# DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>TOPOGRAPHIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>T-9095 thru T-9099</td>
</tr>
<tr>
<td>Office No.</td>
<td>(5 Quads)</td>
</tr>
</tbody>
</table>

## LOCALITY

- **State**: ALEUTIAN ISLANDS, ALASKA
- **General locality**: NEAR ISLAND GROUP
- **Locality**: AGATTU ISLAND

**1946-48**

**CHIEF OF PARTY**
A.P. Ratti, Chief of Field Party
Division of Photo., Wash., D.C.

## LIBRARY & ARCHIVES

**DATE**: Dec 28, 1950
DATA RECORD

T-9095,6,7,8,9

Project No. (II): **Ph-34(46)** Quadrangle Name (IV): **Agattu I,II,III,IV,V.**
(03-218)

Field Office (II): **USS Surveyor** Chief of Party: **A.P. Ratti**

Photogrammetric Office (III): **Washington, D.C.** Officer-in-Charge: **Louis J. Reed, Chief, Stereoscopic Mapping Section**

Instructions dated (II) (III):
(II) 25 March 44 (03-218), 10 March 44 (Ph-34)
(III) 8 April 48

Method of Compilation (III): **Reading Plotter No.**

Manuscript Scale (III): **1:20,000** Stereoscopic Plotting Instrument Scale (III): **1:20,000**

Scale Factor (III): **1:1**

Date received in Washington Office (IV): **7-18-50** Date reported to Nautical Chart Branch (IV): **1-20-50**

Applied to Chart No. Date: 

Date registered (IV): **6-6-50**

Publication Scale (IV): **1:25,000** Publication date (IV): **N/A**

Geographic Datum (III): **NA 1927**

Vertical Datum (III):
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., manuscript mean lower low water

Reference Station (III):

Lat.: Long.: Adjusted

XXX

Plane Coordinates (IV):

State: Zone:

Y- X-

Universal Transverse Mercator Grid, military grid zone No. 59 and 60 covers the area of these manuscripts but is not drawn thereon since the grid was too skewed from the normal to be applied with the Reading Ruling Machine. See p. 4 "Remarks"

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)

90% delineated by Clarence E. Mifeldt
10% # # Orvis N. Dalbey

on

Reading Flotter No.1
DATA RECORD

Field Inspection by (II): A.P. Ratti Date: 1946

Planetary contouring by (II): none Date:

Completion Surveys by (II): none Date:

Mean High Water Location (III) (State date and method of location):

Shoreline established by 1946 field inspection

Projection ruled by (IV): Reading Ruling Machine Date: 21 Jul 49

Projection checked by (IV): Theodore L. Jancen Date: 21 Jul 49

Control plotted by (III): Frank J. Taroza Date: 10 May 49

Control checked by (III): Robert L. Sugden Date: 26 Jul 49

Radial Plot by (III): Frank J. Taroza of the B'more Photogrammetric Office Date: 10 May 49

Stereoscopic Instrument compilation (II): Missfeldt and Dalbey Contours Date: 25 Aug 49

Manuscript delineated by (III): Robert L. Sugden Date: 15 Dec 49

Photogrammetric Office Review by (III): Louis J. Reed Date: 20 Dec 49

Elevations on Manuscript checked by (III): Louis J. Reed Date: 20 Dec 49

Form T. Page 3
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>23936-44</td>
<td>13 Oct 48</td>
<td>12:30</td>
<td>1:20,000</td>
<td>2.4' above MLLW</td>
</tr>
<tr>
<td>23947-55</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23958-66</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23971-75</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Additional Photography:

- U.S.N. 48-0-677/7728
- U.S.N. Sept-Oct, 1948
- U.S.N. Aug 1944

Tide (III)

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Diurnal Range</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>3.4</td>
</tr>
</tbody>
</table>

Date: 9 May 1950

Land Area (Sq. Statute Miles) (III):
- More than 200 miles to opposite shore (III): 90 mi
- Less than 200 miles to opposite shore (III): none

Control Leveling - Miles (II):
- none

Number of Triangulation Stations searched for (II):
- Recovered: none
- Identified: 47

Number of BMS searched for (II):
- none

Number of Recoverable Photo Stations established (III):
- none

Number of Temporary Photo stations established (III): none

Remarks:

Land areas by quads:

I T-9095 = 11 square miles
II T-9096 = 10
III T-9097 = 17
IV T-9098 = 34
V T-9099 = 13

Military Grid-Universal Transverse Mercator:

T-9095 - Zone 59 and 60 Plotted by KNMaki 3/8/50 LMGazik 3/12/50
T-9096 - 57 60 " 3/12/50 "
T-9097 - 59 " 4/17/50 R.G.French 5/1/50
T-9098 - 59 60 " 9/25/50 "
T-9099 - 59 60 " 5/1/50 C.March 5/11/50
Topographic maps T-9095 to T-9099 inclusive are five of 49 similar maps in Project Ph-54(48). They cover the entire area of Agattu Island and Koho Island. The latter is a very small rocky island southwest of Cape Sabak. Field inspection was done on 1946 Navy single lens photographs and consisted of the identification of control points and inspection of shoreline and offshore rocks.

The radial plot was run in the Baltimore Photogrammetric Office using templates of 1948 nine-lens photographs on a vinylite base. It was ruled with a polyconic projection at 1:20,000 scale on the North American 1927 Datum.

