### DESCRIPTIVE REPORT

**Type of Survey**  
SHORELINE  
Field No.  
Office No. 7-9145

#### LOCALITY

State  
ALASKA  
General locality  
PRINCE WILLIAM SOUND  
Locality  
FLEMING ISLAND

1950-57

**CHIEF OF PARTY**  
G. A. Nelson  
Field  
L. W. Swanson  
Office

**DATE**

LIBRARY & ARCHIVES
DATA RECORD

T - 9145
(Preliminary)

Project No. (II): (PH-152) Quadrangle Name (IV): Fleming Island

Field Office (II): Chief of Party:


Instructions dated (II) (III):
31 Dec. 1954 (office) 731 mkl
11 Feb. 1955 (office) 731 mkl

Copy filed in Division of Photogrammetry (IV)
Office files

Method of Compilation (III): Graphic

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

Scale Factor (III): 1.0

Date received in Washington Office (IV): March 22, 1955
Date reported to Nautical Chart Branch (IV):

Applied to Chart No. Date: Date registered (IV):

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): "Preliminary" plot laid on N.A. 1927 control field identified by 30th Engrs. on 1/40,000 scale photography.

Reference Station (III): Dana, 1948

Lat.: 60°10'00.989 30.6m. (1826.4) Long.: 148°05'14.570 224.7m. (700.7) Adjusted

Plane Coordinates (IV):

State: Zone:

Y= X=

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.
Field Inspection by (II): 30th Engrs. (horizontal control only - pricked direct)  
Date: 1951

Completion Surveys by (II):  
Date:

Mean High Water Location (III) (State date and method of location):  
Date of photography  
Office interpretation  (No field inspection)  

Projection and Grids ruled by (IV): Austin Riley  
Date: 1-10-55

Projection and Grids checked by (IV): H. D. Wolfe  
Date: 1-12-55

Control plotted by (III): J. Hundley  
Date: March 1955

Control checked by (III): G. Amburn  
Date: March 1955

Radial Plot or Stereoscopic Control extension by (III): S. G. Blankenbaker  
R. J. French  
Date: May 1955

Stereoscopic Instrument compilation (III): Planimetry  
Contours  
Date:

Manuscript delineated by (III): R. L. Sugden  
Date: June 1955

Photogrammetric Office Review by (III): R. J. French  
Date: June 1955

Elevations on Manuscript checked by (II) (III):  
Date:
USGS Single Lens 

Camera, 6" Focal Length and U. S. Air Force

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>54-W-2295 thru 2397</td>
<td>26 July 1954</td>
<td>12:27-12:28</td>
<td>1:10,000 (Ratio)</td>
<td>6.0' above MLLW</td>
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<tr>
<td>55-W-9142 and 9143</td>
<td>20 Sept 1955</td>
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<td>3X</td>
<td></td>
</tr>
<tr>
<td>40VV thru 42VV</td>
<td>17 July 1950</td>
<td>Unknown</td>
<td>1:10,000 (Ratio)</td>
<td>Near High Tide</td>
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Tide (III)

Reference Station: Cordova, Alaska
Subordinate Station: Chenega I., Dangerous Passage

Diurnal

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Range</th>
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<tr>
<td>1.0</td>
<td>10.0</td>
<td>12.4</td>
</tr>
<tr>
<td>.94</td>
<td>.9</td>
<td>1.1</td>
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</table>

Review by (IV): C. H. Bishop

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 19
Shoreline (More than 200 meters to opposite shore) (III):
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): **8
Number of BMs searched for (II):
Number of Recoverable Photo Stations established (III): 0
Number of Temporary Photo Hydro Stations established (III): 0

Remarks:
*.94 Ratio of ranges suggested by Tides and Currents for sheets T-9138 thru T-9145 (excepting Hogg Bay Sub. Station ratio for T-9143).
**30th Engrs.' 1:40,000 Air Force photographs.
<table>
<thead>
<tr>
<th>Compilation Record</th>
<th>Completion Date</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>Shoreline compiled</td>
<td>June 1955</td>
<td>Superseded</td>
</tr>
<tr>
<td>New radial plot, field edit applied, manuscript revised</td>
<td>Dec. 1957</td>
<td></td>
</tr>
<tr>
<td>Final review</td>
<td>Jan. 1971</td>
<td></td>
</tr>
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</table>
SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT T-9145

Several years have elapsed between the compilation and final review of this map. None of the CGGS compilation photographs were available at the time of final review. The compilation record was added by the final reviewer.

This shoreline manuscript, scale 1:10,000, is one of 43 maps that comprise Project PH-152, which is in the western part of Prince William Sound. The junction of Prince of Wales Passage and Knight Island Passage is within the area of T-9145.

Compilation was by radial plot in 1955, using ratio prints of 1:30,000 scale photographs taken in July 1954. Two ratio prints of 1:40,000 scale Air Force photographs were used in the area of Prince of Wales Passage. There was no field inspection previous to the original compilation.

A new radial plot was run in the fall of 1957, using additional control that was identified in the summers of 1955, 1956, and 1957. The manuscript was revised, using the new positions obtained, and field edit accomplished in the summer of 1957 was applied.

Final review was done at the Atlantic Marine Center in January 1971.

The compilation manuscript was a vinylite sheet 3 minutes 45 seconds in latitude by 11 minutes 15 seconds in longitude.

A cronaflex copy of the final reviewed manuscript and a negative have been forwarded for record and registry.
FIELD INSPECTION REPORT

MAP T-9145

PROJECT PH-152

There was no field inspection prior to compilation of this map and no Field Inspection Report is bound with this Descriptive Report.
21. **AREA COVERED:**

   The radial plot embraces eight sheets in the vicinity of Knight Island Passage, Whale Bay, Chenega Island, and Icy Bay on the west side of Prince William Sound:

   T-9138, T-9139, T-9140, T-9141, T-9142, T-9143, T-9144 and T-9145

22. **METHOD:**

   The radial plot was laid on vinylite manuscripts on which the polyconic projection and the UFM grid were ruled. The eight sheets and the adjoining tabs and manuscripts (T-9146 and T-9147) were joined together in one unit using the grids for junctioning. The attached sketch shows the layout and photographs used and the distribution and density of horizontal control. Ratio positotype paper prints of 3X enlargement from the "W" camera were used on the western part of the plot, and Air Force photography of 4X enlargement (positype) were used on the eastern side where "W" coverage was not available.

