<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>SHORELINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Office No.</td>
</tr>
<tr>
<td></td>
<td>T-9149</td>
</tr>
<tr>
<td>LOCALITY</td>
<td></td>
</tr>
<tr>
<td>State</td>
<td>ALASKA</td>
</tr>
<tr>
<td>General locality</td>
<td>PRINCE WILLIAM SOUND</td>
</tr>
<tr>
<td>Locality</td>
<td>SAWMILL BAY</td>
</tr>
<tr>
<td>1950-55</td>
<td></td>
</tr>
<tr>
<td>CHIEF OF PARTY</td>
<td>Cartographic Branch, Photogrammetry Division</td>
</tr>
<tr>
<td></td>
<td>Washington, D. C.</td>
</tr>
<tr>
<td>LIBRARY &amp; ARCHIVES</td>
<td></td>
</tr>
<tr>
<td>DATE</td>
<td></td>
</tr>
</tbody>
</table>
PROJECT NO. (III):  
PH-152  

FIELD OFFICE (III):  

PHOTOGRAMMETRIC OFFICE (III):  
Washington, D. C.  

CHIEF OF PARTY  

OFFICER-IN-CHARGE  
L. W. Swanson  

INSTRUCTIONS DATED (II) (III):  
31 December 1954 - 731-KXL  
11 February 1955 - 732-KXL  
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 (35) refer to mean high water  
Elevations shown as (3) refer to sounding datum  
i.e., mean low water or mean lower low water  

REFERENCE STATION (III):  

LAT.:  

LONG.:  

ADJUSTED  

UNADJUSTED  

PLAN COORDINATES (IV):  

STATE  

ZONE  

Y =  

X =  

ROMAN NUMERALS INDICATE WHETHER THE ITEM IS TO BE ENTERED BY (III) FIELD PARTY, (III) PHOTOGRAMMETRIC OFFICE,  
ON (IV) WASHINGTON OFFICE.  
WHEN ENTERING NAMES OF PERSONNEL ON THIS RECORD GIVE THE SURNAME AND INITIALS, NOT INITIALS ONLY.
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

Projection and Grids checked by (IV): H. D. Wolfe

Control plotted by (III): G. Amburn

Control checked by (III): J. Hundley

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

Stereo

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

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

Date:

Date: 1-7-55

Date: 1-12-55

Date: 16-18 Mar. 1955

Date: 21-22 Mar. 1955

Date: 13 April 1955

Date: April 1955

Date: April 1955

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:

Date:
"USGS, Single lens and Air Force Single lens 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>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>
</tr>
<tr>
<td>54W-2306-2311</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>54W-2315-2322</td>
<td></td>
<td></td>
<td></td>
<td>5.7</td>
</tr>
<tr>
<td>54W-2323-2341</td>
<td></td>
<td></td>
<td></td>
<td>4.7</td>
</tr>
<tr>
<td>91RTS, M324, 91SRN, 41WV-45V-17</td>
<td>July '50 - 11439</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>91RTS, M348, 91SRN, 59V-64V-2</td>
<td>Aug. '50 - 1239</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Unknown

Near HW

Tide (III)

Reference Station: COLOVA, ALASKA, pp. 122 & 181
Subordinate Station: GULROSS BAY, WELLS PASSAGE
Subordinate Station: ATLANTIC MARINE CENTER

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):
Number of BMs searched for (II):
Number of Recoverable Photo Stations established (III):
Number of Temporary Photo Stations established (III):

Remarks:

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

<table>
<thead>
<tr>
<th>Subordinate Station</th>
<th>Time of Tide</th>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Diurnal Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hogg Bay, Port Bainbridge</td>
<td>-05'</td>
<td>0.8</td>
<td>8.3</td>
<td>10.6</td>
</tr>
<tr>
<td>Latouche, Latouche I.</td>
<td>00</td>
<td>0.9</td>
<td>9.1</td>
<td>11.5</td>
</tr>
<tr>
<td>Sowmill Bay, Evans I.</td>
<td>00</td>
<td>0.9</td>
<td>8.9</td>
<td>11.3</td>
</tr>
<tr>
<td>Eshaway Bay, Knight I. Pass.</td>
<td>+05'</td>
<td>1.0</td>
<td>9.5</td>
<td>11.9</td>
</tr>
<tr>
<td>Chenega I., Dangerous Passage</td>
<td>+05'</td>
<td>0.9</td>
<td>9.2</td>
<td>11.6</td>
</tr>
</tbody>
</table>

Form T-Page 4
<table>
<thead>
<tr>
<th>Compilation Record</th>
<th>Completion Date</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<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>New radial plot,</td>
<td>Dec. 1957</td>
<td></td>
</tr>
<tr>
<td>Manuscript revised</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final review</td>
<td>Feb. 1971</td>
<td></td>
</tr>
</tbody>
</table>
SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT T-9149

Several years have elapsed between the compilation and final review of this map. No C&SGS photographs were available at the time of final review; two Air Force photographs were available. 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-9149 centers on the northeast end of Elrington Island and includes Sawmill Bay.