Compilation was performed in the Washington Office from rectified nine-lens photographs on the Reading Plotter using a contour interval of 50 feet supplemented by a contour interval of 25 feet. The manuscripts were compiled on acetate ruled with a polyconic projection at 1:20,000 scale on the North American 1927 Datum. A military grid, one thousand meter universal transverse mercator was ruled on each manuscript and, where required, an overlapping military grid was also added.

Depth curves and critical soundings were applied to the manuscripts by the Division of Charts. These features do not appear on the preliminary registration print.

A single descriptive report was prepared for this series of five topographic maps. A cloth-backed lithographic print of each map, at compilation scale, will be registered with the combined descriptive report in the Bureau Archives. After publication a cloth-backed color print of each map will also be registered.
FIELD INSPECTION REPORT

2-20 Field inspection of Agattu Island was made prior to this compilation by parties from USC & GS Ships SURVEYOR and EXPLORER as part of the hydrographic work in the Near Island area. The report on the portion of the inspection accomplished by the EXPLORER is contained in a short paragraph in the Seasons Report by the commander of that Ship; The portion by the SURVEYOR was covered in a separate report, a photographic copy of which follows this page.
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Field Inspection of Air Photographs - GS-218
Field No.: no 4

State: ALASKA
General locality: ALEUTIAN ISLANDS
Locality: ATTU & AGATTU IS.

1946

CHIEF OF PARTY
A. P. Batti
SURVEYOR

LIBRARY & ARCHIVES

DATE
U.S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

SEASON  REPORT 19 46  NO. 132

TITLE Field Inspection of Air Photographs. Attu and Agattu Islands, Alaska.

BY  P. MATTI (Ship SURVEYOR)

DATES 1946 Season  PROJECT NO. 05-218

Please read, initial and forward promptly, making any comments or recommendations considered appropriate.

ROUTING:

10
1
2
5
6
7
8
20
30
40
50
60
70

ABSTRACT

1. Limits of Inspection.
3. Control.
4. Remarks.
5. Statistics.

Recommendations for Distribution of information
Department of Commerce

U. S. Coast and Geodetic Survey

L. O. Colbert - Director

Report on Field Inspection of Air Photographs

Attu Island    Agattu Island
Near Islands Group, Aleutian Is., Alaska

Season - 1946

Project No. CS-218

Ship SURVEYOR

A.P. Ratti, Comdg.
Report on Field Inspection of Air Photographs

Attu Island  Agattu Island
Near Islands Group, Aleutian Is., Alaska

Date of this report ----------- 14 December 1946

Instructions:

The field inspection was authorized by instructions, Project #GS-218, dated March 25, 1944, and supplemented by instructions through the Liaison Officer of the Alaska district, dated March 21, 1946, and assigned sub-projects Nos. 29 and 30.

Limits of Inspection:

The area inspected in accordance with instructions was from Long. 173° 34' E (west side of Otkriti Bay) westward to and around Gillon Point up the southwest shoreline of Agattu Island to Long. 173° 35' E on Patricia Point.

On Attu Island the shoreline was inspected along the north shore from Long. 172° 54' E, at Red Head, westward to Long. 172° 36' E, at Kresta Point.

A junction was made on Attu Island on photo number 2714-12 (scale 1:25,000) 1943, of the EXPLORER's field inspection of 1944 at Red Head and with photo number 24-14-31 (scale 1:10,000) 1946, of the EXPLORER's field inspection of 1946 at Kresta Point.

On Agattu Island, junction was made on photo number 7-10-4 (scale 1:10,000) 1946, of the EXPLORER's field inspection of 1946 at Otkriti Bay, and on photo number 22-14-4 (scale 1:10,000) 1946, of the EXPLORER's field inspection of 1946 at Patricia Point.

No separate field inspection report was made for the EXPLORER's work; a brief paragraph covered the subject in the EXPLORER's Season Report.

Methods:

All of the definite mean high water line was field inspected, except as noted below. The shoreline being traversed either by foot, or inspected close by from either a launch or dinghy.

Due to adverse weather conditions and lack of time, that part of the shoreline from Long. 173° 35' E to Patricia Point on the north shore of Agattu Island was not field inspected. However, since the photographs were flown after the white-washes were established, an attempt was made to locate them on the photographs with the aid of a field stereoscope.
All hydrographic and topographic signals as well as all primary and existing horizontal control were located on the photographs.

Shoreline inspection was done in accordance with supplemental instructions dated March 10, 1944, in the form of a circular letter mailed to all photogrammetric parties.

In cases not noted rocky, it may be assumed that the area is rocky; otherwise, the notation will be noted as either gravel, sand, boulders, etc.

Heights as shown are estimated mean high-water line, and are the vertical heights from mean high-water line to the top of banks, cliffs, islands, or rocks.

Control:

The horizontal control was obtained from the following sources:

2. Graphic control from topographic surveys.

The following flights of photographs were used for field inspection on Attu Island:

- 2-1 to 2-22
- 3-12 to 3-156
- 24-11 to 21-14-37
- 27L4-1 to 27L4-26

Scale: 1:10,000

Flown by Naval Air Station, Attu, 1945

The following flights of photographs were used on field inspection on Agattu Island:

- 1-8-1 to 1-8-6
- 2-7-1 to 2-7-14
- 2-6-1 to 2-6-28
- 3-7-1 to 3-7-9
- 4-6-1 to 4-7-11
- 6-6-1 to 6-9-1
- 6-10-1 to 6-10-2
- 7-8-1 to 7-8-2
- 8-4-1 to 8-4-12
- 9-8-1 to 9-8-12
- 10-8-1 to 10-8-12
- 13-14-1 to 13-14-9
- 14-14-1 to 14-14-17
- 15-14-1 to 15-14-7
- 16-14-1 to 16-14-13

Scale: 1:10,000

Flown by Naval Air Station, Attu, 1946
Pricking cards (Form M-2226-12) were used for all primary control.