   The photographs were prepared in the conventional manner choosing shoreline pass points where possible at intervals of about 3 inches and points in the interior at a density of about 6 inches.

   Vinylite templet stock was used throughout, and a calibration templet was used to correct for paper distortion errors.

   Rays have been drawn on the photographs through those pass points that were used in the radial plot. Certain of the photo-hydro points were pricked as pass point control, and only those that have rays drawn through the point on the photographs were in the main radial plot, and were the points held to in raying in additional detail and photo-hydro points.

   The compiler's judgement was used in locating a map position for all the remaining photo-hydrors and detail points. A combination of (1) drawing the remaining rays on the templets and relaying them into the plot, (2) graphic manual intersection, and (3) scale check where expedient, were the techniques used to locate the remaining points. All points were located prior to compilation of the shoreline.

   Inasmuch as the field identification of control was done on 1:20,000 by the U.S.C.G.S. on Air Force photography, and on 1:40,000 by the 30th Engineers, a reasonable tolerance was expected in holding to control in the final closure and adjustment. The attached sketch and tabulated list of stations with the resultant tolerances show the relative accuracy obtained in the 1:10,000 plot.
In general, better closures were obtained where the sub-point method of recovery was used. Almost without exception, the 30th Engineers pricked the bore station direct, which allowed the radial plot considerable discretion in the closure and adjustment. Most of the stations held well within an accepted tolerance of not in excess of ± 0.5 mm. of true position. Manuscripts T-9138, T-9141 and T-9144 are perhaps the most accurate in position. T-9136, T-9140, T-9142 and T-9143 are next best in horizontal position, and T-9145 is considered the least accurate of the entire group.

The plot was drilled through the various thicknesses of templates through the manuscripts, and the points were circled in red ink where the position was determined by three or more cuts, green if by two cuts only.

This plot should be verified on the east and west sides upon receipt of further field identified control, and it is advisable to use the stereoplani-graph as the bridging instrument since bad tilts and crab in the flight pattern are noticeably evident.

23. ADEQUACY OF CONTROL:

Horizontal control is adequate for those sheets in the middle of the plot, but more accurately identified control is needed on both the east and west sides, and a better plot is anticipated when the field identified control becomes available. Trouble was encountered in the extreme W and NW sides of the plot on T-9133 in Nassau Fiord and on T-9140 in Icy Bay.

It is suggested that topographic stations 418 (MND, 1951), and 420 (SAND, 1951) in Nassau Fiord, and either 422 (DGE, 1951) or 423 (JWML, 1951) in Icy Bay be located by triangulation methods to give a comparison with the existing preliminary plot positions and thereby justify whether a new radial plot should be laid for smooth sheet plotting. No. 177 (Nassau, 1933) did not hold and the identification is considered to be in error. It is requested that it be re-identified for subsequent work.

24. SUPPLEMENTAL DATA:

| T-4303 | 1:20,000 | 1927 |
| T-4810 | 1:20,000 | 1933 |
| T-4803 | 1:20,000 | 1933 |
| T-3093 | 1:20,000 | 1910 |

25. PHOTOGRAPHY:

The W camera coverage is better in general as concerns definition and quality of detail than is the Air Force photography on the east side of sheets T-9142 and T-9145. Tree overhang and displacement, and resulting shadows are factors which hindered the accurate recovery of control alongshore,
and will necessitate compiling much shoreline with the dashed line approximate high water line symbol. Pricking a control point direct is subject to inaccuracies under the circumstances this photography presents, and hence the plot is weak in the areas mentioned in 23 above. The scale was not good on the "5X" 3X enlargements, but was surprisingly good on the 4X Air Force enlargements.

Flight lines should have followed the general NE-SW alignment of these islands in order to afford the radial plot stronger azimuth transfers across the more narrow straits, and thus avoid as many water azimuths as possible.

Approved by: S. V. Griffith
Chief, Cartographic Branch

Respectfully submitted: Roscoe J. French
Supervisory Cartographer
RADIAL PLOT SKETCH  PH 152

- 1954 W Ratio prints : 3 x to 1 : 10,000
- Air Force : 4x
- Field inspection Air Force photos : 1 : 20,000
- Horizontal control field inspected by US CGS : 1 : 20,000
- Horizontal control field inspected by 30 th Egr. : 1 : 40,000
- Topographic stations located by radial plot

Includes:

- Field inspected shoreline : 1 : 20,000 Air Force photography, photo hydr...
Pu-152

HORIZONTAL CONTROL STATIONS IN RADIAL PLOT No. 2 (1:10,000)
T-9138, T-9139, T-9140, T-9141, T-9142, T-9143, T-9144, T-9145

157 Jackal, 1933 Sub. pt. 0.2mm.
158 Wagon, 1933 0.6mm.
161 Precip, 1933 Sub. pt. Held
162 Gener, 1933 0.6mm.
163 Ice, 1933 Sub. pt. Held
164 Nigger, 1933 Held
165 Bend, 1933 Sub. pt. Held
167 Shale, 1933 Held
168 Village, 1933 Sub. pt. Held
169 Chenega, 1907 Sub. pt. Held
176 Duke, 1933 Held
177 Nassau, 1933 1.0 mm.
178 Fiord, 1933 Sub. pt. A 0.2mm.
179 Thor, 1933 Held
180 Zeus, 1933 0.2mm.
183 Baron, 1933 0.2mm.
184 Belt, 1933 Sub. pt. Held
185 Olga, 1933 Held
186 Tina, 1933 Sub. pt. Held
189 Vega, 1933 Sub. pt. Held
190 Bebe, 1933 Sub. pt. Held
192 Kit, 1933 Sub. pt. 1.0mm. (Held to home Station)
193 Wat, 1927 Held
199 Goat, 1927 Held
200 Brid, 1927 Held
201 Glac, 1927 0.2mm.
207 Orion, 1933 Sub. pt. 0.2mm.
210 Bain, 1933 2.4mm.
211 Tate, 1948 0.3mm.
213 Pleiades, 1933 Held
214 Sister Rock, 1907 Held
215 South, 1907 Held
217 Squire, 1933 Held
218 Rob, 1910 0.4mm.
219 Ship, 1910 0.2mm.
220 Horn, 1910 0.8mm.
224 Ded, 1910 Held
225A Pas, 1910 Held
229 Guguak, 1910
262 Hydro, 1948
271 Plain, 1948 Held
272 Cross, 1948 0.2mm.
273 Clear, 1943 Held
274 Half, 1943 0.2mm.
275 Fass, 1948 Thin cuts
276 Age, 1943 Held
279 Ruth, 1948 Held
280 Nub, 1945 Sub. pt. Held
281 Low, 1943 Held
282 Sage, 1948 Held
283 Babe, 1948 0.3mm.
284 Dana, 1948 Held
285 Inner, 1948 0.2mm.
286 Sip, 1943 Held

