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<th>Type of Survey</th>
<th>SHORELINE</th>
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<tr>
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<td>Office No.</td>
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<th>LOCALITY</th>
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<td>State</td>
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<td>General locality</td>
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<tr>
<td>Locality</td>
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1950-55

CHIEF OF PARTY
Cartographic Branch, Photogrammetry Division
Washington, D.C.

LIBRARY & ARCHIVES

DATE
## DESCRIPTIVE REPORT - DATA RECORD

**PROJECT NO. (III):**

PH-152

**FIELD OFFICE (III):**

CHIEF OF PARTY

**PHOTOGRAMMETRIC OFFICE (III):**

Washington, D. C.

OFFICER-IN-CHARGE

L. W. Swenson

**INSTRUCTIONS DATED (III) (IV):**

31 December 1954 - 731-XKL
11 February 1955 - 732-XKL
14 March 1956 - Supplement 2, Project 6152

**METHOD OF COMPILATION (III):**

Graphic

**MANUSCRIPT SCALE (III):**

1:10,000

**STEREOSCOPIC PLOTTING INSTRUMENT SCALE (III):**

**DATE RECEIVED IN WASHINGTON OFFICE (IV):**

**DATE REPORTED TO NAUTICAL CHART BRANCH (IV):**

**APPLIED TO CHART NO.:**

**DATE:**

**DATE REGISTERED (IV):**

**GEOGRAPHIC DATUM (III):**

N. A. 1927

**VERTICAL DATUM (III):** M. H. W.

MEAN SEA LEVEL EXCEPT AS FOLLOWS:

Elevations shown as (LC) refer to mean high water
Elevations shown as (L) refer to sounding datum
i.e., mean low water or mean lower low water

**REFERENCE STATION (III):**

**LAT.:**

**LONG.:**

[ ] ADJUSTED

[ ] UNADJUSTED

**PLANE COORDINATES (IV):**

<table>
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<th>X</th>
<th>Y</th>
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**STATE**

**ZONE**

**ROMAN NUMERALS INDICATE WHETHER THE ITEM IS TO BE ENTERED BY (III) 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.**

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY
DATA RECORD

Field Inspection by (II):
See Photogrammetric plot report

Planetable contouring by (II):

Completion Surveys by (II):

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

Projection and Grids ruled by (IV): A. Riley
Date: 1-7-55
Projection and Grids checked by (IV): H. D. Wolfe
Date: 1-12-55
Control plotted by (III): G. Amburn
Date: 16-18 Mar. 1955

Control checked by (III): J. Hundley
Date: 21-22 Mar. 1955

Radial Plot or Stereoscopic
Control extension by (III): S. G. Blankenbaker
J. E. Hundley
Planimetry

Stereoscopic Instrument compilation (III):
Contours

Manuscript delineated by (III):
9146 - Charles Baldwin
9147 - J. E. Hundley
9148 - S. G. Blankenbaker
9149, 9150, 9151 - J. P. Battley, Jr.

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

Elevations on Manuscript
checked by (II) (III):

Date:
**USGS, Single lens and Air Force Single lens PHOTOGRAPHS (III)**

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
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<th>Scale</th>
<th>Stage of Tide</th>
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<tbody>
<tr>
<td>54W-2296-2303</td>
<td>26 July 1954</td>
<td>12:29-12:33</td>
<td>1:10,000 (Ratio)</td>
<td>5.9 above MLLW</td>
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<tr>
<td>54W-2306-2311</td>
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<td>12:40-12:43</td>
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<td>5.7</td>
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<tr>
<td>54W-2315-2322</td>
<td></td>
<td>12:56-12:59</td>
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<td>4.7</td>
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<td>54W-2329-2401</td>
<td></td>
<td>13:42-13:45</td>
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<td>4.0</td>
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<td>91RTS, M324, 91SRW, 41LV-45VV-17 July '50 - 22439</td>
<td></td>
<td></td>
<td>5.7</td>
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<td>91RTS, M348, 91SRW, 59VV-64VV-2 Aug. '50 - 22439</td>
<td></td>
<td></td>
<td>6.6</td>
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**Tide (III)**

| Reference Station: CORDOVA, ALASKA, pp. 122 & 181 |
| Subordinate Station: *CULROSS BAY, WELLS PASSAGE |

**Atlantic Marine Center Review by (IV): C. H. Bishop**

**Final Drafting by (IV):**

<table>
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<tr>
<th>Ratio of Ranges</th>
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<td>1.0</td>
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<td>12.1</td>
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**Drafting verified for reproduction by (IV):**