Pricking notes for hydrographic stations were noted on sketch book paper and are being mailed under separate cover.

The datum for all control was that of U.S.N. 1934 (GANNET).

Remarks:

The outer rocks in Earle Cove and the east side of the same cove, on the north side of Attu Island, were not covered by the 1:10,000 flight. However, this area was inspected on photograph 274-6 (scale 1:26,000) 1943.

The photographs flown in the late spring of 1946 by the Naval Air Station of Attu while some of the snow was still on the beaches are not clear in all detail, but they can be used for compilation purposes. This is particularly true of the southwest corner of Agattu Island.

Statistics:

<table>
<thead>
<tr>
<th>Description</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statute miles of shoreline field inspected</td>
<td>40</td>
</tr>
<tr>
<td>Number of triangulation stations located on photos</td>
<td>29</td>
</tr>
<tr>
<td>Number of hydrographic stations located on photos</td>
<td>165</td>
</tr>
<tr>
<td>Number of Recoverable topographic stations located on photos</td>
<td>1</td>
</tr>
</tbody>
</table>

Respectfully submitted,

Henry O. Fortin, Lt. Comdr.
U.S.C. & G.S. Ship SURVEYOR

Approved and Forwarded,

Thos. E. Reed,
Commanding Officer,
U.S.C. & G.S. Ship SURVEYOR.
RADIAL PLOT REPORT

21-30 The radial plot for all five quadrangles covering Agattu Island was laid as a single plot in the Baltimore Photogrammetric Office by Mr Frank J. Tarcza. A separate report was written for this phase of the compilation procedure, and it is included in this report immediately following this page.
Form 301

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Radial Plot Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>PH-34 (L8)</td>
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<tr>
<td>Office No.</td>
<td>Agattu Island</td>
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</table>

LOCALITY

<table>
<thead>
<tr>
<th>State</th>
<th>Near Islands</th>
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<tbody>
<tr>
<td>General locality</td>
<td>Agattu Island</td>
</tr>
<tr>
<td>Locality</td>
<td>Bering Sea</td>
</tr>
</tbody>
</table>

1948

CHIEF OF PARTY
A. P. Rattl, Chief of Field Party
Thos. E. Reed, Baltimore Photo. Office

LIBRARY & ARCHIVES

DATE
GENERAL DESCRIPTION:

This radial plot is for the topographic survey of Agattu Island, Project No. PH-34(18), one of the Kuskokwim islands in the northern Pacific Ocean southwest of Alaska.

PHOTOGRAPHS:

The photographs used in this radial plot are metal-mounted nine-lens photographs, scale 1:20,000, taken with the U. S. C. G. S. nine-lens camera, focal length 24 inches. Thirty-seven (37) photographs were used, numbered as follows:

23936 to 23944 inclusive,
23947 to 23952 "
23954 to 23975 "

The symbols for control, pass points and photograph centers used on these photographs are in accordance with photogrammetry instructions No. 12, dated 17 March 1947.

CONTROL:

There are ninety-four (94) horizontal control stations within the area of this radial plot. Of these, thirty-nine (39) were identified by the field inspection party on field photographs, five by the use of substitute stations and the remainder being identified directly. Plotting cards for eight additional stations were submitted by the field party, mostly for peaks, but these were not identified on the field photographs. The field inspection party in 1947 identified additional peaks on panoramic sketches from two occupied stations. Thirteen of these were identified in the office from these sketches. In addition, four other stations which could be identified in the office from published descriptions were used in the radial plot.

The identification by the field inspection party was on single-lens photographs scale approximately 1:10,000 taken by U. S. Navy in 1946.

A sketch showing distribution of control and photographs in the area of this radial plot, and a list of control stations are attached to this report.
PROJECTIONS:

Vinylite base sheets, at a scale of 1:20,000, with polyconic projections, were furnished the compilation office for these surveys. Control stations established previous to 1947 were plotted on the base sheets in the Washington office. Additional intersection stations, established in 1947 were plotted on the base sheets for use in the radial plot. Five substitute points were computed and plotted on the base sheets using meter bar and beam compass.

TEMPLATES:

Vinylite templates were made of all photographs used in this radial plot, using a master template furnished by the Washington office for correcting distortion and displacements in frames of the nine-lens photographs. After radial lines were drawn on a template, a small red dot was placed near each line at the location of the image point on the photographs. These served to determine which photographs were tilted when they were oriented on the base sheets.

RADIAL PLOT:

There was such an abundance of control that most of the templates could be oriented individually. Since they could be oriented in any desired order, each was oriented approximately and the amount of tilting, if any, was noted by observing the small red dots at the image points of known elevation. The templates were placed in groups of similar degrees of tilting, those most nearly vertical were oriented and taped down first, then those with slight tilt next, etc. Although most photographs were tilted, and many badly tilted, no particular difficulty was met in completing the plot. This order of orientation assisted in pricking pass points more accurately, especially on peaks and other elevated points, since radial lines of badly tilted photographs on top could be disregarded where intersections were not well defined. Also the centers of tilted photographs were established more accurately by disregarding elevated points during orientation.

