**U. S. COAST AND GEODETIC SURVEY**  
**DEPARTMENT OF COMMERCE**

### DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Topographic</th>
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<tbody>
<tr>
<td>Field No. Ph-26 (47)</td>
<td>Office No. T-8447</td>
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### LOCALITY

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<th>State</th>
<th>Washington</th>
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<tr>
<td>General locality</td>
<td>Bellingham</td>
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<tr>
<td>Locality</td>
<td>Point Roberts</td>
</tr>
</tbody>
</table>

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194' 52

**CHIEF OF PARTY**

C. V. Clark, Chief of Field Party  
Hubert A. Paton, Baltimore Photo. Office

**LIBRARY & ARCHIVES**

**DATE** September 20, 1955
DATA RECORD

T - 8447

Project No. (II): Ph-26(47)  Quadrangle Name (IV):

Field Office (II): Bellingham, Washington  Chief of Party: Charles W. Clark

Photogrammetric Office (III): Baltimore, Maryland  Officer-in-Charge: Hubert A. Paton

Instructions dated (II) (III): 31 August 1949  Copy filed in Division of
Letter No. 731-AAL dated 24 October 1949  Photogrammetry (IV)
Subject - Clarification of Instructions  Office Files

Method of Compilation (III): Air Photographic (Multiplex)

Manuscript Scale (III): 1:10,000  Stereoscopic Plotting Instrument Scale (III): 1:10,000

Scale Factor (III): 1.000

Date received in Washington Office (IV):  Date reported to Nautical Chart Branch (IV):

Applied to Chart No.  Date:  Date registered (IV): AUG 19 1955

Publication Scale (IV):

Geographic Datum (III): N.A. 1927  Publication date (IV):

Vertical Datum (III): MSL
Mean sea level except as follows:
Elevations shown as (2) refer to mean high water
Elevations shown as (3) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): PT. ROBERTS, 1934 (IBC)

Lat: 48° 58' 35.140''  Long: 123° 01' 26.066''  Adjusted

Plane Coordinates (IV):

Y =  X =

State: Wash.  Zone: North

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(II) (III)
DATA RECORD

Field Inspection by (II): J. H. Winniford  
Date: Feb. 1951

Planetary contouring by (II):  
Date: 

Completion Surveys by (II): Ray H. Skelton II  
Date: Feb 1952

Mean High Water Location (III) (State date and method of location):  
Oct. 1950 (Same as date of Photography)  
Date: May 1951

Projection and Grids ruled by (IV): T.L.J.  
Date: May 1951

Projection and Grids checked by (IV): H.D.W.  
Date: June 1951

Control plotted by (III): D. Lafferman  
Date: June 1951

Control checked by (III): B. Wilson  
Date: June 1951

Radial Plot or Stereoscopic Control extension by (III): E. Rolle  
Date: June 1951

Stereoscopic Instrument compilation (III): (Planimetry) E. Rolle  
(Contours)  
Date: June 1951

* Manuscript delineated by (III): E. Rolle  
* See Remarks  
Date: July 1951

Photogrammetric Office Review by (III): A.K. Heywood  
Date: Sept. 1951

Elevations on Manuscript checked by (II) (III): A.K. Heywood  
Date: Sept. 1951
Camera (kind or source) (III): C&GS Camera "a" - single lens

PHOTOGRAPHS (III)

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<td>1:24,000</td>
<td>8.2 above MLW</td>
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<tr>
<td>2022—2027</td>
<td>10-15-50</td>
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<td>11</td>
<td>2.7 above MHW</td>
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</tbody>
</table>

Tide (III)

Computed from Table of Predicted Tides
Reference Station: Port Townsend
Subordinate Station: Blaine, Semiamoo Bay
Subordinate Station:
Washington Office Review by (IV): EVERETT H. RAMEY
Final Drafting by (IV): J. H. Frazier
Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 3
Shoreline (More than 200 meters to opposite shore) (III): 7
Shoreline (Less than 200 meters to opposite shore) (III): 0
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 19
Number of BMs searched for (II): 0
Number of Recoverable Photo Stations established (III): 2
Number of Temporary Photo Hydro Stations established (III): 0

Remarks:

Assembly and evaluation of data for public land lines by Donald M. Brant.
Summary to Accompany Topographic Map T-8447

Topographic map is one of thirteen similar maps of project Ph-26(47). It is the northeastern map of the project and is detached from the remainder of the project by water areas. It comprises all of that portion of Point Roberts which lies within the United States and some contiguous water areas.

Project Ph-26(47) is a stereoscopic mapping project. Field work in advance of compilation included the inspection of shore and interior features, the recovery and identification of horizontal control, the establishment of some vertical control, and the investigation of geographic names.