Compilation was by radial plot in 1955, using ratio prints of 1:30,000 scale C&SGS photography taken in July 1954 and ratio prints of 1:40,000 scale photography taken by the Air Force in July 1950. 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. A new radial plot was run in 1957 and the map was again revised to incorporate datum changes. This holds true for the area north of latitude 60°02'30".

The Field Inspection Report by Kenneth A. MacDonald in 1955, which is bound with this 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. This did not affect this map south of latitude 60°02'30".

Inasmuch as control was inadequate for accurate compilation of this map, especially south of latitude 60°02'30", the classification is PRELIMINARY.

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 COMM. CLUB, FIAG FOLE, 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 positype 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
4235 - 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 pricking control and pass points in those areas.

SKETCH AND GEOGRAPHIC POSITIONS

A sketch and list of geographic positions are attached.

Approved: Respectfully submitted

[Signatures]

[Names]

James E. Fendley
Supervisory Cartographer

Cartographer
HORIZONTAL CONTROL STATIONS HELD IN RADIAL FLOT NO. 1
T-9146, T-9147, T-9148, T-9149, T-9150, T-9151

190. BEBE, 1933 (Sub. Sta.)*
198. WAT, 1927, r-48
199. GOAT, 1927
218. ROY, 1910
220. HORN, 1910
225. BEAR, 1907, r-09

235. SHUN, 1927
240. ISLE, 1910, r-27
247. SAND, 1910
248. FED, 1910
249. OFF, 1910

252. TOP 2, 1927
254. ROCK (ROCK 2), 1927
256. SWAN, 1927
257. FYKE, 1927
257B. HEN, 1927
258. ROG, 1927
262. HYDRO, 1948
271. PLAIN, 1948

272. CROSS, 1948
273. CLEAR, 1948
274. HALF, 1948
276. AGE, 1948
279. RUTH, 1948
280. NUE, 1948 (Sub. Sta.)*
281. LOW, 1948
285. INNER, 1948
286. SIP, 1948
296. ISLAND, 1927
299. LONE TREE PT. LT., 1927
306. NOB, 1927
308. ELMINGTON LT., 1927
319. KNOB, N. of Fairview, 1905
322. LATOUCHE HIGH PK., 1905
328. SUMMIT, 1905, r-07
331A. LATOUCHE, COMMUNITY CLUB,
     FLAG POLE, 1927
339. ELMINGTON, HIGHEST PK., 1905

*Field identified.
Radial Plot Sketch

△ Stations held

⊙ Photo centers

21. AREA COVERED

This report applied 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-9143 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 H-2388-12, CONTROL STATION DATA

A sketch and list of geographic positions are attached.

Submitted:

K. N. Maki
The following stations, field identified on photographs, were used in this radial plot:

**T-9148**

<table>
<thead>
<tr>
<th>Station</th>
<th>1910</th>
<th>1927</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off</td>
<td>0.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fed</td>
<td>0.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Rock (Rock 2)</em></td>
<td></td>
<td></td>
<td>Held</td>
</tr>
<tr>
<td>Isle</td>
<td>0.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Top 2, 1927</td>
<td></td>
<td></td>
<td>Held</td>
</tr>
<tr>
<td>Swan, 1927</td>
<td></td>
<td></td>
<td>2 rays of 3 held</td>
</tr>
<tr>
<td>Sand, 1910</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pyke, 1927</td>
<td></td>
<td></td>
<td>Held</td>
</tr>
<tr>
<td>Bald, 1955</td>
<td></td>
<td></td>
<td>Held</td>
</tr>
<tr>
<td>Pass, 1955</td>
<td></td>
<td></td>
<td>Held</td>
</tr>
</tbody>
</table>

*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**

<table>
<thead>
<tr>
<th>Station</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evans Bay Lt, 1955</td>
<td>1.0 mm</td>
</tr>
<tr>
<td>Elrington Passage Lt, 1955</td>
<td>Held</td>
</tr>
<tr>
<td>Evans, 1905 Sub. Pt.</td>
<td>2 rays of 3 held</td>
</tr>
<tr>
<td>Shum, 1927 Sub. Pt.</td>
<td>Held</td>
</tr>
</tbody>
</table>