Since no map manuscripts were available, the positions of pass points and photograph centers on the base sheets were established by pricking down through all templates. As each template was removed, the positions of the pass points and control stations were circled on the templates with a 2½ mm. black circle for use later during rectification of the photographs.

REMARKS:

Although the attached sketch shows quite a number of stations not held in the radial plot, only one, PEAK 3, 1947 can be definitely attributed to an error in geographic position. This station has a
"no-check" position. Pricking of all stations not held in the radial plot was re-examined with a stereoscope. In many cases it was possible to reprick the station at its correct geographic position, marking the new pricking with a small red (3 mm.) circle.

The following stations were identified on the field photographs and could not be held in the radial plot as originally pricked on the office photographs:

1. SUBJ. STA. 3303E, 1946 - position falls 0.5 mm. east of its geographic position. The sub. station was the head of a deep cut in bluff, since the head of the cut was rounded, and the cut was at an angle with bluff line, it was not definite on office photographs where the exact image point should be. It was repricked on photographs at the true geographic position.

2. SUBJ. STA. 8ED, 1946 - position falls 0.5 mm. south of its geographic position. Re-examination with a stereoscope revealed another rocky point of about equal elevation at the geographic position. Station was repricked on this point.

3. SABAK, 1946 - position falls 2.6 mm. south of its geographic position. Original three distances to image points gave a good intersection at a point on photographs but not at the highest point of hill, as called for in the description. Although error was suspected, this point was used in fixing the radially plotted position. The station was repricked at the geographic position which fell on the top of hill. The new position revealed errors in field identification of two image points. Point "c" checked with both positions. Image point "p" was identified on wrong point of bluff. At image point "a", either the distance is in error or a point on bluff instead of point of inlet was used in the measurement.

4. SABAK, 1946 - position falls about 300 meters southwest of its geographic position. Field identification was obviously on wrong hill. It was repricked on another hill approximately at the geographic position, using the same distances to image points. Distance to a pond (image point "c") did not check, being about 98 meters instead of 28. Since it is identical with distance to point "a", distance to point "c" apparently was noted on pricking card by mistake.

The following stations, all peaks not identified in the field due to lack of photograph coverage, could not be held in the radial plot.

5. PEAK R, 1947 - position fall 2.1 mm. south of its geographic position. This is a sharp, well-defined peak. The geographic position (a no-check position) appears to be in error since there is no peak at that position.

6. ARM, 1943 - position falls 3.3 mm. southwest of its geographic position. This peak was repricked at another high point at the geographic position.
7. PEAK NO. 4, 1943 - position falls 2.1 mm. northwest of its geographic position. There is another high point, which was repricked as the station, at that distance from original prickings. However, it appears lower and not quite in the same direction as the geographic position, but is probably the point used by the field party as the station.

8. PEAK K, 1947 - position falls 2.9 mm. northwest of its geographic position. This station was repricked on another high point which appears between the two positions but nearer the geographic position, which may be in error.

9. PEAK G, 1947 - position falls 2.3 mm. northwest of its geographic position. Re-examination did not reveal any definite peak at the geographic position. This is a long, rather flat-topped ridge and does not have any definite high point. Image pricked is probably not station but elevation given can be used for vertical control and radially plotted position for horizontal control. It was not repricked.

The following four peaks have radially plotted positions as indicated but discrepancies are small. They are probably due to differences in points observed by field party and those believed to be highest points as seen under a microscope on the same peak. They were not repricked,

1. PEAK 5, 1947 - position falls 0.5 mm. north of its geographic position.

2. PEAK 1, 1947 - position falls 0.5 mm. north of its geographic position.

3. PEAK S, 1947 - position falls 0.6 mm. south of its geographic position (a "no-check" position).

4. PEAK U, 1947 - position falls 0.4 mm. north of its geographic position (a "no-check" position).

For all stations not repricked, the radially plotted position should be used for control.

Although there were many tilted photographs used in this radial plot, there were many more control stations than ordinarily necessary so that a fairly accurate plot could be made. The number of photographs were also larger than needed but are probably required for contouring. The positions of all pass points and photograph centers (except possibly two water centers) are within 0.5 mm. of their true geographic positions.