**Proof Edit by (IV):**

| Land Area (Sq. Statute Miles) (III): |
| 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): |
| Number of BMs searched for (II): |
| Number of Recoverable Photo Stations established (III): |
| Number of Temporary Photo Hydro Stations established (III): |

**Remarks:**

The following data also applies to this project (Ph-152):

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<th>Time of Tide</th>
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<th>Diurnal Range</th>
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<tr>
<td>Hogg Bay, Port Bainbridge</td>
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<td>0.9</td>
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<tr>
<td>Latouche, Latouche I.</td>
<td>00</td>
<td>0.9</td>
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<td>Savmill Bay, Evans I.</td>
<td>00</td>
<td>0.9</td>
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<tr>
<td>Eshamy Bay, Knight I. Passage</td>
<td>+05'</td>
<td>1.0</td>
<td>9.5</td>
<td>11.9</td>
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<tr>
<td>Chenegu I., Dangerous Passage</td>
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Form T-Page 4
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<th>Compilation Record</th>
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<tr>
<td>Shoreline compiled</td>
<td>April 1955</td>
<td>Superseded</td>
</tr>
<tr>
<td>Manuscript revised</td>
<td>May 1956</td>
<td></td>
</tr>
<tr>
<td>Final Review</td>
<td>Feb. 1951</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Feb. 1976</td>
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SUMMARY TO ACCOMPANY

DESCRIPTIVE REPORT T-9148

Several years have elapsed between the compilation and final review of this map. None of the office 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. T-9148 is at the south end of Prince of Wales Passage.

Compilation was by radial plot in 1955, using ratio prints of 1:30,000 scale photographs taken in July 1954. There was no field inspection before the original compilation.

Previously established horizontal control and new triangulation stations were identified during the 1955 field season. Using these additional stations, new positions for pass points and photo centers used in the original plot were determined by stereoplanigraph bridging and the manuscript was revised in 1956. Classification of this manuscript is INCOMPLETE.

The Field Inspection Report by Kenneth A. MacDonald in 1955, which is bound with this Descriptive Report in place of the Field Edit Report, indicates that little, if any, field edit was accomplished, other than the recovery and identification of additional horizontal control and the establishment and identification of new control, where needed.

Final review was done at the Atlantic Marine Center in February 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.
21. **Area Covered**

Shoreline manuscripts (preliminary) included in this report are the following: T-9146, T-9147, T-9148, T-9149, T-9150 and T-9151.

22. **Method**

Polyconic projection and grid lines were ruled at 1:10,000 scale on the manuscripts. The grid lines were used in joining the manuscripts for the radial plot. Manuscripts T-9144 and T-9145 were included with those previously listed for one laydown. A tab was made to extend to control stations LATOUCHE CANYON, CLUB, FLAG POLE, 1927, SUMMIT, 1905, and LATOUCHE HIGH PEAK, 1905 on the east.

The calibration templates were used, for all photographs involved, in the preparation of the vinylite hand templates.

The photographs were positive paper prints with enlargement of three and four diameters. All photographs used are listed in the data record of this report.

The results obtained from the radial plot most probably meet the requirements of mapping accuracy in the areas covered by manuscripts T-9146, T-9148, T-9150 and are less accurate in the areas covered by manuscripts T-9147, T-9149 and T-9151. These conditions are the results of a combination of factors, such as:

1. Flight line coverage of single-lens photography, and
2. scarcity of identifiable control, especially on the north end of ELRINGTON ISLAND and west central coast of LATOUCHE ISLAND.

Note: Metal templates were prepared and used in an attempted laydown of the plot but the results were questionable and the method abandoned.

Some difficulty was encountered in transferring control from 1:40,000 scale prints to 1:10,000 scale prints. (See paragraph 24 of this report.)

23. **Adequacy of Control**

An attached sketch indicates the density and distribution of control within the area covered by this report. The majority of control stations were office identified, and only seventy-two percent held in the plot. Control is inadequate/void at or near north end of Elrington Island and on west central coast of Latouche Island.

Map position is believed to be least accurate in the eastern half of manuscripts T-9147, T-9149 and T-9151.
24. **SUPPLEMENTAL DATA**

The following planimetric sheets were aids in identifying control and in the delineation of shoreline and foreshore features:

- 2770 - scale 1:40,000, 1906
- 3093 - scale 1:20,000, 1910
- 4285 - scale 1:10,000, 1927
- 4308 - scale 1:20,000, 1927
- 4316 - scale 1:10,000, 1927

Photo-identification data of horizontal control, on 1:40,000-scale prints by the 30th Engineer Battalion in 1951, was used in conjunction with office identification of control on 1:10,000-scale prints.