NOTE: All stations that have sub-pts. listed were field identified by USC&GS on 1:20,000 Air Force photography. All others were field identified direct by 30th Engineers on 1:40,000 photographs.
Ph-152

TOPOGRAPHIC STATIONS LOCATED BY RADIAL PLOT No. 2 (1:10,000)
Field identified on 1:20,000 Air Force photography

401 RICH, 1951
402 NEAT, 1951
403 OATH, 1951
411 GARB, 1951
412 PULL, 1951
413 QUAD, 1951
414 YANK, 1951
415 WILL, 1951
416 LULU, 1951
417 EDDY, 1951
418 MIND, 1951
419 ULNA, 1951
420 SAND, 1951
421 ILOI, 1951
422 IDOL, 1951
423 JOWL, 1951
424 TRAM, 1951
425 DOLT, 1951
426 NIPY, 1951
427 PAWN, 1951
428 KIVA, 1951
429 FINI, 1951
430 WINE, 1951
431 FLEADES I. LT., 1955
432 NILE, 1951
433 ZEST, 1951
21. AREA COVERED

This radial plot covers the area comprising manuscripts T-9142, T-9144 and T-9145, T-9146 and T-9147, T-9148 and T-9149. Sheets T-9148 and T-9149 were included to effect a junction with previous overlapping plots.

22. METHOD

This plot was laid on the original manuscripts with original templates. Control identified in 1955, 1956, and 1957 was added to the manuscripts and photographs to strengthen positions obtained by former radial plots and stereoplani-graph bridging.

The plot was begun on T-9145 where the templates were well-controlled. (see plot sketch) This area was very rigidly fixed and tied into original positions on T-9142 and T-9144. From here the plot was extended on control stations until a satisfactory junction was made with previous work on T-9148 and T-9149. Areas of position change occurred mainly on T-9147 and in local areas on T-9145, T-9146 and T-9149.

23. ADEQUACY OF CONTROL

Control was adequate for most of the plot and most of the stations were held. Another station in the eastern half of T-9147 would have helped as this area is considered weak due to lack of control and photography.

Except as discussed below all stations held (within 0.2 mm):

Stations missed by 0.3 mm are as follows:

(283)  (279)  (273)

EBBE 1948, RAFT 1956, RUTH 1948, CLEAR 1948,
HARD 1955(Sub Pt), IKTVA 1955, ROCK 2 1927(2 Rays)
(219)  (238)

OFF 1927, EVANS 1905 (Sub Pt). These differences are not regarded as significant because the original templates had distorted some and both manuscripts and templates were slightly mutilated by use.
(211) TATE 1948 - Missed 0.4 mm. 2 cuts. Identification one photograph was poor.

(218) POT 1910 - Missed 0.6 mm. (Same as former plot) Identification doubtful.

(220) HOPU 1910 - Missed 0.6 mm. (Same as former plot) Identification doubtful.

(192) KIT 1933 Sub. Sta. - Missed 0.6 mm. - Probably mis-identified. Another small point appears about 0.6 mm to the south would have fit position. Home station was held.

(258) HOGG 1927 - Missed 0.8 mm. - Station listed as pricked within 1 mm on photos - not very clear.

EVANS BAY LT 1955 - Missed 0.6 mm. - 2 Rays - Photos not clear, field pricking doubtful.

24. SUPPLEMENTAL DATA

See original report.

25. PHOTOGRAPHY

See original report.

SKETCH AND FORM M-2388-12 CONTROL STATION DATA

A sketch appended. Forms M-2388-12 are filed with respective descriptive reports.

Submitted by
R. L. Sugden

Approved:

Everett H. Hazel
Chief, Graphic Compilation Unit
PHOTOGRAFMETRIC PLOT SKETCH
PROJ.-6152 PRINCE WM. SD.

SCALE 1:10,000
DEC 1957

△ STATION HELD
△ STATION NOT HELD

Ο U.S.C & G.S. "W" CAMRA PHOTOGRAPHS
◎ AIR FORCE PHOTOGRAPHS: SERIES M-324

KEY TO NUMBERED STATIONS
209 - PISA 1948
260 - FLAT 1948
258 - HOGG 1927
235 - SHUN 1927
238 - EVANS 1905
240 - ISLE 1910
247 - SAUL 1910
248 - PED 1910
249 - OFF 1910
252 - TOP 2 1927
254 - ROCK (ROCK 2) 1927
260 - SWAN 1927