Approved and forwarded

May 10, 1949

Respectfully submitted

Thos. S. Reed,
Officer in Charge,
Baltimore Photogrammetric Office

Frank J. Tarcza,
Cartographic Engineer
<table>
<thead>
<tr>
<th>No.</th>
<th>Station</th>
<th>Field Identification</th>
<th>Pricking</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>LEFT, 1944</td>
<td>None</td>
<td>Not used</td>
</tr>
<tr>
<td>2.</td>
<td>PEAK No. 1, 1943</td>
<td>Not available</td>
<td>Direct</td>
</tr>
<tr>
<td>3.</td>
<td>YAR, 1946</td>
<td>Good</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>4.</td>
<td>KRUG, 1943</td>
<td>Not available</td>
<td>Direct</td>
</tr>
<tr>
<td>5.</td>
<td>WALD, 1946</td>
<td>Good</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>6.</td>
<td>AGAT, 1945</td>
<td>None</td>
<td>Direct</td>
</tr>
<tr>
<td>7.</td>
<td>VILE, 1946</td>
<td>Good</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>8.</td>
<td>UNIT, 1946</td>
<td>Good</td>
<td>Direct</td>
</tr>
<tr>
<td>9.</td>
<td>PAR, 1943</td>
<td>Not available</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>10.</td>
<td>GLO, 1945</td>
<td>Good</td>
<td>Direct</td>
</tr>
<tr>
<td>11.</td>
<td>PEAK Q, 1947</td>
<td>None</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>12.</td>
<td>PEAK M, 1947</td>
<td>None</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>13.</td>
<td>PEAK N, 1947</td>
<td>None</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>14.</td>
<td>YOKE, 1946</td>
<td>Not pricked as control</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>15.</td>
<td>LOMB TARGET A, 1946</td>
<td>Positive</td>
<td>Not used</td>
</tr>
<tr>
<td>16.</td>
<td>X-BAY, 1946</td>
<td>Positive</td>
<td>Direct</td>
</tr>
<tr>
<td>17.</td>
<td>DONA, 1946</td>
<td>None</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>18.</td>
<td>TILT, 1946</td>
<td>None</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>19.</td>
<td>PEAK L, 1947</td>
<td>Not available</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>20.</td>
<td>PEAK K, 1947</td>
<td>None</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>21.</td>
<td>PEAK NO. 4, 1943</td>
<td>None</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>22.</td>
<td>HOT, 1945</td>
<td>None</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>23.</td>
<td>Y, 1945</td>
<td>None</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>24.</td>
<td>X, 1945</td>
<td>Poor</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>25.</td>
<td>PAT, 1944</td>
<td>None</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>26.</td>
<td>PEAK R, 1947</td>
<td>None</td>
<td>Pricked Direct in Office</td>
</tr>
<tr>
<td>27.</td>
<td>PEAK S, 1947</td>
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</tr>
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<td>28.</td>
<td>PEAK I, 1947</td>
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<td>29.</td>
<td>PEAK G, 1947</td>
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<td>31.</td>
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<td>32.</td>
<td>PEAK E, 1947</td>
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<td>33.</td>
<td>PEAK C, 1947</td>
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<td>GAT, 1943</td>
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<td>35.</td>
<td>ARM, 1943</td>
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<tr>
<td>36.</td>
<td>ORE, 1945</td>
<td>None</td>
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<td>37.</td>
<td>ERA, 1944</td>
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<td>38.</td>
<td>MASS, 1946</td>
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<td>40.</td>
<td>ACROSS, 1945</td>
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<td>41.</td>
<td>CENTER, 1945</td>
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<td>42.</td>
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<td>INTER, 1945</td>
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<td>44.</td>
<td>END, 1946</td>
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<td>LION, 1946</td>
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<td>46.</td>
<td>BAG, 1946</td>
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<td>RIGT TAN, 1944</td>
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<td>48.</td>
<td>DAY, 1946</td>
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<td>FIX, 1946</td>
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<td>PLAT, 1946</td>
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<td>----------------</td>
<td>----------------------</td>
<td>--------------------------------</td>
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<td>KID, 1946</td>
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<td>54</td>
<td>NILE, 1946</td>
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<td>BOBOE, 1946</td>
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<td>PETE, 1946</td>
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<td>PINNACLE, 1946</td>
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<td>POLE, 1946</td>
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<td>TARE, 1946</td>
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<td>VAST, 1946</td>
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<td>HILL, 1946</td>
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<td>SADAR TOWER, 1946</td>
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<td>81</td>
<td>SURF, 1946</td>
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<td>82</td>
<td>CAPE SABAK, 1946 (HIGH, 1946)</td>
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<td>ROOF, 1946</td>
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<td>SHER, 1946</td>
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<td>92</td>
<td>BLUE, 1946</td>
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<td>Direct</td>
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REPORT ON VERTICAL CONTROL

Project 218

Ship Explorer, F. B. T. Siems Comdg.

1947

AGATTU ISLAND
REPORT OF TRIANGULATION
FOR LOCATION OF PEAKS
AGATTU ISLAND, ALASKA

Ship EXPLORER, F.R.T. Siems, Comdg.

1947

The purpose of this triangulation was to determine the geographic positions and elevations of all major peaks on Agattu Island. The data are intended principally for control of offshore surveys and for elevation control for air-photo compilation, and the latter in turn for constructing radar charts. In this connection 9-lens air-photo coverage of interior areas of Agattu Island and Attu Island is probably required.

Observations were made as time and weather permitted. Inasmuch as the peaks were covered by clouds most of the summer when the ship was in the locality, the work was not carried to completion.

All computations covered by this report were made from directions and vertical angles observed from stations on Agattu Island. Additional observations from stations on Shemya, Alaid and Attu Islands were not used in these computations. Only two stations, namely CORA and EBER, were occupied in 1947, and directions and vertical angles were observed to all visible peaks. Cuts from these two stations were used with cuts observed on the EXPLORER triangulation of 1946 and at station PAT in 1944. With positions determined previously there are positions available on all major peaks on the island except two. Peaks R and S have only one cut from station EBER, as shown on the sketch.

There are previously computed positions of ABM (USN), 1943, Peak E (GAT (USN), 1943), Peak J (Peak 4 (USN), 1943), PAR (USN) 1943, and AGAT, 1945-1946. Peak O-P was previously computed from 1946 triangulation and was not recomputed. This peak is the second one listed as Peak, 1946, on page V 342 of the list of geographic positions on EA 1927 datum. The first peak listed as Peak, 1946, on the same page does not exist. The three cuts used in the computation from XRAY, CORA and VAST are cuts on Peaks E, I and L, respectively. By a coincidence these three cuts intersected in a point. This Peak, 1946, should be deleted from the list of geographic positions.