25. **PHOTOGRAPHY**

The photography was adequate as to coverage and overlaps, but inadequate as to placement of flight lines and definition on outer edges.

Although the higher altitude photography minimized relief displacement of trees along the shoreline, it did not alleviate the problem of picking control and pass points in those areas.

**SKETCH AND GEOGRAPHIC POSITIONS**

A sketch and list of geographic positions are attached.

Approved: Respectfully submitted

[Signature]
Roscoe J. French
Supervisory Cartographer

[Signature]
James E. Hundley
Cartographer
HORIZONTAL CONTROL STATIONS HELD IN RADIAL PLOT NO. 1
T-9146, T-9147, T-9148, T-9149, T-9150, T-9151

190. BEBE, 1933 (Sub. Sta.)*  272. CROSS, 1943
198. WAT, 1927, r-48  273. CLEAR, 1943
199. GOAT, 1927  274. HALF, 1942
218. ROT, 1910  276. AGE, 1948
220. HORN, 1910  279. RUTH, 1943
225. BEAR, 1907, r-09  280. NUE, 1943 (Sub. Sta.)*
235. SHUN, 1927  281. LOW, 1943
240. ISLE, 1910, r-27  285. INNER, 1943
247. SAND, 1910  286. SIP, 1943
248. FED, 1910  296. ISLAND, 1927
249. OFF, 1910  299. LONE TREE PT. LT., 1927
252. TOP 2, 1927  306. NOE, 1927
254. ROCK (ROCK 2), 1927  308. ELRINGTON LT., 1927
256. SHAN, 1927  319. KNOB, N. of Fairview, 1905
257. PIKE, 1927  322. LATOUCHE HIGH PK., 1905
257B. HEN, 1927  328. SUMMIT, 1905, r-07
258. HOGG, 1927  331A. LATOUCHE, COMMUNITY CLUB,
262. HYDRO, 1943  FLAG POLE, 1927
271. PLAIN, 1948  339. ELRINGTON, HIGHEST PK., 1905

*Field identified.
Radial Plot Sketch

△ Stations held

○ Photo centers
PHOTOGRAHMNETIC PLOT REPORT
Prince William Sound, Alaska
Project 6152, T-9148 thru T-9150
Scale 1:10,000
May 1956


21. AREA COVERED

This report applies to shoreline maps T-9148 through T-9150. T-9148 and T-9150 are classified as "Incomplete" maps and T-9149 is classified as a "Preliminary" map.

22. METHOD

Refer to the corresponding paragraph in the attached Photogrammetric Plot Report No. 1 attached to this Descriptive Report.

23. ADEQUACY OF CONTROL

Control was adequate for the area of T-9148 and T-9150 and map positions are within Bureau standards. Control is inadequate for the area of T-9149 and also for T-9151 which latter map is to the east of T-9150 and south of T-9149. Horizontal control recovered or established in 1955 and field identified on photographs was available for this plot.

24. SUPPLEMENTAL DATA

None.

25. PHOTOGRAPHY

Refer to corresponding paragraph for Photogrammetric Plot Report No. 1.

SKETCH AND FORM M-2388-12, CONTROL STATION DATA

A sketch and list of geographic positions are attached.

Submitted:

K. N. Maki
PRINCE WILLIAM SOUND
CONTROL SUMMARY FOR
PHOTOGRAMMETRIC PLOT
T-9148, T-9149, T-9150

The following stations, field identified on photographs, were used in this radial plot:

T-9148

Off, 1910
Ped, 1910
*Rock (Rock 2) 1927
Isle, 1910
Top 2, 1927 Sub. pt.
Swan, 1927
Sand, 1910
Fyke, 1927
Bald, 1955
Pass, 1955

*Station Po, 1927 was field identified as the top of the highest rock in a group of rocky islets but this is the description of station Rock (Rock 2) 1927 and station Po, 1927, according to description, is 10 feet above MHW. Thus, the station identified as Po, 1927 is actually station Rock (Rock 2) 1927 which latter station was held in the radial plot. The subject stations are approximately 70 meters distant from each other.

T-9149

Evans Bay Lt, 1955
Elrington Passage Lt, 1955
Evans, 1905 Sub. Pt.
Shum, 1927 Sub. Pt.