or names of other numbered stations see original report.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR u-COORDINATE LONGITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tr>
<td>Big, 1910</td>
<td>VI 274</td>
<td>N.A. 1927</td>
<td>60-07-59.290 147-54-13.03h</td>
<td>East of Sheet 1835.0 ( 22.0)</td>
<td>664.4 ( 261.9)</td>
<td>664.4 ( 261.9)</td>
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<tr>
<td>Bear, 1907</td>
<td>VI 259</td>
<td>&quot;</td>
<td>60-09-36.420 147-58-16.773</td>
<td>1127.2 ( 729.8)</td>
<td>258.7 ( 666.9)</td>
<td>258.7 ( 666.9)</td>
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<tr>
<td>Pas, 1910</td>
<td>VI 276</td>
<td>&quot;</td>
<td>60-09-40.011 147-58-10.08</td>
<td>1238.3 ( 618.7)</td>
<td>464.0 ( 461.6)</td>
<td>464.0 ( 461.6)</td>
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<tr>
<td>Elev. 341 Ft.</td>
<td>VI 269</td>
<td>&quot;</td>
<td>60-09-15.182 147-58-09.791</td>
<td>1469.9 (1387.1)</td>
<td>151.1 ( 771.6)</td>
<td>151.1 ( 771.6)</td>
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<tr>
<td>Cut, 1910</td>
<td>VI 269</td>
<td>&quot;</td>
<td>60-08-53.046 148-02-15.739</td>
<td>1641.7 ( 215.3)</td>
<td>242.9 ( 682.9)</td>
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<td>Rot, 1910</td>
<td>VI 275</td>
<td>&quot;</td>
<td>60-09-30.672 148-00-25.577</td>
<td>949.3 ( 907.2)</td>
<td>594.6 ( 531.0)</td>
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<td>Ship, 1910</td>
<td>VI 275</td>
<td>&quot;</td>
<td>60-08-56.823 148-03-36.114</td>
<td>1758.6 ( 984.1)</td>
<td>557.2 ( 368.6)</td>
<td>557.2 ( 368.6)</td>
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<tr>
<td>Horn, 1910</td>
<td>VI 275</td>
<td>&quot;</td>
<td>60-11-02.569 148-03-05.421</td>
<td>79.5 (1777.5)</td>
<td>83.6 ( 841.3)</td>
<td>83.6 ( 841.3)</td>
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<td>Elev. 154.2 Ft.</td>
<td>VI 90</td>
<td>&quot;</td>
<td>60-10-43.443 148-04-04.160</td>
<td>1344.5 ( 512.5)</td>
<td>700.9 ( 224.1)</td>
<td>700.9 ( 224.1)</td>
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<tr>
<td>Table, 1907</td>
<td>VI 282</td>
<td>&quot;</td>
<td>60-10-00.989 148-05-14.570</td>
<td>30.6 (1826.4)</td>
<td>224.7 ( 700.7)</td>
<td>224.7 ( 700.7)</td>
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<tr>
<td>Inner, 1948</td>
<td>VI 282</td>
<td>&quot;</td>
<td>60-08-36.662 148-06-05.815</td>
<td>1134.7 ( 722.3)</td>
<td>89.7 ( 836.3)</td>
<td>89.7 ( 836.3)</td>
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<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR ( y )-COORDINATE</td>
<td>LONGITUDE OR ( x )-COORDINATE</td>
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<td>DATUM CORRECTION</td>
<td>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
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<tr>
<td>Gill, 1956</td>
<td>Field Pos. 1927</td>
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<td>60-08-18.863</td>
<td>1h8-04-22.922</td>
<td>583.3 (1273.1)</td>
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<td>353.8 (752.3)</td>
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<td>Martin, 1956</td>
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<td>&quot;</td>
<td>60-08-52.117</td>
<td>1h8-01-16.963</td>
<td>1613.0 (213.0)</td>
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<td>721.7 (201.2)</td>
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<td>Lava, 1956</td>
<td>&quot;</td>
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<td>60-08-06.875</td>
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<td>212.8 (1641.2)</td>
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<td>541.2 (385.0)</td>
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<td>Ship, 1956</td>
<td>&quot;</td>
<td>&quot;</td>
<td>60-09-30.689</td>
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<td></td>
<td>941.7 (533.9)</td>
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<td>Pointed, 1956</td>
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<td>&quot;</td>
<td>60-09-39.685</td>
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<td>462.0 (463.5)</td>
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<td>60-08-56.880</td>
<td>1h6-02-40.187</td>
<td>1760.1 (996.6)</td>
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<td>620.1 (305.7)</td>
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<tr>
<td>Horn, 1956</td>
<td>&quot;</td>
<td>&quot;</td>
<td>60-09-00.098</td>
<td>1h8-03-34.273</td>
<td>603.0 (1853.9)</td>
<td></td>
<td>528.8 (397.0)</td>
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<td>Otter, 1956</td>
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<td>60-09-12.785</td>
<td>1h8-02-39.068</td>
<td>1324.2 (532.7)</td>
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<td>602.6 (322.9)</td>
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<td>Gaff, 1956</td>
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<td>&quot;</td>
<td>60-10-26.874</td>
<td>1h8-02-16.523</td>
<td>831.7 (1025.2)</td>
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<td>717.4 (207.8)</td>
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<td>Dorv, 1956</td>
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<td>&quot;</td>
<td>60-10-08.915</td>
<td>1h8-02-34.120</td>
<td>275.9 (1581.0)</td>
<td></td>
<td>526.2 (399.1)</td>
</tr>
<tr>
<td>Raft, 1956</td>
<td>&quot;</td>
<td>&quot;</td>
<td>60-10-58.330</td>
<td>1h8-01-40.301</td>
<td>1805.3 (851.7)</td>
<td></td>
<td>621.2 (303.7)</td>
</tr>
<tr>
<td>Bim, 1948</td>
<td>VI 282</td>
<td></td>
<td>60-08-11.56</td>
<td>1h8-06-28.40</td>
<td>357.8 (1h99.2)</td>
<td></td>
<td>138.1 (481.8)</td>
</tr>
</tbody>
</table>

1 FT. = 304,806 METER
COMPUTED BY G. Amburn  DATE 7 October 1957  CHECKED BY E. Ramey  DATE 7 November 1957
31. **DELINEATION:**

Shoreline and foreshore features were delineated on the manuscript from office stereoscopic interpretation. No field inspection is available.

Features shown were first drawn on a piece of vinylite superimposed on the photograph with the most nearly true scale. Graphic methods were then used to compile and delineate the MHWL and adjust the planimetry to manuscript scale by holding to the compilation points of near-sea-level elevation.

Most of the MHWL on the western half of the manuscript, including the western half of Flemming Island, is well defined inasmuch as the photography taken with the "W" camera was good. The small portions of approximate MHWL are due to tree overhang. In the eastern half of the manuscript it was necessary to show more approximate MHWL than was desirable due to lack of good definition and pass point control. (See photogrammetric plot report filed with T-9144.)