This survey was compiled by multiplex at a scale of 1:10,000 and covers approximately 4' in latitude by 7\(\frac{3}{4}\)' in longitude. After compilation the map was completely field edited. With the addition of hydrography by this Bureau, the map will be forwarded to the Geological Survey for publication as a standard 7\(\frac{3}{4}\)' topographic quadrangle.

Items registered under T-8447 will include a cloth-mounted lithographic print of the manuscript at a scale of 1:10,000, a cloth-mounted color print of the published map and the descriptive report.
FIELD INSPECTION REPORT
for
Quadrangle T-8447
Project Ph-26(47)

2: Areal Field Inspection:

This small peninsula, 3 square miles in area, bounded by Georgia Strait and by Boundary Bay, is the most northwesterly portion of the United States. It can be reached by water, or by traveling through Canada from Blaine, Washington, and re-entering the United States at the International Boundary at Point Roberts. Both Canadian and United States Customs and Immigration Offices are maintained on the main road while only a Canadian Office is maintained at Maple Beach, on the shores of Boundary Bay. When traveling to and from the area, care should be taken to stop at all Customs Offices.

The peninsula rises from southwest to the east and northeast, the southwest portion being low and swampy, but reclaimed by dikes and small drainage ditches. To the north, the land rises to form bluffs of 100 to 150 feet at the International Boundary. To the east, the land also rises to form a bare clay bluff near the end of the southeastern point of the peninsula. To the northeast, the land rises gradually toward the northeast corner of the area and then drops abruptly to form a low area in the vicinity of Maple Beach.

There is some agriculture, a project which is being encouraged by the Soil Conservation Service, in the southwest portion of the peninsula, but the majority of the area is covered with second growth timber and small chicken ranches. Two canneries are located in the area, Iversons, on the southwest point and an Alaska Packers Assn. Cannery on the southeast point. The A.P.A. Cannery is out of operation and the facilities are being removed. At the time that this area was visited by this party, only a watchman was kept at the plant. Field completion surveys should verify the extent to which this removal has been carried out.

There are several settlements in the area, the largest of which is Maple Beach, a summer resort which straddles the International Boundary at the northeast portion of the map. The village of Point Roberts lies about one mile north of the southwest point on the west side of the peninsula and is the post office for the area. To the east of the southwest point, a small summer development has been established, bearing the name South Beach. None of these towns are incorporated.

The peninsula is a separate township of Whatcom County, Washington.

Photograph coverage was adequate and complete despite clouds in the vicinity.
3: **Horizontal Control:**

(a) No additional horizontal control was established.

(b) No datum adjustments were made and none are required for recovered stations.

(c) Control not established by the U.S. Coast and Geodetic Survey consists of boundary monuments and markers along the International Boundary. Positions are listed in "Report on International Boundary Commission - Reestablishment of the Boundary between the United States and Canada - Gulf of Georgia to Northwesternmost Point of Lake of the Woods - Department of State - Washington - 1937". Geographic positions in this publication are on N.A. 1927 datum. The order of accuracy of each station is not known. Third-order or better SER.

(d) All required horizontal control was recovered and identified.

(e) All U.S. Coast and Geodetic Survey control in the area was searched for except BOUNDARY, 1888 and MEADOW, 1888 which are not permanently marked and adequately described. The following were not recovered:

- EAST ROBERTS, 1858
- ROBERTS, 1888
- WEST ROBERTS, 1858

Stations of the International Boundary Commission adjacent to the Boundary in this area were also searched for. The following were not recovered:

- AVENUE, 1859
- AVENUE, 1911

4: **Vertical Control:**

There are no Bench Marks in the area. Elevations for trigonometric leveling were established from the water surface through observations at a temporary tide staff connected by levels to Tidal Bench Mark 5 at Elaine, Washington. The line originated at water surface at South Beach and tied to water surface at Maple Beach.

All topographic levels were run by using Kern Theodolite P 36563. Elevations were established within the areas indicated by the Washington Office on the 1:24,000 scale contact prints, on points which were level for a distance of three meters in all directions. These points were numbered consecutively on the photographs, the point shown at the intersection of the crossed lines, in brown, being the center of the level spot. Elevations were recorded on form M-2507-12, computed, checked, and transferred to the photographs and verified. The tie between V
point 4705 and a point on the "Inshore Range, west side of Boundary Bay" was computed by a non-reciprocal observation. The resulting water elevation tie was well within the limits of closure established for the project.

The first and last designated level points for the quadrangle are 4701 - 4705.