T-9150

Nod, 1955
Add, 1955
Evans Island Lt, 1955
Elrington Lt, 1927
Wales 2, 1927
Lone Tree Pt Lt, 1927
Island, 1927
Blank, 1927 Sub. Pt.
Foot, 1906
Rington, 1955
Donald, 1955
T-2146 (north of plot)

T-2147 North of plot
Moon, 1955
Rain, 1955
PHOTOGRAMMETRIC PLOT SKETCH
PROJ-6152 PRINCE WILLIAM SD
SCALE 1:10,000
MAY 1956

▲ STATION HELD
▲ STATION NOT HELD
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 stereoplanigraph 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:


OFF 1927, EVAHS 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) TME 1943 - 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) HORR 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

R. L. Sugden

Approved:

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

SCALE 1:10,000
DEC 1957

△ STATION HELD
△ STATION NOT HELD
○ U.S.C. & G.S. "W" CAMERA PHOTOGRAPHS
☐ AIR FORCE PHOTOGRAPHS: SERIES M-324

KEY TO NUMBERED STATIONS
209 - PISA 1948
260 - PLAT 1948
258 - HOOG 1927
235 - SHUN 1927
238 - EVANS 1905
240 - ISLE 1910
247 - SAMP 1910
248 - PED 1910
249 - OFF 1910
252 - TOP Z 1927
254 - ROCK ROCK 2 1927
286 - SWAN 1927

or names of other numbered stations see original report.
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<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR $v$-COORDINATE</th>
<th>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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<tbody>
<tr>
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<td>West of Sheet</td>
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<td>Swan, 1927</td>
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<td>Frye, 1927</td>
<td>VI 270</td>
<td>60-01-39.328</td>
<td>148-18-43.624</td>
<td>West of Sheet</td>
<td>1217.2 (639.7)</td>
<td>675.6 (253.7)</td>
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<td>Hen, 1927</td>
<td>VI 279</td>
<td>60-01-41.80</td>
<td>148-18-50.97</td>
<td>West of Sheet</td>
<td>1293.7 (563.2)</td>
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<tr>
<td>Rock, 1927</td>
<td>(Rock 2) VI 279</td>
<td>60-00-27.02</td>
<td>148-16-52.52</td>
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<td>836.2 (1020.7)</td>
<td>813.9 (115.9)</td>
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<tr>
<td>Top 2</td>
<td>1927 VI 270</td>
<td>60-01-05.044</td>
<td>148-11-54.733</td>
<td></td>
<td>156.1 (1700.8)</td>
<td>84.79 (81.7)</td>
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<td>Elev. 9 ft.</td>
<td>Sand, 1910 VI 269</td>
<td>60-02-45.461</td>
<td>148-08-12.588</td>
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<td>140.7 (449.9)</td>
<td>194.8 (733.9)</td>
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<td>Elev. 3 ft.</td>
<td>Off. 1910 VI 274</td>
<td>60-02-09.603</td>
<td>148-08-54.672</td>
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<td>297.2 (1559.7)</td>
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<td>Elev. 1 ft.</td>
<td>Ped, 1910 VI 269</td>
<td>60-02-25.229</td>
<td>148-08-33.587</td>
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<td>780.8 (1076.1)</td>
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<td>Elev. 15 ft.</td>
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<td>60-02-04.755</td>
<td>148-07-28.531</td>
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<td>147.2 (1709.7)</td>
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<td>Elev. 10 ft.</td>
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<td>60-01-40.600</td>
<td>148-12-23.394</td>
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<td>1256.5 (600.4)</td>
<td>362.3 (567.0)</td>
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<tr>
<td>Shaw, 1927</td>
<td>VI 276</td>
<td>60-01-19.230</td>
<td>148-12-03.672</td>
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<td>595.1 (1261.8)</td>
<td>56.9 (872.5)</td>
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<tr>
<td>Spot, 1927</td>
<td>VI 279</td>
<td>60-00-47.77</td>
<td>148-13-43.02</td>
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<td>1478.4 (378.5)</td>
<td>666.6 (263.1)</td>
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<td>Slide, 1927</td>
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<td>148-13-43.02</td>
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1 FT = 304.8006 METER

COMPUTED BY: C. O. DeMarr DATE: 15 March 1955
CHECKED BY: G. Amburn DATE: 16 March 1955
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<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</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>Po, 1927</td>
<td>VI 270</td>
<td>1927</td>
<td>60-00-25.506</td>
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<td>789.4 (1067.5)</td>
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<td>Elevation 7 ft.</td>
<td>VI 269</td>
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<td>Turning, 1910</td>
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<td>60-03-00.908</td>
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<td>28.1 (1828.8)</td>
<td></td>
</tr>
<tr>
<td>Tree, 1910</td>
<td>VI 269</td>
<td></td>
<td>148-06-53.546</td>
<td></td>
<td>828.7 (99.9)</td>
<td></td>
</tr>
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</table>