No stereoscopic coverage was available for delineation of the shoreline at the junction on the southern extremities of the manuscript as the work schedule necessitated transmitting the ratio office prints to the field. The shoreline on Evans Island southeast of station Pas, 1910, was not completed in consideration of the weakness of the plot and the lack of adequate coverage in the area.

32. **CONTROL:**

(a) **Identification**

The control was identified in 1951 by the 30th Engineers on 1:40,000 photographs. It is not adequate for transfer to the 1:10,000 photos used in the plot. It has been requested that the control be field identified on 1:10,000 prints for a plot to be laid later for smooth sheet plotting.

In addition, two stations (Ship, 1910 and Pas, 1910) were office identified and held.

(b) **Density and Placement**

The density and placement of control is adequate in the western half but is inadequate in the southeastern portion. An index requesting further recovery of control was forwarded to the field earlier in the season.

33. **SUPPLEMENTAL DATA:**

<table>
<thead>
<tr>
<th>T-3093</th>
<th>1:20,000</th>
<th>1910</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chart 8523</td>
<td>1:40,000</td>
<td>1935, revised to 1951</td>
</tr>
</tbody>
</table>
These were used as an aid in location and interpretation of the MBL and other alongshore features.

34. **CONTOURS AND DRAINAGE:**

Inapplicable.

35. **SHORELINE AND ALONGSHORE DETAILS:**

The MBL, shallow areas, and other alongshore detail were office interpreted from CGS photos taken at approximately half tide, and others at high tide. Not all of the low water rocks shown on planetable survey T-3093 were visible on the photography.

There is no previous survey covering the shoreline on the west side of Bainbridge Island. Because of poor definition, overhang of trees in heavily wooded areas, and deep shadows on the Air Force photography, definition of shoreline detail was poor.

The tower shown on Chart T-3093 and Seward (A-3) Alaska quad could not be seen on the photos. Two buildings in this area are the only cultural detail on the map. A log image shown on the Eastern shore of Bainbridge Island, north of Panhat Point, could be a pier and should be investigated before charting.

36. **OFFSHORE DETAIL:**

No unusual problems occurred.

37. **LANDMARKS AND AIDS:**

Inapplicable.

38. **CONTROL FOR FUTURE SURVEYS:**

There are no recoverable topographic stations or photo-hydro control in the area of this survey. (See 49, Notes to the Hydrographer.)

39. **JUNCTIONS:**

Junctions were effected with T-9142 and T-9144. There is no contemporary survey to the east. Since this is a "preliminary" manuscript of poor control and coverage in the southeast, no junction was made with T-9147 pending a new radial plot for both sheets.

40. **HORIZONTAL AND VERTICAL ACCURACY:**

Vertical accuracy is inapplicable.

As stated in Paragraph 32, the horizontal position of detail on Evans Island, south of Pas, 1910, is of subnormal accuracy due to the weakness of
the plot.

The rest of the sheet is considered of less than the standard accuracy desired, but is thought to be within 1.0mm of true position. A new plot will be laid when the recovery of control is submitted on 1:10,000 photography.

41-45. Inapplicable.

46. COMPARISON WITH EXISTING MAPS:

A comparison was made with USGS SEWARD (A-3) ALASKA, 1:63,360, 1952, and is of better detail due to its larger scale, and will supersede it when horizontal accuracy is verified by forthcoming field inspection in 1955.

47. COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with Nautical Chart 8523 - 1:40,000, 1935 edition, Rev. to 1951. As much of the photography is at high water, numerous low water rocks along the entire shoreline were not visible for delineation. A rock awash midway between station Horn, 1910, and Rot, 1910, and others in the vicinity of Rot, 1910, were not visible.

On that portion of Evans Island shoreline that is shown, there are a couple of large rocks which are connected with the mainland on Chart 8523. According to the photographs they are detached.

(a) Inapplicable.

(b) Items to be applied to Nautical Charts immediately - None.

(c) Items to be carried forward—there is a Tower on Flemming Island shown on Chart 8523 which is believed to exist but cannot be substantiated without field inspection.

(d) Inapplicable.

48. GEOGRAPHIC NAME LIST:

Names obtained from Chart 8523:

BAINBRIDGE ISLAND
BAINBRIDGE PASSAGE
EVANS ISLAND
FLEMING ISLAND
KNIGHT ISLAND PASSAGE
PANHAT POINT
PRINCE OF WALES PASSAGE
SHIP ISLAND

Approved by: 

Roscoe J. French
Supervisory Cartographer

Submitted by: 

R. L. Sugden
Cartographic Photogrammetric Aid
Prince William Sound  
Project 6152  
May 1956  

Supplement to Compilation Report  
for T-9141, T-9142, T-9144 through T-9147

New triangulation stations were established and additional  
previously-established stations were recovered and identified on field  
photographs during the 1955 field season. These stations are listed  
as follows:

**T-9142**
- Bain, 1948
- Fisa, 1948
- Sage, 1948
- Tate, 1948, sub. pt.

**T-9144**
- Ruth, 1948, sub. pt.
- Low, 1948, "  "

**T-9145**
- Bear, 1907
- Inner, 1948, sub. pt.

**T-9146**

**T-9147**
- Ixtum Rock, 1955
- Rain, 1955, sub. pt.
- Ned, 1955 (White wash No. 1)

New bases, at scale 1:10,000, corresponding to the original  
manuscripts were ruled and stereoplaniagraph bridging accomplished the  
location of photo centers and pass points used in the original radial  
plot. The general shift in datum between the radial-plot-located pass  
points and the stereo-instrument-located pass points was relatively  
small (0.5 mm to 1.0 mm). Differences were localized in small areas  
and were due to the additional horizontal control available to the  
stereo instrument plotter.
The shoreline on the original subject map manuscripts was readjusted by graphic methods to the instrument-located points where differences in datum occurred. Shoreline, where necessary, was redelineated. Shifts in shoreline due to datum change and corrective redelineation were done in red plastic ink. A considerable amount of indefinite dash-line shoreline was changed to a definite solid-line shoreline. This was done as a fill-in of the dash line in black plastic ink. Any change in position or conformation was shown in red plastic ink.