5: Contours and Drainage:

Contouring is inapplicable. Contouring to be accomplished by stereophotogrammetric methods.

Drainage in the area is largely subsurface. The system of ditches in the southwest portion of the peninsula seems to terminate in a larger ditch which parallels the dike along the south portion of the point. There is no apparent outlet to this ditch. In the higher ground to the north and northeast, there is no surface drainage system of any importance.

6: Woodland Cover:

Woodland areas were classified in accordance with Photogrammetric Instructions No. 21, dated 3/13/43, and with the instructions contained in the Topographic Manual, Part II, Chapters V and VII. The timber in the area is largely second growth, and of a mixed character. Some of the areas of larger trees are being logged over, but there is no large scale operation.

7: Shoreline and Alongshore Features:

The shoreline was inspected in accordance with "Supplemental Instructions - Shoreline Inspection", dated 18 March 1944; by walking the shoreline. No boat was used on this work.

The datum of the photographs is such that the low water line is not visible and no attempt was made to delineate it.

The heights of alongshore rocks above the water, the date and time of observations were shown on the field photographs. See item 52.

At the International Boundary, along Georgia Strait, high bluffs front along the shoreline. These gradually decrease in size until the shoreline 1/2 mile north of the southwest point and for about one mile east is composed of a sandy gravel beach. Easterly of this point, South Beach, a slight bluff starts and parallels the beach, culminating in a 200-foot clay bluff, immediately west of the A.P.A. Cannery.
A low beach area extends east and south from this bluff to the high water line. It is on this beach area that the cannery, mentioned above, is located. This beach area extends north for a short distance until the wooded slopes of the bluff again extend to the shore. This condition continues to about one mile south of the International Boundary, where the bluff leaves the shore and continues in a northwesterly direction and the shoreline assumes a low sandy character. This area, the resort of Maple Beach, is bulkheaded for about one-half mile south of the International Boundary. The shoreline is regular in character throughout, there being no bays or inlets.

8: Offshore Features:

The only offshore features in the area are piers at Iversons Cannery, at the village of Point Roberts, and at Maple Beach; and the Offshore Range structures at the east side of Georgia Strait and at the west side of Boundary Bay. Rocks noted in the alongshore area were noted as described in Item 7.

9: Landmarks and Aids:

(a) No landmarks for nautical charts are recommended.

(b) There are no significant interior landmarks.

(c) Aeronautical aids - none.

(d) Five fixed aids to navigation were reported on Form 567. Azimuths of ranges were not determined.

10: Boundaries Monuments and Lines:

The only boundary to be mapped in the area is the International Boundary between the United States and Canada. It is adequately described and defined in the publication referred to in Par. 3(c).

One meander corner was the only established sectionalized point which was recovered. Other points, furnished this party by the authorities of Whatcom County, were not found due to a lack of reference ties. Some of the points were said to fall in road intersections but they could not be located closely enough to warrant identification.

11: Other Control:

One recoverable topographic station, "BERT 1951", was established.
12: **Other Interior Features:**

All roads were classified in accordance with instructions contained in the Topographic Manual Part II, Chapters V and VII.

Buildings to be shown on the map manuscript have been classified in accordance with instructions contained in Photogrammetry Instructions 29 dated 10/1/43 and in the Topographic Manual Part II, Chapters V and VII. All buildings of minor importance have been deleted with a green "X".

Public Buildings have been classified and named.

There are no bridges over navigable waters in the area.

The Point Roberts end of a submerged cable is shown on the field photographs near Point Roberts Light.

There are no landing fields in the area.

13: **Geographic Names:**

The geographic names in this area are incorporated in "Special Report, Investigation of Geographic Names, Project Ph-26(47)", filed in Geographic Names Section, Div. of Charts.

14: **Special Reports and Supplemental Data:**

Special Reports will be submitted later as follows:

1. Special Report of Boundaries, Project Ph-26(47) (one report, filed under project number)
2. Special Report of Land Lines, Project Ph-26(47) (See above)
3. Special Report, Investigation of Geographic Names, Project Ph-26(47) (filed in Coast Pilot Section, Div. of Charts)
4. Special Report Coast Pilot, Project Ph-26(47) (filed in Coast Pilot Section, Div. of Charts)

Records and supplemental data are submitted as follows:

Original copies of geodetic records - record books, recovery notes, descriptions, abstracts and lists of directions, triangle computations, geographic position computations, etc., will be forwarded to the Division of Geodesy after completion of all field work in the vicinity of Bellingham. Duplicate copies of descriptions and list of geographic positions are forwarded to the Washington Office with this report.