1 FT = 3048006 METER

<table>
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<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>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>
</tr>
</thead>
<tbody>
<tr>
<td>SAND 1910 Sub pt.</td>
<td>1927</td>
<td>148 08</td>
<td>60 02</td>
<td>148.08</td>
<td>1856.9</td>
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</tr>
<tr>
<td>PASS 1955</td>
<td>Field Comp. G-11067</td>
<td>n</td>
<td>60 03 41.598</td>
<td>148.08 03.555</td>
<td>1856.9</td>
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<tr>
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<td>&quot;</td>
<td>n</td>
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<tr>
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<td>60 02</td>
<td>148.06</td>
<td>1856.9</td>
<td>928.7</td>
<td>830.3 (98.4)</td>
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<tr>
<td>TOP 2 Sub pt. 1927</td>
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<td>n</td>
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<td>148 11</td>
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1 FT. = 0.3048006 METER

COMPUTED BY: D. Carrier  DATE: 4-27-56  CHECKED BY: R. Sugden  DATE: 4-30-56
31. **DELINEATION:**

Shoreline and foreshore features were delineated on the manuscripts from office stereoscopic interpretation only.

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 to adjust the planimetry to manuscript scale by holding to compilation points of near-sea-level elevation.

The wooded nature of these islands and the three- and four-time enlargement of the photographs are factors which prevent a complete symbolization of the MHWL and offshore features. The displacement of the trees causes overhang, and shadows are also a deterrent in properly identifying horizontal control alongshore. Consequently, more use is made of the dashed approximate shoreline symbol than is desired. Due to the fact that the photography was flown at nearly half-tide with the U-camera coverage, much of the shallow areas alongshore show as being close to the approximate Low Water line and have been so symbolized in preference to the dashed shallow line symbol. It should be verified before charting.

32. **CONTROL:**

Only two field-identified control stations were held. All other control was office identified (see radial plot report). The two field identified stations fall outside (north of) the manuscripts covered by this report.

33. **SUPPLEMENTAL DATA:**

See radial plot report for planestable topographic surveys which were used as an aid in office identifying control and delineating the shoreline and foreshore features.

34. **CONTOURS AND DRAINAGE:**

Not applicable.

35. **SHORELINE AND ALONGSHORE DETAILS:**

The shoreline and alongshore features were delineated from office interpretation of the photographs. In regard to the interpretation of the MHWL, it should be noted that the photographs were taken at approximately half tide, the range of tide being 12 feet. Several fairly definite lines alongshore are visible on the photographs. The line judged most likely to be the MHWL was chosen and the compilers made a consistent effort to delineate this line on the manuscripts.

Wider use was made of the low-water line symbol than is generally the case on preliminary manuscripts. The horizontal position of the low-water line is questionable due to the range of tide and time of photography. For the same reason, many of the small offshore rocks may be incorrectly symbolized for lack of reference data.
There is probably ambiguity in the use of the ledge and boulder beach symbol. However, an attempt was made to reserve the ledge symbol for the sheet rock ledge-type formation.

The MHWL shown with the approximate MSL symbol is thought to be fairly accurate in relation to the other details on the manuscripts as regard to horizontal position and general configuration. Because of the tree overhang and heavy shadow, field inspection is particularly needed in these areas.

36. **OFFSHORE FEATURES:**

**T-9146**

Office interpretation of offshore details is subject to field verification by the hydrographic party. All visible rocks have been shown, and reference to old topographic surveys and to the nautical charts were an aid in the attempt to identify and locate isolated rocks. Not all of them could be seen on this photography, and the compiler has tried to locate only those with a definite image.

37. **LANDMARKS AND AIDS:**

**T-9149**

Two lights shown on Nautical Chart 8523 were searched for. Evans Bay Light on the north end of the peninsula, south side of Sawmill Bay, could not be identified. Elrington Passage Light on the island west of Battles Island was identified and marked on two photos. As the two cuts were strong and scale excellent the position of the light is believed to be good. G.P.: 60° 02' (1492m) 143° 00' (500m).