Submitted:

______________________________
K. N. Maid
31. Delineation

Reference: Compilation Instructions - Supplement 4
Prince William Sound, Alaska
Dated 23 October 1957

Manuscript T-9145 was revised to incorporate changes in positions of shoreline features and photo-hydro stations resulting from additional field work in 1957 and a new radial plot.

The shift in datum is discussed in the Photogrammetric Plot Report Supplement 2, filed as part of the descriptive report for T-9144. The shift in detailing at the southeast shore of Flemming Island was effected by holding the pass points on the vinylite impression of the previous compilation to the new manuscript positions and tracing the detail.

Shoreline on the eastern portion of Evans Island was not delineated on the preliminary manuscript due to a scarcity of control and poor definition of the air force photographs. It was delineated on this "advance" manuscript from C.S.G.S. "W" camera field photographs ratioed 3X and adjusted to the new radial plot positions with the addition of new pass points common to both sets of photographs. This area is considered weak due to lack of control (see plot report), overhang, and shadow on photographs.

The manuscript is now in final form but subject to change by verification or final office review.

Robert L. Sugden
Cartographer
October 19, 1970

GEOGRAPHIC NAMES
FINAL NAME SHEET
PH-152 (Alaska)

T-9145

Bainbridge Island
Bainbridge Passage
Evans Island
Flemming Island
Knight Island Passage
Pant Point
Prince of Wales Passage
Shelter Bay
Ship Island

Approved by:

A. Joseph Wright
Chief Geographer

Prepared by:

Frank W. Pickett
Cartographic Technician
In the area of "W" camera coverage, the hydrographer may be able to use the photographs to some advantage in locating photo hydro control. These pass points, that were used in the radial plot, have rays drawn through them on the photographs, and can be used with confidence in raying in additional points selected in accordance with Photogrammetry Instructions No. 45. The manuscript position of the "W" coverage is probably adequate for boat sheet work, but the Air Forces' photography will doubtless be of little use since the definition is poor, and overhang and shadows are deterrents to proper and reliable identification of photo hydro control. More field identification of horizontal control on 1:10,000 photography is necessary before reliable position can be extended for smooth sheet plotting.

The dashed line approximate MML symbol has been used extensively, and verification by the hydrographic party is desired before charting.

Submitted by:

Roscoe J. French
Supervisory Cartographer
Hydrographic stations were added to manuscript T-9145 (advance manuscript) which was revised in December 1957. Positions were adjusted to the datum established by the December 1957 radial plot.

The majority of hydrographic stations were located on the manuscript by photogrammetric methods. Those on the north shore of Fleming Island between VAL and ACE were plotted from unadjusted field positions and station BUM was located by planetable from photo hydro positions.

The final manuscript should be used for adjusting hydrography in this area.

Below is a list of 1956 hydro stations located on manuscript T-9145.

<table>
<thead>
<tr>
<th>BAR</th>
<th>DUD</th>
<th>PUP</th>
<th>ACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>RUT</td>
<td>SAG</td>
<td>SKY</td>
<td>ZAO</td>
</tr>
<tr>
<td>TAP</td>
<td>TAP</td>
<td>JUG</td>
<td>YAM</td>
</tr>
<tr>
<td>VAN</td>
<td>NEL</td>
<td>DOT</td>
<td>WAD</td>
</tr>
<tr>
<td>WHY</td>
<td>BED</td>
<td>AMP</td>
<td>VAL</td>
</tr>
<tr>
<td>YEN</td>
<td>LOG</td>
<td>FOX</td>
<td>KIT</td>
</tr>
<tr>
<td>ARK</td>
<td>PIE</td>
<td>MAN</td>
<td>JAY</td>
</tr>
<tr>
<td>OAK</td>
<td>CAT</td>
<td>HUT</td>
<td>IDA</td>
</tr>
<tr>
<td>BUM</td>
<td>HER</td>
<td>MUB</td>
<td>CAB</td>
</tr>
<tr>
<td>ZOO</td>
<td>DAY</td>
<td>OBE</td>
<td>LIP</td>
</tr>
<tr>
<td>COW</td>
<td>BAB</td>
<td>PUT</td>
<td>BAG</td>
</tr>
</tbody>
</table>
FORM 1002(T-2) PHOTOCGRAMMETRIC OFFICE REVIEW

MAP T-9145

PROJECT PH-152

No Form 1002(T-2) was available at the time of final review and none is bound with this Descriptive Report.
2. A REAL FIELD INSPECTION:

The area is mountainous and is heavily wooded on the lower slopes. Quality of the photographs was good.

2. HORIZONTAL CONTROL:

The following supplemental control stations were established by triangulation:

BALD 1955  IKTWA ROCK 1955  BETTE 1955
PASS 1955  STUMP 1955  MILL 1955
CRAB 1955  SHIP I. TREE 1955  ADD 1955
HARD 1955  DONALD 1955  MOD 1955
MOON 1955  NAVE 1955  ELRINGTON IS. DAY
MAYEE 1955  FLOATING 1955  BEACON 1955
RAIN 1955  SCHUB 1955  ELRINGTON PASSAGE
NED 1955  1955  LT. 1955
     EVANS BAY LT. 1955

The following stations are reported lost on form 526:

CUBE 1910  HORN 1910  BEN 1927
DED 1910  HEX 1910  PRIEST 1906
JUT 1910  CUT 1910  TANG 1906
PIK 1910  PAS 1910  TEN 1927
VI 1910  ROT 1910  GOOD 1906
SHIP 1910  BIG 1910  GREEN 1910
SIR 1910  SPOT 1927  LAP 1910
HAT 1910  SLIDE 1927  BEAR 1907
WOOD 1910  SAM 1927  PORT 1917
BAD 1910  PEN 1927  SAID 1943

LIKE

Stations BEAR, 1907 and PORT, 1917 are reported lost but were identified for photo control. BEAR, 1907 is a tree which has fallen, the station mark at PORT, 1917 was found but the rock it was set in had been moved, however the station was pricked with sufficient accuracy for photo control.