Photographs and other photogrammetric records are forwarded to the Washington Office with this report.
Three copies of Form 567 listing Nonfloating Aids to be charted were forwarded to the Washington Office on Transmitting letter No. 3, 1951, dated 15 March 1951. One copy of Form 567 is forwarded to the Washington Office with this report, attached to this report.

One blue print of Lummi Island Twp. and Pt. Roberts Twp. is forwarded with this report.

Approved:  
Charles W. Clark  
Chief of Party

Respectfully Submitted:  
John C. LaJoyes  
Cartographer
PHOTOGRAMMETRIC PLOT REPORT

21. AREA COVERED

T-8447

22. METHOD

Several flights covered the same areas in this quadrangle, all of them with excessive overlap and clouds or cloud shadows.

All photographs were inspected and only those that afforded maximum coverage with the greatest density of control were set.

The east side of the peninsula was bridged using diapositives 2010, 2013, and 2014.

The west side of the peninsula was bridged using diapositives 2022, 2121 and 2027 in that order.

No adjustments were necessary between these two strips.

All triangulation stations were held.

All topography except shoreline was drawn by multiplex. Detail points were established during multiplex compilation for the location of the MHWL from the field inspection photographs.

23. ADEQUACY OF CONTROL

The horizontal control provided was adequate and complied with project instructions.

24. SUPPLEMENTAL DATA

Inapplicable.

25. PHOTOGRAPHY

Refer to paragraph 22 of this report.

Respectfully submitted
19 September 1951

[Signature]

Albert K. Heywood
Cartographer
1 International Boundary Mon. #1
2 " " " #2-A
3 " " " #4
4 Pt. Roberts, 1934
5 " " Light, 1941
6 Offshore Range Mark (West Side Boundary Bay)
7 " 2 " (West Shore Pt. Roberts)

SKETCH OF CONTROL

LEGEND

PROJECT PH 26(47)
Washington (Bellingham)
Triangulation Sta (Identified and held)
" " (Identified, not held)
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<th>LONGITUDE OR $\lambda$-COORDINATE</th>
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<th>OR GRID OR PROJECTION LINE IN METERS</th>
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1 FT. = 0.3048006 METER

COMPUTED BY: H. E. Lichert

DATE: June 1951

CHECKED BY: A. J. Heywood

DATE: June 1951
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31. **DELINEATION**

All topography except shoreline was drawn by the multiplex instrument. For details regarding MHWL compilation refer to item 22 Compilation Report for T-5588.

32. **CONTROL**

Both horizontal and vertical control was adequate with regard to its identification, density and placement.

33. **SUPPLEMENTAL DATA**

**Land Plats**

1 - Township No. 40 North, Range No. 3, W. Willamette Meridian, dated October 26, 1859.

1 - Township No. 41 North, Range No. 3, West Willamette Meridian, Washington.

**Township Layout**

1 - Lummi Island Twp
   Twp 37 & 38 N., R 1 & 2 E., W.M. Pt. Roberts Twp.
   Twp 40 & 41 N.R SW., W.M. Whatcom County, Wash.

34. **CONTOURS AND DRAINAGE**

Due to clouds and cloud shadows the contours in the vicinity of the village of Pt. Roberts are questionable. Contouring throughout the quadrangle was difficult due to heavy woods and clouds. See Item 53

35. **SHORELINE AND ALONGSHORE DETAILS**

The shoreline inspection was adequate. See Item 52

36. **OFFSHORE DETAILS**

Data complete

37. **LANDMARKS AND AIDS**

Refer to Field Inspection Report, paragraph 9.
38. **CONTROL FOR FUTURE SURVEYS**

One additional topographic station WCT 40N, R 3 W 10/11, was established by field inspection but not mentioned in paragraph 11 of the field inspection report.

Two 524 forms have been submitted with this report. The positions of both were determined by multiplex. See item 47.

A list of recoverable topographic stations has been prepared and included in paragraph 49 of this report.

39. **JUNCTIONS**

To the north is Canada; to the south, east and west is water.

40. **HORIZONTAL AND VERTICAL ACCURACY**

Refer to paragraph 34 of this report.

41. **BOUNDARIES**

Land Lines:
See Special Report, Boundaries, Project PH-26(47), Land Lines Project Ph-26(47), and item 10 of the field inspection report.

For details of land line compilation refer to compilation report T-5584, item 41. The graphically enlarged copy of the land plats of townships listed in item 33 is submitted with this report.

46. **COMPARISON WITH EXISTING MAPS**

No other topographic quadrangle of this area was available for comparison at the time of this report.