In the area of San Juan and Port Ashton tanks of possible landmark value were delineated. The tank delineated at San Juan agrees favorably with landmark position shown on Chart 8523. At Port Ashton the tanks, as shown on the manuscript, do not agree with the position on the chart.

**T-9150**

Evans Island Light on the southeast shore of Evans Island was searched for but could not be identified on the photos.

38. **CONTROL FOR FUTURE SURVEYS:**

A set of office prints were prepared for the use of the hydrographic party in establishing photo-hydro stations in accordance with Photogrammetry Instructions No. 45.

39. **JUNCTIONS:**

Junctions were effected on all sides of these manuscripts, except on the north of T-9146 and T-9147 where the junction may not agree with the Advance Manuscripts which are in progress on T-9144 and T-9145.
40. **HORIZONTAL AND VERTICAL ACCURACY:**

See Paragraph 22, *Method*, of the radial plot report.

*Note:* Control stations Slide, 1927 (T-8148) and Con, 1927 (T-9150) were not used in controlling the radial plot. During compilation it was noted that their plotted positions fall on the delineated positions of small offshore rocks, affording a good field horizontal accuracy check in the event the stations are recoverable.

Inasmuch as the time and date of the Air Force photography was unknown, a comparison was made with the adjoining photography and it was concluded that the stage of tide was near high water. It is, therefore, possible that the shoreline is of less accuracy where these photographs were used for delineation.

46. **COMPARISON WITH EXISTING MAPS:**

A comparison was made with USGS Quadrangles Blying Sound D-3, Blying Sound D-4, Seward A-3, and Seward A-4, during compilation. Due to scale, these manuscripts are of better detail and will supersede the quadrangles when the horizontal accuracy is verified by forthcoming field inspection in 1955.

47. **COMPARISON WITH NAUTICAL CHARTS:**

All manuscripts were compared with Nautical Chart No. 8523, scale 1:40,000, published January 1935, corrected to July 151.

**T-9146**

Chart 8523 shows a rock awash at 60° 04' 143° 15.5' which could not be found on the photographs. All other charted rocks within the limits of this manuscript were located.

**T-9147**

Not all of the offshore rocks could be located between the small islands just south of Gupuk Bay. The foul ground symbol is shown to indicate the danger area.

Several rocks offshore from the peninsula on Evans Island, northeast of Iktwa Rocks, were not visible on these photographs and are not located.

**T-9148**

Numerous offshore rocks awash shown on Chart 8523 around Bethel's Island, in Sawmill Bay, were searched for and could not be identified. The bridge and road shown on the chart at Horseshoe Bay, on the west side of Ilatouche Island, is nonexistent.

**T-9150**

The rock awash just offshore on the south side of North Twin Bay cannot be seen on this photography.
48. GEOGRAPHIC NAMES

**T-9146**
- PT. WATERS
- BAINBRIDGE PASSAGE
- HOOG PT.
- HOOG BAY
- BAINBRIDGE ISLAND
- PRINCE OF WALES PASSAGE

**T-9147**
- BAINBRIDGE ISLAND
- PRINCE OF WALES PASSAGE
- GUQUK BAY
- IVTER ROCKS
- SHELTER BAY
- EVANS ISLAND
- CRAB BAY
- JOHNSON COVE
- LATOUCHE PASSAGE
- CRAB BAY (SETTLEMENT)
- FORT BENVY
- PIKUMILUK PT.
- GUQUK PT.

**T-9148**
- BAINBRIDGE ISLAND
- PRINCE OF WALES PASSAGE
- EVANS ISLAND
- ALUKIA BAY
- SQUIRREL BAY
- SWANSON BAY
- SWANSON PT. (TAB)
- PT. FYKE (T-9148)
- FORT BAINBRIDGE (EXTENDED)
- PROCESSION ROCKS
- HOOG BAY
- ABERK PT.

**T-9149**
- EVANS ISLAND
- ERLINGTON PASSAGE
- SAWMILL BAY
- PRINCE OF WALES PASSAGE
- LATOUCHE PASSAGE
- LATOUCHE ISLAND
- HORSESHOE BAY
- BETTLES ISLAND
- SAN JUAN
- PORT ASHTON
- ERLINGTON ISLAND

**T-9150**
- ERLINGTON ISLAND
- ERLINGTON PASSAGE
- EVANS ISLAND
- PORT BAINBRIDGE
- NORTH TWIN BAY
- SOUTH TWIN BAY
- PT. ERLINGTON
- LONE TREE PT.
- SQUIRREL BAY

**T-9151**
- ERLINGTON ISLAND
- ERLINGTON PASSAGE
- EVANS ISLAND

Approved by:  

[Signature]
Roscoe J. French  
Supervisory Cartographer

Submitted by:  

[Signature]
Samuel G. Blankenhauer  
Cartographer
SUPPLEMENT TO COMPILATION REPORT

Surveys T-9148 through T-9151

Field work in 1955 included the identification of existing triangulation stations and the establishment of some new ones. These stations are listed in the Photogrammetric Plot Report for these surveys which is part of this descriptive report.