The triangulation in the northern part of Prince of Wales Passage could not be recovered, supplemental control was established and identified as substitutes. Supplemental control was also established and identified in place of RED, 1927 and CLEARING, 1906.

4, 5, & 6 Inapplicable.
7. SHORELINE AND ALONGSHORE FEATURES:

This did not permit a detailed inspection of the shoreline, however notes on the field photos were made wherever possible.

8, 9 & 10 Inapplicable.

11. OTHER CONTROL:

Photo Hydro control was established using the preliminary manuscript. These stations are shown as red circles on the office photos.

Two topo disks, HANK, 1955 and BLUE 1955 were set in the vicinity of Mc Clure Bay, these are to be located by the photogrammetric office.

12 & 13 Inapplicable.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA:

Control station identification cards are submitted for all control identified on the photos.

Recovery notes for triangulation will be submitted direct to the Washington Office.

Triangulation data for Supplemental Control established will be submitted to the Washington Office.

Descriptions of Recoverable topo. Stations, HANK, 1955 and BLUE, 1955 are submitted with this report.

Respectfully submitted

Kenneth A. Mac Donald
Kenneth A. Mac Donald
Ensign, C&GS

APPROVED:

Allen L. Powell, LCDR., C&GS
for H.C. Applequist,
Commander, C&GS
Chief of Party
The shoreline for all hydrography accomplished during the 1957 field season is derived from shoreline manuscripts compiled on a 1:10,000 scale from aerial photographs. Signals for visual hydrography were derived by radial plot in the field, by recovery of previously selected photo-hydro stations when available, by intersection from triangulation, by plane-table, and by sextant cuts and fires. All signals located by radial plot in the field are indicated on the manuscripts by a red circle with the signal name alongside. A few signals located by plane-table and by triangulation cuts are indicated in the same manner. In a few instances, sextant cuts and fires were plotted on the manuscripts and the signal locations were indicated by blue circles with the same alongside.

Shoreline revisions and unusual methods of hydrographic signal location are summarized below:

**Preliminary Shoreline Manuscript P-8145**

The north shore of Fleeming Island appeared on this manuscript as a dashed line labeled "APPROXIMATE LIMIT". Five signals, VAL, TAD, TAM, ZAG and ACE, were located by theodolite cuts from triangulation stations. These five signals and nearby triangulation stations were used as control to locate the APNL by plane-table and stadia distances. The approximate APNL was removed from the black line impression of the manuscript and the correct shoreline was a traced. The rock nesh between ACH and ZAS and a small islet between CUP and ACE were located during the plane-table work.

Since this is a preliminary manuscript, this portion of the shoreline, the rock nesh and the small islet should be held fixed until the rest of the shoreline is adjusted to the correct datum.

The approximate APNL in the vicinity of BIM 1945, TIN and on around the small island was located by plane-table. Station BIM was located by plane-table and stadia distance. For this portion of the work, photo-hydro points were used exclusively for control. When the rest of the shoreline in the vicinity is adjusted to the correct datum this portion of shoreline and signal BIM should receive the same adjustment.

**Advance Shoreline Manuscript T-8141**

The approximate TNL between topographic signal VCH and triangulation station CPK 1933 was located by plane-table. The plane table was set up "02", oriented on PANK 1932, and the TNL was located by stadia distances to several points. The approximate TNL was removed from the black line impression and the correct TNL added.
The same method was used to obtain the true HNL between FLN and COD and between JAR and NPB. JAR is on the highest point of an island which was originally indicated by a reef symbol. The black line impression was corrected, on the basis of stadia distances by plane-table.

PRELIMINARY SKETCH MANUSCRIPT T-9130

On Hermit Island the approximate HNL between JAR and WAX was resolved by plane-table, using the manuscript as the field sheet. Stations COD, DIT and PGO were located by plane-table fixes on photo-hydro points, and all shoreline was controlled by photo-hydro points.

The approximate HNL between LIT and FAX 1951 was resolved by plane-table, using photo-hydro stations in the vicinity for control and the black-line impression as the field sheet. The same method was used between LOC and FAX, near CAD, between DOP and LAX and between TIF and PAS. Stations HET and HDT were located by plane-table.

In all the above work only photogrammetric control was used.

When the rest of the shoreline is adjusted to the correct datum the newly located shoreline should receive the same adjustment, also the signals located by plane-table.

The approximate HNL at latitude 60° 15′ 19″, longitude 148° 17′ 16″ was carefully field inspected and the true HNL is indicated on photograph FLN724 and FLN724-2. The true HNL in the small bay at latitude 60° 14′ 13″ and longitude 148° 17′ 15″, and in the vicinity of topographic station FBM 1951 is indicated on photograph FLN724. The true HNL between stations FBM and FIFY 1951 is indicated on photographs FLN724 and FLN724-1. The true HNL between stations FIBY 1951 and AIN is indicated on photograph FLN724.

PRELIMINARY SKETCH MANUSCRIPT T-9130

The approximate HNL between JAR and COD (T-9130C), in the vicinity of stations TIF, FFY, and in the vicinity of IAX and FLAX 1953 was resolved by plane-table, using photogrammetric control. Stations JAR, FFY and COD were located by plane-table. Station AGT was located by plane-table. All this work should be adjusted to the correct datum on the final manuscript.

Stations WAX and FOG were located by plane-table cuts using photogrammetric control. They should be adjusted to the correct datum on the final manuscript.

ADVANCE SKETCH MANUSCRIPT T-9130

The approximate HNL in the vicinity of signal HAN was field inspected and the true HNL is indicated on photograph FLN724.

The approximate HNL northwest of photo point JAR was resolved by plane-table. The correct HNL is now shown on the black-line impression.
The approximate NML at the following locations was resolved by plane-table and the correct NML is now shown on the black-line impression:

1. Vicinity of stations RAT and CAB.
2. Vicinity of station PML, latitude 60° 12.0’ N, longitude 15° 24.3’ W.
3. Vicinity of Z-10S 1933 and 1933.

The approximate NML in the vicinity of topographic station DOLT 1951 was field inspected and the true NML is indicated on photograph 3802/32.