47. **COMPARISON WITH NAUTICAL CHARTS**

Comparison was made with chart No. 6300, (no scale listed), published September 1941 (11th edition), and corrected to 6 November 1950.

A pier noted on the chart in the most southeasterly point of the peninsula no longer exists.

**Items to be applied to nautical charts immediately:** None. 
**Items to be carried forward:** None.

Respectfully submitted
Albert A. Heywood
Cartographer (Photo.)

Approved and forwarded
Hubert A. Patch
Condr., C&GS
Officer in Charge
PHOTOGRAMMETRIC OFFICE REVIEW

1. Projection and grids
2. Title
3. Manuscript numbers
4. Manuscript size

CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)
7. Photo hydro stations
8. Bench marks
9. Plotting of sextant fixes
10. Photogrammetric plot reports
11. Detail points

ALONGSHORE AREAS
(Nautical Chart Data)
12. Shoreline
13. Low-water line
14. Rocks, shoals, etc.
15. Bridges
16. Aids to navigation
17. Landmarks
18. Other alongshore physical features
19. Other alongshore cultural features

PHYSICAL FEATURES
20. Water features
21. Natural ground cover
22. Planetary contours
23. Stereoscopic instrument contours
24. Contours in general
25. Spot elevations
26. Other physical features

CULTURAL FEATURES
27. Roads
28. Buildings
29. Railroads
30. Other cultural features

BOUNDARIES
31. Boundary lines
32. Public land lines

MISCELLANEOUS
33. Geographic names
34. Junctions
35. Legibility of the manuscript
36. Discrepancy overview
37. Descriptive Report
38. Field inspection photographs
39. Forms

Reviewer
Supervisor, Review Section or Unit

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT
42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler
Supervisor

43. Remarks:
FIELD EDIT REPORT
Quadrangle T-8447
Project Ph-26(47)

51: Methods:

No unusual methods were used in the field edit of this sheet. All roads were ridden and inspected. It was also necessary to traverse nearly all the roads with a plane table to correct questionable topography.

Probably the only new contribution to field edit practices of the Bureau has been the use of the barometer in resketching topo. This is further discussed in paragraph 53.

A legend showing colored inks used and symbols is shown on the field edit sheet.

References showing where questions raised by the reviewer on the discrepancy overlay are shown on the discrepancy overlay.

Only one field edit sheet was used. A few corrections were made on photographs, but in every such case reference is made to the photograph on the field edit sheet. Such corrections appear on photographs 0-2013, 2014, 2020, 2022, 2027, and 2031.

52: Adequacy of compilation:

The compilation is seriously deficient in the delineation of buildings, access, and contouring. Well over one hundred buildings were added. Possibly a few of these are in the questionable cabin-or-house class, and twelve or fifteen may be new, but the bulk of these were simple omissions. Some of these were visible on the photos; some were difficult to see if not altogether obscured. Omissions occur both in compilation and inspection.

Several roads and trails were added to provide access. The topo manual is not clear on this point, but it does say that roads will not be shown unless 0.6 in. long at 1/10,000 scale. The field editor has constructed this to mean that access will be shown to any class I building farther than 0.6 in. from a road, or to any class I building reached by a circuitous route more than 0.6 long.

The shoreline was apparently inspected at a rather high stage of the tide. The reviewer questioned the shoreline inspection on the west shore of the point because it did not reflect rocks shown on the chart. Several more rocks were
added and the position of one corrected. This is all rather unnecessary; the W.E.E.W is well beyond the limit of rocks along this shore. An extensive foul area was added east of south beach. A large rock, well offshore which does not cover at any stage was added to this area. The positions of several piles were corrected and several piles added near the old A.P.A. Cannery. It would have been very difficult for the field inspector to have located these, but no reference was made to them.

The contouring is discussed more fully under paragraph 53. The results of the profile will indicate that the correction of the contouring has been much the most costly part of the completion survey.

53: Map accuracy:

No test for horizontal accuracy was specified in this quadrangle. No gross error appeared in the running plane table traverses for vertical accuracy tests.

A test for vertical accuracy was specified from the intersection of Boundary Bay Road, west southwest about 0.9 mile to the south end of the Boundary Line Road. The reviewer also called for a careful check of the contouring in the area of Pt. Roberts village. Experience elsewhere in the project indicated the desirability of proving the match along the International Boundary. These lines developed considerable trouble. The inspector ultimately ran about 10 miles of vertical accuracy profile to develop the extent of the bad contouring; approximately 2 square miles of contouring was resketched. There were 109 shots in the profiling, 35% of which were in error over 1/2 interval, and 9% of which were in error over a full interval.