Vertical angles were observed on all the peaks, and elevations were computed on all peaks except Peak O-P. The only vertical angles available for these computations were those observed in 1947 at CORA and EBER. Any
vertical angles observed in previous years may give additional checks on some of the elevations and possibly indirect checks on positions.

Peaks M and N are the same peak. The points are at each end of a nearly level ridge. Peaks O and P are the same peak. This peak is similar to M-N except that the points are not so pronounced. The two points of Peak O-P could not be separated in the computations.

The records and computations are thought to be clear and do not require further explanation.

Sketches of peaks observed from stations COGA and NEER and several pictures of the peaks taken from the ship at various points are attached to this report for possible use in identification of peaks and in air-photo compilation.

Sextant cuts to some of the peaks were observed from the ship at positions south of the island. However, there is some question as to objects (outlying islets and rocks near Cape Sabak) used for sextant fixes. The observations are forwarded with this report, and may serve in verifying or supplementing the triangulation data.

Respectfully submitted

Charles W. Clark
Lieut. USCGS

Approved and forwarded:

F.B.T. Siers
Captain USCGS
Commanding USCGS EXPLORER

Support cuts mentioned above were not used to control the radial flat were sufficient as were supplied for that purpose.
**SEXTANT FIXES AND CUTS**

to accompany

**REPORT ON TRIANGULATION**

**FOR LOCATION OF PEAKS**

**AGATTU ISLAND, ALASKA**

1. **Δ QUID, 1946**
   - Δ CORA, 1946
     - HIGH *
       - Peak P - HIGH 60-33 01-27 (Peak P)
       - Peak O - HIGH 60-40 01-30 (Peak O)
       - Peak N - HIGH 65-21 01-42 (Peak N)
       - Peak M - HIGH 65-25 01-42 (Peak M)

   *HIGH - Δ Cape Sabak, high pinnacle rock, 1946

2. **QUID**
   - CORA
     - HIGH 67-45
     - Peak P - HIGH 58-30 01-22
     - Peak O - HIGH 58-41 01-21
     - Peak N - HIGH 63-24 01-42
     - Peak M - HIGH 63-33 01-42

3. **QUID**
   - CORA
     - HIGH 71-29
     - Peak L - HIGH 69-56 02-17
     - Peak K - HIGH 72-16 02-27
     - Peak J - HIGH 74-01 02-28
     - Peak I - HIGH 77-45 02-18

4. **QUID**
   - CORA
     - HIGH 64-14
     - Peak L - HIGH 60-33 01-59
     - Peak K - HIGH 62-37 02-07
     - Peak J - HIGH 65-09 02-12
     - Peak I - HIGH 67-27 02-00
     - Peak F - HIGH 71-46 02-22

5. **QUID**
   - CORA
     - HIGH 65-30
     - Peak L - HIGH 61-28 02-00
     - Peak K - HIGH 63-32 02-08
     - Peak J - HIGH 65-06 02-16
     - Peak I - HIGH 68-30 02-01
     - Peak H - HIGH 68-35
6. **QUID** 56-12 01-10  
**CORAH**  
**HIGH** 65-16  
Peak P - HIGH 52-15 01-15  
Peak O - HIGH 52-28 01-15  
Peak N - HIGH 57-03 01-35  
Peak M - HIGH 57-12 01-35  
Peak D - HIGH 82-06 02-42  

7. **QUID** 72-18 00-54 (QUID)  
**WOT** * 02-02 (WOT)  
**HIGH** 48-54  
Peak L - HIGH 63-09 02-02  
Peak K - HIGH 64-58 02-07  
Peak I - HIGH 71-05 02-00  
Peak D - HIGH 83-15 02-34  

* WOT - Δ Radar Tower, 1946

8. **QUID** 71-30 02-04  
**WOT** 02-01  
**HIGH** 49-10  
Peak P - HIGH 50-33 01-19  
Peak O - HIGH 50-48 01-20  
Peak M-N - " 56-38 01-33  
Peak D? - HIGH 87-57 02-29  

9. **QUID** 72-21 02-00  
**WOT**  
**HIGH** 48-58  
Peak P - HIGH 50-56 01-19  
PAR - HIGH 55-04 01-02  
Peak M-N - HIGH 57-03 01-33  

10. **QUID** 73-37  
**WOT**  
**HIGH** 48-34 02-05  
Peak L - HIGH 63-48 02-02  
Peak K - HIGH 65-39 02-09  
Peak J - HIGH 67-04  
Peak I - HIGH 71-47 02-01  

11. Angles not taken simultaneously on this fix.  
Δ PROCH, 1946 97-45  
Δ ROOF, 1946  
Δ AGAT, 1945-46 76-05  
ROOF to PAR 51-30
The following list of directions was computed from sextant angles taken from the ship at anchor. Angles were not taken simultaneously.