New bases at a scale of 1:100000 were prepared for use in the relocation of photo-centers and pass points by radial plot methods. The general shift in datum between this plot and the preliminary plot was small. Areas which were recompiled differed from the preliminary positions as great as approximately 20 meters.

Because most areas were in agreement in position with the preliminary manuscripts, no new manuscripts were prepared. The preliminary manuscripts were corrected where position shifts or errors were indicated. All changes are shown in red. Also segments of shoreline on T-9148 and T-9150 which were not compiled on the preliminary manuscripts are shown on these surveys. Surveys T-9148 and T-9150 are classed as "Incomplete" until complete shoreline inspection is accomplished; T-9149 and T-9151 are classed as "Preliminary".

Submitted:

Everett H. Ramey
13 July 1956
October 19, 1970

GEOGRAPHIC NAMES
FINAL NAME SHEET
PH-152 (Alaska)

T-9148

Aluklik Bay
Amerk Point
Bainbridge Island
Evans Island
Hogg Bay
Point Pyke
Prince of Wales Passage
Procession Rocks
Squirrel Bay
Swanson Bay
Swanson Point

Approved:  

A. J. Wright
Chief Geographer

Prepared by:  

Frank W. Pickett
Cartographic Technician
### SHORELINE SURVEY T-9248

#### 49. NOTES FOR THE HYDROGRAPHER:

<table>
<thead>
<tr>
<th>Photo-Hydro Stations</th>
<th>(No descriptions available at time of compilation)</th>
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</thead>
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<tr>
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<td>CAP</td>
<td>ABE</td>
</tr>
<tr>
<td>GET</td>
<td>MOG</td>
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<tr>
<td>JIM</td>
<td>CRO</td>
</tr>
<tr>
<td>FOG</td>
<td>POL</td>
</tr>
<tr>
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<td>ROW</td>
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<td>QAR</td>
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<td>BAY</td>
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<td>DOT</td>
<td>HAN</td>
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<tr>
<td>BUM</td>
<td>BEN</td>
</tr>
<tr>
<td>CAB</td>
<td>HAG</td>
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</table>
FORM 1002(T-2) PHOTOGRAMMETRIC OFFICE REVIEW

MAP T-9148

PROJECT PH-152

No Form 1002(T-2) was available at the time of final review and none is bound with this Descriptive Report.
FIELD INSPECTION REPORT
PRINCE WILLIAM SOUND, WESTERN PART

PROJECT 1277
Ship BOWIE

H.C. Applequist
Chief of Party

2. 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:

<table>
<thead>
<tr>
<th>Bald 1955</th>
<th>Iktwa Rock 1955</th>
<th>Bette 1955</th>
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</thead>
<tbody>
<tr>
<td>Crab 1955</td>
<td>Ship I. Tree 1955</td>
<td>Add 1955</td>
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<td>Hard 1955</td>
<td>Donald 1955</td>
<td>Mod 1955</td>
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<td>Simple 1955</td>
<td>Rington 1955</td>
<td>Evans Is. Lt. 1955</td>
</tr>
<tr>
<td>Moon 1955</td>
<td>Nave 1955</td>
<td>Elrington Is. Day</td>
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<tr>
<td>Hayne 1955</td>
<td>Puring 1955</td>
<td>Beacon 1955</td>
</tr>
<tr>
<td>Rain 1955</td>
<td>Schub 1955</td>
<td>Elrington Passage Lt. 1955</td>
</tr>
<tr>
<td>Ned 1955</td>
<td></td>
<td>Evans Bay Lt. 1955</td>
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</table>

The following stations are reported lost on form 526.