The difficulties with topography are probably due mostly to poor photography (See par. 22 of this report) and to heavy tree cover. The largest errors were along the bluff on the Boundary Bay side of the point where are also found the largest trees on the point.

Owing to the heavy tree cover some resketching was accomplished using the barometer. Position was obtained by pacing from map detail and from occasional points which could be approximately identified on the photograph and transferred to the map.
It is believed that after the resketching done in the field that the map now meets National Map Accuracy Standards. See Item 66

54: Recommendations:

No further recommendations are submitted beyond those made by the field editor at conferences in Washington and Baltimore last winter.

55: Examination of proof copy:

Mr. Walter C. Davis, Deputy Collector of Customs, Point Roberts, Washington has agreed to examine a proof copy of the map. Mr. Davis has been a resident in the Blaine and Pt. Roberts areas for a number of years, and read the field copy of the map with no trouble at all.

All names listed as approved by the Geographic Names Section in paragraph 48 are in general use. The name "Maple Drive" which appears on the manuscript should read "Marine Drive".

56: New features:

A harness race track was constructed at Maple Beach in the summer of 1951. It has not taken a good name yet being variously known as the "Boundary Bay Race Track" and posted as the "Boundary Bay Turf and Surf Club". Being right in the Maple Beach community, it has no great need for a name.

57: Aids to navigation:

The "International Boundary, Range A, Front Light, Offshore Range Mark, (West Shore Point Roberts (IER))" has been dismantled, and only the foundation for the marker remains. It has been replaced by a new inshore marker near the U.S. Customs Office. A position and designation for the new marker is undoubtedly available from the International Boundary Commission, but a topographic location has been submitted by this party.

Approved and Forwarded:

Charles W. Clark
Lt. Cmdr.-USCGS
Chief of Party

Respectfully Submitted:

Ray H. Skelton II
Cartographer
## TABULATION of ACCURACY TESTS

**Quadrangle T-8447**  
**Project Ph-26(47)**

<table>
<thead>
<tr>
<th>Prof. elev. Feet</th>
<th>Map elev. Feet</th>
<th>Error Feet</th>
<th>Error after 40' shift Feet</th>
<th>Rem.</th>
</tr>
</thead>
<tbody>
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<td>170</td>
<td>-3</td>
<td>-3</td>
<td></td>
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<tr>
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<td>170</td>
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<tr>
<td>186</td>
<td>166</td>
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<td>183</td>
<td>163</td>
<td>-20</td>
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<td>171</td>
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<td>162</td>
<td>152</td>
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<td>Rd. turns south</td>
</tr>
<tr>
<td>156</td>
<td>148</td>
<td>-6</td>
<td>-6</td>
<td></td>
</tr>
<tr>
<td>152</td>
<td>143</td>
<td>-9</td>
<td>-9</td>
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</tr>
<tr>
<td>130</td>
<td>116</td>
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<td>-13</td>
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<tr>
<td>35</td>
<td>40</td>
<td>+5</td>
<td>+5</td>
<td></td>
</tr>
</tbody>
</table>

**Line 1.** West from Customs House, thence south to Point Roberts, thence east to Boundary Line Road to tie. Run to prove topo along International Boundary, and check topo in clouded area on photos. Clouded portion not included in summary.

| 168              | 163            | -5         | -5                          |      |
| 158              | 143            | -7         | -6                          |      |
| 119              | 121            | +2         | +2                          |      |
| 97               | 97             | 0          | 0                           |      |
| 76               | 79             | +3         | +2                          |      |
| 70               | 74             | +4         | +3                          |      |

**Line 2.** Boundary Line Rd. south from Customs House to Boundary Bay Rd.

**Line 3.** East on Boundary Bay Rd. from Boundary Line Road to Beach Road, thence WSW on line suggested by reviewer.
<table>
<thead>
<tr>
<th>Prof. elev. Feet</th>
<th>Map elev. Feet</th>
<th>± Error Feet</th>
<th>+ Error after 40' shift Feet</th>
<th>Rem.</th>
</tr>
</thead>
<tbody>
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<td>114</td>
<td>-9</td>
<td>-8</td>
<td></td>
</tr>
<tr>
<td>110</td>
<td>108</td>
<td>-2</td>
<td>-1</td>
<td></td>
</tr>
<tr>
<td>94</td>
<td>101</td>
<td>+7</td>
<td>+6</td>
<td></td>
</tr>
<tr>
<td>98</td>
<td>92</td>
<td>+4</td>
<td>+2</td>
<td></td>
</tr>
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<td>85</td>
<td>+1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>81</td>
<td>78</td>
<td>-3</td>
<td>-2</td>
<td></td>
</tr>
<tr>
<td>62</td>
<td>62</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>38</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>23</td>
<td>+3</td>
<td>+3</td>
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</tr>
<tr>
<td>10</td>
<td>10</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