<table>
<thead>
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<th>Direction</th>
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<td>SABAK, 1946</td>
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<tr>
<td>Peak 1 (Peak E)</td>
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<td>Peak 2 (Peak C)</td>
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<td>Peak 3 (Peak BT)</td>
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<tr>
<td>Peak 4 (Peak U?)</td>
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<td>Peak 5 (Peaks HT &amp; G)</td>
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<td>Peak 6</td>
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<tr>
<td>Peak 7 (Peak I)</td>
<td>92-26</td>
</tr>
<tr>
<td>Peak 8 (Peak J)</td>
<td>94-01</td>
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<tr>
<td>Peak 9 (Peak L)</td>
<td>105-43</td>
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<tr>
<td>Peak 10 (Peak K)</td>
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<tr>
<td>Peak 11 (Peak J)</td>
<td>109-20</td>
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<tr>
<td>Whitewash (© KOF)</td>
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<td>Peak 12 (Peak N)</td>
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<td>Peak 13 (Peak M)</td>
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<td>PAR (USN) 1943</td>
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<td>AGAT, 1943-1946</td>
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<td>KUG (USE) 1943</td>
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31. Delineation:

Agattu Island was delineated on Reading Plotter No. 1 using the same metal-mounted 9-lens photographs used in laying the radial plot in the Baltimore Office. Photo coverage was satisfactory. Field inspection was complete but difficult to interpret and transfer to the work sheets and manuscripts due to; (1) the inspection was accomplished on single lens photos at a scale other than the compilation photos, (2) the inspection was made in 1946 when instructions for such work were not complete, and, (3) the shoreline is very rugged and irregular making both field inspection and office interpretation difficult even with all other conditions ideal. Nonethe-less, a thorough study of the field inspection photos was made under a hand stereoscope simultaneously with the instrument delineation and a good map was produced. This manuscript is in general agreement with the graphic control surveys.

32. Control: See radial plot report, page 18 of this report.

33. Supplemental Data:
   a. Graphic Control Surveys, all of 1946
      (1) T-7031b, 1:10,000, Otkriti Bay
      (2) T-7032a, 1:20,000, Cape Sabak to Patricia Point
      (3) T-7032b, 1:20,000, Northeast end of Agattu
      (4) T-7033a, 1:20,000, West end of Agattu
   b. Hydrographic Surveys, all of 1946
      (1) H-7132, 1:10,000, Otkriti Bay
      (2) H-7139, 1:20,000, Patricia Point to Karab Cove
      (3) H-7144, 1:20,000, Northwest coast of Agattu
      (4) H-7145, 1:20,000, Southwest coast off Agattu
   c. Comments: The above surveys were used in conjunction with field inspection to acquire completeness of details in this compilation. A good agreement has been obtained.

34. Contours and Drainage: No comment. Sufficient control, both top and bathymetric, was available to control this survey and no particular difficulty was encountered in the compilation of the map manuscript.

35. Shoreline and alongshore details:

Shoreline inspection was adequate considering the ruggedness of the area and instructions in force for inspection at that time. No low-water line was located on the field inspection photos. However, shoal lines were indicated and used as a guide during compilation.
36. Offshore Details:

A discrepancy was discovered between manuscript T-9097 and graphic control survey T-7033a in the vicinity of Nile Point. An offshore reef was apparently located by sextant and shown on the graphic survey in black. It agreed in position with the plotting instrument location of the same reef but several other rocks in the vicinity did not agree in fact, one rock in particular did not even exist in the field inspection or compilation photographs. The primary error constitutes a shift of the group of rocks and is attributed to a bust in the radial plot used to establish the preliminary shoreline which is shown in green on the graphic control surveys. The group is properly located on the manuscript and shall take precedence. [Verified during review 26-14.]

During shoreline inspection elevations were estimated for several high rocks and pinnacle rocks along the shoreline. Plotting instrument elevations read on the same rocks were found to be much higher in many cases. The instrument readings are shown on the manuscript in all cases where the variance was greater than five feet.

37. Landmarks and Aids: Not applicable.

38. Control and Future Surveys:

Plotting notes for hydro stations were made on sketchbook paper in the field. These notes were studied in this office and stations that were separate rocks were located during instrument delineation. Hydro stations are not labeled on the manuscript since hydrography of the area has been completed. Two 524 forms were completed and submitted in 1946 for stations KING and BOBOE. Both are shown by proper symbol on the manuscript, BOBOE as a triangulation station since GPS are now available for it, and KING as a topo station. In connection with KING, it was necessary to shift it about 1mm from its planetable position in order to make its location on the manuscript agree with the description furnished on the 524 form. Since both stations are planetable locations, it is recommended that there final locations be weighted accordingly. [See item 17, Review Report In reference to station: A Boboe is ok, Form 526 Recovery Note Triangulation Station, submitted to Div. Geod 32, Form 526 removed from card file. K4-7.]


40. Horizontal and Vertical Accuracy: Standard.

46. Comparison with Existing Maps:

Comparison has been made with U.S. Army Engineer topographic quadrangles (set of 5) produced in 1943 at 1:15,000 scale with 20 ft contour interval. These Engineer sheets are not complete in the interior of the island; they show only the shoreline with topography extending inland 2 to 3 inches. Therefore, was possible along the shoreline only. Details varied somewhat but the maps are in general agreement.
47. **Comparison with Nautical Charts:**


   Items to be applied to nautical charts immediately: none

   Items to be carried forward: none

48. **Geographic Name List:**

   See separate page, page 43.

49. **Notes to the Hydrographer:**

   Not applicable.

50. **Compilation Office Review:**

   See T-2 form, separate page, page 44.

---

Louis J. Reed, Chief
Stereoscopic Mapping Section
PHOTOGRAMMETRIC OFFICE REVIEW
T. 9093, 6, 7, 8, 9.