<table>
<thead>
<tr>
<th>Curve 1910</th>
<th>Horn 1910</th>
<th>Ben 1927</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ded 1910</td>
<td>Hex 1910</td>
<td>Priest 1906</td>
</tr>
<tr>
<td>Jut 1910</td>
<td>Cut 1910</td>
<td>Tang 1906</td>
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<tr>
<td>Pik 1910</td>
<td>Pas 1910</td>
<td>Ten 1927</td>
</tr>
<tr>
<td>Vi 1930</td>
<td>Rot 1910</td>
<td>Good 1906</td>
</tr>
<tr>
<td>Ship 1910</td>
<td>Big 1910</td>
<td>Green 1910</td>
</tr>
<tr>
<td>Sir 1910</td>
<td>Spot 1927</td>
<td>Lap 1910</td>
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<tr>
<td>Hat 1910</td>
<td>Slide 1927</td>
<td>Bear 1907</td>
</tr>
<tr>
<td>Wood 1910</td>
<td>Sam 1927</td>
<td>Port 1917</td>
</tr>
<tr>
<td>Bad 1910</td>
<td>Pen 1927</td>
<td>Said 1948</td>
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</tbody>
</table>

Extra:

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:

Time 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 ELUE 1355 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 ELUE, 1355 are submitted with this report.

Respectfully submitted

Kenneth A. Mac Donald
Ensign, C&GS

APPROVED:

Allen L. Powell, LCDR., C&GS
for H.C. Applaquist,
Commander, C&GS
Chief of Party
REVIEW REPORT T-9148
SHORELINE
FEBRUARY 12, 1971

61. GENERAL STATEMENT:

See Summary on page 6 of this Descriptive Report.

An ozalid comparison print, (pages 35 through 45), with differences noted in Items 62, 63, and 65 is bound with the original of this report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

A comparison was made with Survey No. T-3093, scale 1:20,000, dated 1910 and with Survey No. T-4308, scale 1:20,000, dated July-August 1927. Differences between these surveys and T-9147 are shown in blue on the comparison print.

T-3093 covers the south shore of Bainbridge Island and the west shore of Evans Island. There are varying differences in shoreline placement, the greatest being at the south end of Bainbridge Island.

T-4308 covers the Port Bainbridge area of T-9148. There are also large differences in shoreline placement in this area, especially at the head of Swanson Bay.

Rocks shown in blue on the comparison print, that do not represent a rock mapped on T-9148, were not visible on the photographs.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A visual comparison was made with U.S.G.S. Quadrangles SEWARD (A-3) and SEWARD (A-4), ALASKA, both scale 1:63,360, and both dated 1952. Significant differences between these maps and T-9148 are shown in brown on the comparison print.

Rocks shown in brown on the comparison print, that do not represent a rock mapped on T-9148, were not visible on the photographs.
64. **COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:**

A comparison was made with unverified copies of smooth sheets for Survey Nos. H-8204 and H-8205, both 1:10,000 scale, and both dated 1955. No significant differences were noted.

65. **COMPARISON WITH NAUTICAL CHARTS:**

A visual comparison was made with Chart 8523, 1:40,000, 4th Edition, dated Oct. 10, 1966. Differences between this chart and T-9148 are shown in red on the comparison print.

The Bainbridge Island shoreline appears to be the same as the T-9148 shoreline. However, for Evans Island, the same shoreline differences exist between Chart 8523 and T-9148 that exist between the old topographic survey and T-9148. The chart topography for Evans Island was apparently taken from Registered Survey No. T-3093. This is not noted on the comparison print.

The only discrepancies noted on the comparison print are rocks. They were not visible on the photographs.

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 H. Bishop
Cartographer
February 12, 1971

Approved for forwarding:

Melvin J. Umbach, CDR, NOAA
Chief, Photogrammetry Division, AMC
Approved:

Allen L. Powell
Allen L. Powell, RADM, NOAA
Director, Atlantic Marine Center

Approved:

[Signature]
Chief, Photogrammetric Branch

Jack E. Guth
Chief, Photogrammetry Division
COMPARISON PRINT

Blue = T-4308
COMPARISON PRINT

Brown = SEWARD (A-4)
Blue = T-4308

INCOM
Projection lines were used to control this shoreline.

COMPARISON PRINT

Brown = SEWARD (A-3)
Blue = T-4308 & T-3093
COMPARISON PRINT

Brown = SEWARD (A-4)
Blue = T-4308 & T-3093

△ SHAW, 1927

54 W 2315

54 W 2309 FIX
APPROX

SLIDE 1927

148°13'
12°30''
60°01'

TOP 2 1927
<table>
<thead>
<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<td>T.A. Graham</td>
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<td>16708</td>
<td>3/13/84B</td>
<td>Fernandez</td>
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<td>16701</td>
<td>2/11/97</td>
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<td>Adequately Applied</td>
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</table>

**INSTRUCTIONS**

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. 
1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.