Line 4. From Customs House east along International Boundary to Maple Beach, thence south to Boundary Bay Rd, thence west to tie. Proves International Boundary and gives reviewer spot elv. at Maple Beach.

| 152             | 152           | 0            | 0                             |      |
| 119             | 117           | -2           | 0                             |      |
| 95              | 97            | +2           | +1                            |      |
| 87              | 87            | 0            | 0                             |      |
| 64              | 82            | +18          | +16                           |      |
| 73              | 80            | +7           | +6                            |      |
| 49              | 70            | +20          | +19                           |      |
| 38              | 58            | +20          | +19                           |      |
| 18              | 55            | +37          | +32                           |      |
| 6               | 35            | +29          | +21                           |      |
| 6               | 16            | +10          | +10                           |      |
| 5               | 15            | +9           | +9                            |      |
| 10              | 10            | 0            | 0                             |      |
| 4               | 8             | +4           | +4                            |      |
| 6               | 4             | -2           | -2                            |      |
| 8               | 4             | -4           | -4                            |      |
| 9               | 4             | -5           | -5                            |      |
| 9               | 4             | -5           | -5                            |      |
| 14              | 14            | 0            | 0                             |      |
| 25              | 18            | -7           | -7                            |      |
| 77              | 58            | -19          | -17                           |      |
| 98              | 83            | -15          | -12                           |      |
| 106             | 90            | -16          | -15                           |      |
| 152             | 129           | -23          | -21                           |      |
| 186             | 168           | -18          | -17                           |      |
| 192             | 192           | 0            | 0                             |      |
| 213             | 198           | -15          | -15                           |      |
| 208             | 198           | -10          | -10                           |      |
| 201             | 185           | -16          | -16                           |      |
| 196             | 184           | -12          | -11                           |      |
Line 5. Johnson Road, north from Boundary Bay Rd, thence east to Goodman Bay Road.

<table>
<thead>
<tr>
<th>Feet</th>
<th>Feet</th>
<th>± Error Feet</th>
<th>± Error after 40' shift Feet</th>
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</thead>
<tbody>
<tr>
<td>155</td>
<td>144</td>
<td>-11</td>
<td>-10</td>
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<td>159</td>
<td>158</td>
<td>-11</td>
<td>-10</td>
</tr>
<tr>
<td>176</td>
<td>164</td>
<td>-12</td>
<td>-12</td>
</tr>
<tr>
<td>198</td>
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<td>-14</td>
<td>-14</td>
</tr>
<tr>
<td>201</td>
<td>183</td>
<td>-18</td>
<td>-18</td>
</tr>
<tr>
<td>194</td>
<td>179</td>
<td>-15</td>
<td>-15</td>
</tr>
<tr>
<td>194</td>
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<td>-15</td>
<td>-15</td>
</tr>
<tr>
<td>201</td>
<td>174</td>
<td>-27</td>
<td>-26</td>
</tr>
<tr>
<td>195</td>
<td>164</td>
<td>-31</td>
<td>-30</td>
</tr>
<tr>
<td>159</td>
<td>143</td>
<td>-16</td>
<td>-13</td>
</tr>
<tr>
<td>130</td>
<td>104</td>
<td>-26</td>
<td>-24</td>
</tr>
</tbody>
</table>

Line 6. Rd. 7 from Boundary Bay north to Johnson Rd.

<table>
<thead>
<tr>
<th>Feet</th>
<th>Feet</th>
<th>± Error Feet</th>
<th>± Error after 40' shift Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>205</td>
<td>184</td>
<td>-21</td>
<td>-21</td>
</tr>
<tr>
<td>207</td>
<td>186</td>
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<tr>
<td>207</td>
<td>190</td>
<td>-17</td>
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<tr>
<td>216</td>
<td>198</td>
<td>-18</td>
<td>-18</td>
</tr>
<tr>
<td>226</td>
<td>201</td>
<td>-25</td>
<td>-25</td>
</tr>
<tr>
<td>235</td>
<td>204</td>
<td>-31</td>
<td>-31</td>
</tr>
<tr>
<td>219</td>
<td>199</td>
<td>-20</td>
<td>-19</td>
</tr>
</tbody>
</table>

Line 7. South on Goodman Bay Road from Boundary Bay Rd, thence west to South Beach Rd, thence west from South Beach following Marine Drive to Point Roberts Village.