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 report
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 overlay
37. Descriptive Report
38. Field inspection photographs
39. Forms

Reviewer

Chief Stereoscopic Mapping Section

Supervisor

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:
GEORaphic NAME LIST
T 9095-9

- Ameria Bay
- Ameria Point
- Bering Sea Agattu Strait
- Binnacle Bay
- Cape Sabak
- Gillon Point
- Karak Cove
- Kohl Island
- Kruglo Point
- McDonald Cove
- McDonald Point
- Monolith Point
- Nile Point
- Otkriti Bay
- Pacific Ocean
- Patricia Bight
- Patricia Point
- West Cove
- Aleutian Islands
- Near Islands
- Agattu Island
- Alaska
- Aga Cove

*= Decis OGN
o = Approved name

3-2-50
A.F.W.

11-14-50
A.Y.L.
Review Report T-9095 to T-9099
Topographic Maps
9 May 1950

62. Comparison with Registered Topographic Surveys:

<table>
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<th>Survey Code</th>
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<th>Code Reference</th>
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<td>1:10,000, 1946</td>
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<td>T-9098</td>
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<tr>
<td>7032a</td>
<td>1:20,000, 1946</td>
<td></td>
<td>T-9098-99</td>
</tr>
<tr>
<td>7032b</td>
<td>1:20,000, 1946</td>
<td></td>
<td>T-9095-96-99</td>
</tr>
<tr>
<td>7033a</td>
<td>1:20,000, 1946</td>
<td></td>
<td>T-9095-97-98</td>
</tr>
</tbody>
</table>

These surveys are superseded for nautical charting purposes by T-9095 to T-9099 inclusive.

63. Comparison with Maps of other Agencies:

Agattu Island (U.S.E.) 1:20,000, 1943 (set of five topographic quadrangles):

Refer to Item 46, p. 41 of the Compilation Report.

64. Comparison with Contemporary Hydrographic Surveys:

<table>
<thead>
<tr>
<th>Survey Code</th>
<th>Scale (1:10,000)</th>
<th>Year</th>
<th>Code Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-7138</td>
<td>1:10,000, 1946</td>
<td></td>
<td>T-9098</td>
</tr>
<tr>
<td>7139</td>
<td>1:20,000, 1946</td>
<td></td>
<td>T-9095-96-98-99</td>
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<tr>
<td>7144</td>
<td>1:20,000, 1946</td>
<td></td>
<td>T-9095-97</td>
</tr>
<tr>
<td>7145</td>
<td>1:20,000, 1946</td>
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<td>T-9097-98</td>
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</tbody>
</table>

These surveys were compared with T-9095 to T-9099 inclusive and they are in agreement.

65. Comparison with Nautical Charts:

<table>
<thead>
<tr>
<th>Survey Code</th>
<th>Scale (1:30,000)</th>
<th>Year</th>
<th>Correlation Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>9126</td>
<td>1:30,000, 1946</td>
<td></td>
<td>corr. 12/9/46</td>
</tr>
<tr>
<td>9198</td>
<td>1:60,000, 1947</td>
<td></td>
<td>corr. 6/16/47</td>
</tr>
</tbody>
</table>

66. Adequacy of Results and Future Surveys.- Each map of the series T-9095 to T-9099 inclusive is a complete topographic map and has been compared and reconciled with all hydrographic and topographic surveys of record in this Bureau and becomes, therefore, the most authoritatively complete and accurate topographic map of record for the area covered as of the date of this report.

There is no security classification designated for the area covered by these maps.

Adequate photo coverage, well distributed horizontal and vertical control and appropriate instrument compilation methods make these maps meet the National Map Accuracy Standards.
No vertical accuracy tests have been made. All contours meet the national map accuracy standards for a contour interval of 50 feet and, where it is shown, for a contour interval of 25 feet.

67. Recoverable Topographic Stations.—Topographic station King, 1946 (T-9098) was relocated during review on the basis of the 1946 field inspection prickng data on field photo number 14-14-4. This new position is about 35 meters north-east of the plane table position. Form 524 for station King is filed in the Division of Photogrammetry General Files.

68. Military Grids.—The universal transverse mercator grid, military zones 59 and 60, was applied to the manuscripts during review. The primary zone grid is fully drawn at one thousand meter intervals and the overlapping secondary grid zone is represented by 1/2 centimeter ticks at one thousand meter intervals outside but touching the neat lines.

T-9097, the most westerly of the five maps, has only one military grid, zone 59.

Reviewed by:

K. N. Maki

Approved by:

Chief, Review Section
Division of Photogrammetry

Chief, Nautical Chart Branch
Division of Charts

Chief, Div. of Photogrammetry

Chief, Div. Coastal Surveys
## NAUTICAL CHARTS BRANCH

**SURVEY NO. 9095-7099**

**Record of Application to Charts**

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-25-51</td>
<td>9147</td>
<td>Ed. Mooney</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Examine only a few charts for structural</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>changes only a few charts for structural</td>
</tr>
<tr>
<td>5-20-65</td>
<td>8565</td>
<td>Ed. Mooney</td>
<td>After Verification and Review Revised part</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Consider field survey and reconstruction</td>
</tr>
<tr>
<td>9-16-69</td>
<td>9147</td>
<td>C. W. Curtis</td>
<td>Before After Verification and Review</td>
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<tr>
<td></td>
<td></td>
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<td>Consider fully applied</td>
</tr>
<tr>
<td>9-10-92</td>
<td>160423</td>
<td>Ed. Martin</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>thru 160434</td>
</tr>
</tbody>
</table>

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

Give reasons for deviations, if any, from recommendations made under “Comparison with Charts” in the Review.