.3)</td>
<td>120° 12'</td>
<td>(807.6)</td>
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<td>(663.8)</td>
<td>120° 12'</td>
<td>(953.0)</td>
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<td>Fez</td>
<td>14° 48'</td>
<td>(838.4)</td>
<td>120° 12'</td>
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<td>(1280.2)</td>
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<td>(1471.8)</td>
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<td>(262.1)</td>
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* Deduced

Scaled & tabulated by: A.R.
Checked by: A.C.J.
LIST OF OBJECTS LOCATED
SHEET TU-C-50, CS-7 (U.S.)

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<td>1762.3</td>
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Tabulated by: F. L. C.
Checked by: A. G. J.
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**Type of Survey**  TOPOGRAPHIC  
**Field No.**  TU-G-50  **Office No.**  7-708C  

**LOCALITY**  
**State**  Philippines  
**General locality**  West Coast of Luzon  
**Locality**  Subic Bay  

**19450**  
**CHIEF OF PARTY**  
WILBUR R. FORSTER  

**LIBRARY & ARCHIVES**  
**DATE**  JUNE 5, 1950
The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. TU-C-50

REGISTER NO.

State: Philippines

General locality: West Coast of Luzon

Locality: Subic Bay

Scale: 1:10,000 Date of survey: 16 March, 1950

Vessel: TULIP

Chief of party: WILBUR R. PORTER, Comdr., USCGS

Surveyed by: Ens. F. L. Corton

Inked by: Ens. F. L. Corton, A. G. Jardiolin, A. del Rosario

Heights in feet above: to ground to tops of trees

Contour, Approximate contour, Form line interval: feet

Instructions dated: CS-7 1 March, 1950

Remarks:

...
COMBINED DESCRIPTIVE REPORTS

To Accompany

TOPOGRAPHIC SHEETS TU-A-50, TU-B-50 and TU-C-50

USCGC SHIP TULIP

W. R. FORSTER, Comd'g

A. AUTHORITY:

Project instructions, Project CS-7 (US) dated 1 March 1950 from the Director of Coast Surveys, Manila Field Station addressed to the Commanding Officer, Ship TULIP.

B. PURPOSE:

1. To delineate by topography the shoreline around Subic Bay Zambales, from Cubi Point up to Macanay Point covering all around the east, north and west sides of Subic Bay.

2. To locate stations for hydrographic controls by graphic method.

3. To revise topographic features along the shoreline covered.

C. SURVEY LIMITS AND DATES:

Sheet No. TU-A-50 covers all the shoreline extending around the northern part of Subic Bay from Lat. 14° 51.64'N; Long. 120° 15.00'E including shorelines around Pequene and Mayanga Islands down to Lat. 14° 49.33'N; Long. 120° 12.6'2. Sheet No. TU-B-50 covers all the shoreline around the east side of Port Obando from Lat. 14° 51.04'N; Long. 120° 15.00'E down to Cubi Point. Sheet No. TU-C-50 covers the shoreline of the eastern part of Subic Bay from Lat. 14° 49.33'N; Long. 120° 12.6'2 down to Lat. 14° 46.53'N; Long. 120° 11.7'5. Date of survey was from 14 March 1950 to 18 April 1950. Work was not continuous on topography inasmuch as signal building was done simultaneously with this work.

D. CONTROL:

The following triangulation stations were used:

Sheet TU-A-50

1. GAVIOTA 1947
2. N. E. D. 1947
3. PEG 1947
4. CABANGAN 1947
5. CAYUCOS 1947
6. MAHA 1947
7. MAYANCA LT. 1947
8. SUB 1947
Sheet TU-B-50

1. E.S.D. 1947    7. MAGDA 1947
2. KALAKAU LIT. 1947  8. COAL 1947
3. MARINE 1947    9. MARIANA POINT WATER TANK 1947
4. CRISP 1947     10. NAGGABAN 1947
5. HAVY 1947      11. GAIHAN 1947
6. CON 1947       12. CUBY 2 1947
                 13. GAVIOTA 1947

Sheet TU-C-50

1. MAYANCA LIT. 1947    3. GRANDE LIT. NO. 1947
2. AGOSOEN LIT. 1947  4. MACHARY 1908

F. INSTRUMENTS:

The following instruments were used in this survey: 24 x 31" plans table with tripod and head, USC&GS alidades No. 133 and No. 28993 and their corresponding sets of rods graduated for each particular instruments. Alidade No. 133 was used only at sheet No. TU-B-50 in the location of signals and in all other work No. 28993 was used.

F. SURVEY METHODS:

The survey was executed in accordance with standard Coast Survey methods. Graphic triangulation method was employed in locating signals for hydrographic control. At times when no triangulation stations could be occupied three point set ups were made. In every three point set ups checks were always made to all visible established and located signals.

G. COMPARISON WITH OLD SURVEY:

There was no old survey sheet at hand. The shoreline from Anchorage Chart 50 had been pantographed to the topographic sheets. In many places shoreline did not agree and the discrepancies were as much as 100 meters.

The following places were found to have considerable discrepancies in shoreline:

Sheet TU-A-50

1. The shoreline between Ceyuyag Point and Cabangan Point.
2. Manisbasco Point.
3. Patambu Point.

Sheet TU-B-50

1. The shoreline in the height between Nagoaban Point and Nanoha Blanca Cliff.
2. The location of the mouth of Eaton River.
   Information from three old natives reveals that any change in the location of the river outlet must have been made before the last twenty years.