<table>
<thead>
<tr>
<th>Feet</th>
<th>Feet</th>
<th>± Error Feet</th>
<th>± Error after 40' shift Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>190</td>
<td>195</td>
<td>+5</td>
<td>+5</td>
</tr>
<tr>
<td>194</td>
<td>195</td>
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<td>+1</td>
</tr>
<tr>
<td>172</td>
<td>170</td>
<td>-2</td>
<td>-1</td>
</tr>
<tr>
<td>159</td>
<td>156</td>
<td>-3</td>
<td>-3</td>
</tr>
<tr>
<td>136</td>
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</tr>
<tr>
<td>101</td>
<td>101</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>89</td>
<td>91</td>
<td>+2</td>
<td>+2</td>
</tr>
<tr>
<td>56</td>
<td>58</td>
<td>+2</td>
<td>+1</td>
</tr>
<tr>
<td>24</td>
<td>24</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>12</td>
<td>12</td>
<td>All less than 1/2 interval.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>12</td>
<td>Many on dike, won't interpolate.</td>
<td></td>
</tr>
</tbody>
</table>

107
NOTES FOR THE HYDROGRAPHER

The following is a list of recoverable topographic stations within this quadrangle:

CHY (BERT, 1950)
MC T40N, R 3 W 10/11, 1951
Concrete Pier 1952 See Item 67
Boundary Bluff
Boundary Bay

Canada

Georgia Strait

Maple Beach

Pt. Roberts
Point Roberts

South Beach

United States

Washington
Whatcom County
Marine Drive (twice)

Boundary Bay Road
Boundary Line Road

South Beach Road
Pauls Road

Gulf Road
Johnson Road

Goodman Bay Road

\checkmark Northwest Grange

Roosevelt Road

Pt. Roberts Township

(1960 Census Index Card No. 12)

Names underlined in red are approved.

10-17-52

L. Heck
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on (deleted from) the charts indicated.

The positions given have been checked after listing by ____________________________

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>International Boundary</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Range A Front Light</td>
<td>49-00 250.4 123-06 803.4</td>
<td></td>
<td></td>
<td></td>
<td>S.A. 1927 I.B.C.</td>
<td></td>
</tr>
</tbody>
</table>

This light has been destroyed and only the concrete foundation remains.

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by

Chief of Party  

Charles A. Clark
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on (deleted from) the charts indicated.

The positions given have been checked after listing by Charles W. Clark, Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>Washington - British Columbia</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>*</td>
<td>International Boundary Range A Rear Light</td>
</tr>
</tbody>
</table>

* The light list designation of this light is not known. It is probably International Boundary Range A Rear Light. See Form 524 filed in General Files, Div. of Photogrammetry for description and position data.
Review Report
Topographic Map T-8447
-23 October 1952

62. Comparison with Registered Topographic Surveys.-

T-1874  1:10,000  1888
Survey T-8447 is to supersede this survey for nautical charting.

63. Comparison with maps of other agencies.-None

64. Comparison with contemporary hydrographic surveys.- None

65. Comparison with Nautical Charts.-

6300 1941, latest correction 50 11/6
Numerous field edit corrections and additions were added to the manuscript. These changes were made with both black and red inks.

66. Adequacy of results and future surveys.-This map meets the National Standards of Map Accuracy and complies with project instructions.

Reference item 53. The vertical testing and contour revision done by the field editor was so comprehensive that no area of the map was missed. The work was controlled by a close network of checked planable elevations left on the roads which secures accuracy throughout the map.

67. Aids to Navigation.-Reference item 57. The new inshore range mark is the rear light for Range A while the previously established rear light is the front light for Range A.

Form 524 was submitted during this review for "Concrete Pier 1952" which marks the position of the dismantled front light for Range A.

Reviewed by:
Everett H. Ramey

APPROVED

C. Lande
Chief, Review Section
Div. of Photogrammetry

Earl O. Hayden
Chief, Div. of Photogrammetry

W. W. Andrew
Chief, Nautical Chart Branch
Div. of Charts

Earl D. Loomis
Chief, Div. of Coastal Survey

75344 75	EDMONTON

This is a letter from C. Andrew to W. W. Andrew:

The area re-photographed instead of being a re-photograph.
History of Hydrographic Information
T-8447
Point Roberts, Washington

Hydrography was added to the map manuscript in accordance with the general specifications of 18 May 1949.

Depth curves and soundings are in fathoms and originate with the following C&GS hydrographic survey:

H-2049 (1890)  1:20,000

Depth curves are shown at 1, 3, 5, and 10 fathoms.

Hydrography was compiled by Everett H. Ramey on 6 May 1953 and verified by Otto Svendsen.

[Signature]
Everett H. Ramey
10 June 1953