No additional shoreline discrepancies were noted during hydrography and signal building. All signals appear to plot in their correct location with respect to the NML.

Special sheets were not prepared for any of the plane-table work. Some of the field work was done directly on the black-line impressions. In the remaining cases the field work was done on tracings of the black-line impressions. In each case, a tracing was used in the field only one day, and results transferred to the black-line impressions the same evening. There was no detectable distortion.

The following triangulation stations were identified this year:

<table>
<thead>
<tr>
<th>NAME</th>
<th>PHOTOGRAPH</th>
</tr>
</thead>
<tbody>
<tr>
<td>EART 1957</td>
<td>542296</td>
</tr>
<tr>
<td>FIST 1957</td>
<td>542295</td>
</tr>
<tr>
<td>DENG 1957</td>
<td>542294</td>
</tr>
<tr>
<td>GRIN 1957</td>
<td>542292</td>
</tr>
<tr>
<td>DRAD 1957</td>
<td>542291</td>
</tr>
<tr>
<td>FATA 1957</td>
<td>542293</td>
</tr>
<tr>
<td>FRID 1957</td>
<td>542293</td>
</tr>
<tr>
<td>VAT 1957</td>
<td>542293</td>
</tr>
<tr>
<td>GOAT 1957</td>
<td>542293</td>
</tr>
</tbody>
</table>

In addition, the following topographic stations marked in 1951 and located by radial plot, were re-located by triangulation cuts or short traverse from triangulation stations: Will 1957, UGA 1957, JOML 1957, SAND 1957.

Approved and forwarded:

Fred Catella
CDB, C4S
Commanding Ship BOVES
61. **GENERAL STATEMENT:**

See Summary on page 6 of this Descriptive Report.

An ozalid comparison print, (pages 54 through 43), with differences noted in Items 62 through 65, is bound with the original of this report.

Shoreline on the east side of Evans Island was corrected at latitude 60°08.9', longitude 147°57.7' and latitude 60°09.1', longitude 147°57.8', after comparison with Air Force Photo 41 WW M324.

62. **COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:**

A comparison was made with Survey No. 3093, scale 1:20,000, dated 1910. Differences between T-3093 and T-9145 are shown in blue on the comparison print.

There was not enough control to hold this map for a good comparison. There appear to be many differences.

Because mapping photography for T-9145 was taken near half tide, or higher, many of the rocks shown on T-3093 are not visible on the photographs and are not mapped on T-9145.

63. **COMPARISON WITH MAPS OF OTHER AGENCIES:**

A visual comparison was made with U.S.G.S. Quadrangle SEWARD (A-4), ALASKA, scale 1:63,360, dated 1952. Differences between this map and T-9145 are shown in brown on the comparison print.
It is noted that the name Ship Island appears on the quadrangle by the northerly of two small islands off the east side of Flemming Island between latitudes 60°09'30" and 60°10'00". This name appears by the southerly island on Chart 8523 and T-3093. It was approved at the southerly location by the Geographic Names Section and is shown by that island on T-9144.

There was no registered topographic survey available for comparison of the west side of Bainbridge Island.

64. **COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:**

A comparison was made with Survey No. H-8388, scale 1:12,500, dated 1956, and with Survey No. H-8205, scale 1:10,000, dated 1955. Differences between these surveys and T-9145 are shown in purple on the comparison print.

No differences in shoreline were noted; T-9145 was the base map for the shoreline compared.

Numerous rocks that were not visible on the photographs but were located by the hydrographer are indicated on the comparison print.

There was no contemporary hydrographic survey available for comparison of the east side of Evans Island.

65. **COMPARISON WITH NAUTICAL CHARTS:**

A visual comparison was made with Chart 8523, scale 1:40,000, 4th edition, dated Oct. 10, 1966. Differences between this chart and T-9145 are shown in red on the comparison print.

Numerous rocks awash and submerged rocks are noted. These were not visible on the photographs and are not mapped on T-9145.

The shoreline of Evans Island and adjacent rocks appear to agree with T-3093, the old survey, rather than T-9145.
66. **ADEQUACY OF RESULTS AND FUTURE SURVEYS:**

This survey complies with Job Instructions, Bureau requirements, and the National Standards for Map Accuracy. No accuracy tests were run in the field.

Reviewed by:

*Charles M. Bishop*

Charles H. Bishop  
Cartographer  
January 28, 1971

Approved for forwarding:

*Helvin J. Umbach*  
Chief, Photogrammetry Division, AMC

Approved:

*Allen L. Powell*  
Chief, Photogrammetric Branch  
Director, Atlantic Marine Center

Approved:

*Charles Thomas*  
Chief, Photogrammetry Division  
*Jack E. How*
COMPARISON PRINT

Purple = H-8205  
Brown = SEWARD (A-3)  
Red = Chart 8523  
Blue = T-3093
**Comparison Print**

- **Purple** = H-8205 & H-8388
- **Brown** = SEWARD (A-3)
- **Blue** = T-3093
- **Red** = Chart 8523

---

**Legend:**
- "TABLE, 1907"
- "Blue Res also on (A-3)"
- "Also on Chart"
- "RAFT 1956"
- "DAY"
- "SHARK"
- "SHALLOW"
- "GAFF 1956"

---

**Map Details:**
- "148° 02'"
- "60° 11' 15"
- "H-8205"
Ship Island here
on SEWARD (A-3)

5 Rks shown in this
area on (A-3)

Also on chart

COMPARISON PRINT

Purple = H-8388
Brown = SEWARD (A-3)
Blue = T-3093
Red = Chart 8523
Comparison Print

Purple = H-8388
Brown = Seward (A-3)
Blue = T-5093
Red = Chart 8523

Also on Chart

Location:
- 147° 59' 10D
- 147° 58'
- 08' 30''
<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/3/59</td>
<td>8515</td>
<td>Helmer</td>
<td>Before Verification and Review</td>
</tr>
<tr>
<td>11/4/77</td>
<td>8523</td>
<td>Stember</td>
<td>Before Verification and Review</td>
</tr>
<tr>
<td>5/13/84</td>
<td>16702</td>
<td>B. Fawcett</td>
<td>Before After Verification and Review Dog #8 considered adequately applied</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.