3. The southern mouth of Kalaklan River.
4. The area in the vicinity of Signals Gig and Hop.

Sheet TU-C-50

1. Shoreline between Cox and Fex.
2. Shoreline south of Agosocen Lt.

II. GENERAL DESCRIPTION OF THE COAST:

   Generally all points along the coastline are rocky. The coast along Sable town is sandy. At nearby station off the coast is sandy but fouled with wrecks. At between stations New and Ice it is sandy but detached rocks are found in the vicinity of Signal Ice.

   In the bay east of E.S.D., 1947 the coast is sandy but the northwestern part is fouled with wrecks. The small bay where signal Six is located is sandy and free of obstructions except for the two beached LCT's. From here up to Kalaklan Lt. it is rocky and dangerous even for small launches to go near the shore. In the northern part of the bay inside Port Olonapao north of Signal Ann is a mud flat that uncovers at low water. The Coaling wharf where triangulation station Coal, 1947 is located had been damaged during World War 2. The super-structure had been burned and some floor bays blasted. The area between Coal and Bantoc Blanca cliff (at Signal Vit) is sandy. At signal Pro where Banianc village is located shore is sandy.

I. LIST OF PLANE TABLE POSITIONS:

   Inclosed are lists of Plane Table Positions, Sheet TU-A-50, TU-B-50 and TU-C-50.

J. REMARKS:

   Junctions between the three sheets were good and no adjustment was done in any of them. In all traverses there was no discrepancy that went beyond the limits allowed in the topographic manual and no adjustment was made in the location of any topographic feature located by this method. All signals were located by intersections of not less than three rays except for signal Bic in sheet No. TU-A-50 that was located by two rays and stadia distance from the nearest set up to it.
K. STATISTICS:

Number of topographic recoverable stations  0
Number of unrecoverable topographic stations  96
Statute miles of low water line        26.5
Statute miles of high water line         26.8
Statute miles of roads                   0.8

Respectfully submitted:

/s/ FELICIANO L. CONRON
Ens., C & G S

Inc.:

1. List of Plane Table Positions.
2. List of Objects Located.

APPROVED AND FORWARD:

/s/ WILBUR R. FORSTER
Comdr., USCGS
Comdg. Ship TULIP
<table>
<thead>
<tr>
<th>NAMES</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rip</td>
<td>14° 49'</td>
<td>120° 12'</td>
<td>(727.8) Banner on tree trunk.</td>
</tr>
<tr>
<td>Lay</td>
<td>14° 48'</td>
<td>120° 12'</td>
<td>(522.6) Banner on outboard end of deteriorated pier.</td>
</tr>
<tr>
<td>Pit</td>
<td>14° 48'</td>
<td>120° 12'</td>
<td>(638.6) Taller of two masts of two beached ships.</td>
</tr>
<tr>
<td>Big</td>
<td>14° 48'</td>
<td>120° 12'</td>
<td>(807.6) Banner at outboard end of deteriorated pier.</td>
</tr>
<tr>
<td>Geo</td>
<td>14° 48'</td>
<td>120° 12'</td>
<td>(953.0) White wash on beached craft.</td>
</tr>
<tr>
<td>Fez</td>
<td>14° 48'</td>
<td>120° 12'</td>
<td>(1065.8) White wash on rock.</td>
</tr>
<tr>
<td>Cox</td>
<td>14° 48'</td>
<td>120° 12'</td>
<td>(1131.6) White wash on rock.</td>
</tr>
<tr>
<td>Son</td>
<td>14° 48'</td>
<td>120° 12'</td>
<td>(1454.9) White wash on rock.</td>
</tr>
<tr>
<td>Del</td>
<td>14° 47'</td>
<td>120° 12'</td>
<td>(1780.7) Banner on top of mast of beached ship.</td>
</tr>
<tr>
<td>Wad</td>
<td>14° 47'</td>
<td>120° 12'</td>
<td>(1793.0) Banner on tree trunk.</td>
</tr>
<tr>
<td>Get</td>
<td>14° 47'</td>
<td>120° 12'</td>
<td>(1768.1) White wash on rock.</td>
</tr>
<tr>
<td>Via</td>
<td>14° 47'</td>
<td>120° 11'</td>
<td>(98.1) White wash on rock.</td>
</tr>
<tr>
<td>Ama</td>
<td>14° 46'</td>
<td>120° 11'</td>
<td>(125.9) Banner on mast of LST.</td>
</tr>
<tr>
<td>Oak</td>
<td>14° 46'</td>
<td>120° 11'</td>
<td>(94.8) White wash on wreck.</td>
</tr>
<tr>
<td>Ego</td>
<td>14° 46'</td>
<td>120° 11'</td>
<td>(262.1) White wash on rock.</td>
</tr>
</tbody>
</table>

* Deduced

Scaled & tabulated by: A.R.
Checked by: A.G.J.
LIST OF OBJECTS LOCATED
SHEET TU-C-50, CS-7 (U.S.)

<table>
<thead>
<tr>
<th>NORTH LATITUDE: (Meters)</th>
<th>EAST LONGITUDE: (Meters)</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>14° 47'</td>
<td>(81.7)</td>
<td>120° 12'</td>
</tr>
<tr>
<td>1762.3</td>
<td>(1692.6)</td>
<td>Beached pontoon</td>
</tr>
</tbody>
</table>

Tabulated by: F. L. C.
Checked by: A. G. J.