**T-9150**

<table>
<thead>
<tr>
<th>Station</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mod, 1955</td>
<td>Held</td>
</tr>
<tr>
<td>Adv, 1955</td>
<td>0.3 mm</td>
</tr>
<tr>
<td>Evans Island Lt, 1955</td>
<td>Held</td>
</tr>
<tr>
<td>Elrington Lt, 1927</td>
<td>0.2 mm</td>
</tr>
<tr>
<td>Miles 2, 1927</td>
<td>Held</td>
</tr>
<tr>
<td>Lone Tree Pt Lt, 1927</td>
<td>0.2 mm</td>
</tr>
<tr>
<td>Island, 1927</td>
<td>Held</td>
</tr>
<tr>
<td>Blank, 1927 Sub. Pt.</td>
<td>Held</td>
</tr>
<tr>
<td>Knot, 1905</td>
<td>Held</td>
</tr>
<tr>
<td>Rington, 1955</td>
<td>Held</td>
</tr>
<tr>
<td>Donald, 1955</td>
<td>Held</td>
</tr>
<tr>
<td>T-9165 (north of plot)</td>
<td></td>
</tr>
<tr>
<td>-----------------------</td>
<td>-----</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>T-9167 (north of plot)</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Moon, 1955</td>
<td>Held</td>
<td></td>
</tr>
<tr>
<td>Rain, 1955</td>
<td></td>
<td>Held</td>
</tr>
</tbody>
</table>
PROJECT PH-152
PHOTOGRAMMETRIC PLOT REPORT
(T-913 through T-91147) Supplement 2
(Including Portions of T-91448 and T-91449)
December 1957

21. AREA COVERED

This radial plot covers the area comprising manuscripts T-91442, T-91444 and T-91445, T-91446 and T-91447, T-91448 and T-91449. Sheets T-91448 and T-91449 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-91445 where the templates were well-controlled. (see plot sketch) This area was very rigidly fixed and tied into original positions on T-91442 and T-91444. From here the plot was extended on control stations until a satisfactory junction was made with previous work on T-91448 and T-91449. Areas of position change occurred mainly on T-91447 and in local areas on T-91445, T-91446 and T-91449.

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-91447 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:

<table>
<thead>
<tr>
<th>(283)</th>
<th>(279)</th>
<th>(273)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BABE 1948</td>
<td>RAFT 1956</td>
<td>RUTH 1948</td>
</tr>
<tr>
<td>CLEAR 1948</td>
<td>HARD 1955(Sub Pt)</td>
<td>IKTUA 1955</td>
</tr>
<tr>
<td>ROCK 21927(2 Rays)</td>
<td>(249)</td>
<td>(238)</td>
</tr>
<tr>
<td>OFF 1927</td>
<td>EVANS 1905 (Sub Pt).</td>
<td>These differences are not regarded as significant because the original templates had distorted some and both manuscripts and templates were slightly mutilated by use.</td>
</tr>
</tbody>
</table>
(211) TATE 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) HORN 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

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

SCALE 1:10,000
DEC 1957

△ STATION HELD
△ STATION NOT HELD

〇 U.S.C. & G.S. "W" CAMERA PHOTOGRAPHS
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KEY TO NUMBERED STATIONS
209 - FISA 1948
266 - FLAT 1948
258 - HOGG 1927
235 - SHUN 1927
238 - EVANS 1905
240 - ISLE 1910
247 - SAND 1910
249 - PED 1910
249 - OFF 1910
252 - TOP Z 1927
254 - ROCK (ROCK 2) 1927
256 - SWAH 1927

or names of other numbered stations see original report.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION</th>
<th>LATITUDE OR y-COORDINATE</th>
<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>
</tr>
</thead>
<tbody>
<tr>
<td>Latouche Community Club, Flag Pole, 1927</td>
<td>VI 98 1927</td>
<td>60-03-13.64</td>
<td>East of Sheet</td>
<td>422.1 (1434.8)</td>
<td>422.1 (1434.8)</td>
</tr>
<tr>
<td>Sleepy, 1927</td>
<td>VI 288</td>
<td>60-04-09.750</td>
<td>East of Sheet</td>
<td>301.8 (1555.1)</td>
<td>301.8 (1555.1)</td>
</tr>
<tr>
<td>Latouche Hotel S.W. Gable, 1927</td>
<td>VI 98</td>
<td>60-03-19.51</td>
<td>East of Sheet</td>
<td>603.8 (1253.1)</td>
<td>603.8 (1253.1)</td>
</tr>
<tr>
<td>Latouche S.W. Radio Tower, 1927</td>
<td>VI 98</td>
<td>60-03-06.355</td>
<td>East of Sheet</td>
<td>196.7 (1660.2)</td>
<td>196.7 (1660.2)</td>
</tr>
<tr>
<td>Elev. 2055 ft. Summit, 1905 r'07</td>
<td>VI 90</td>
<td>60-02-15.479</td>
<td>East of Sheet</td>
<td>479.1 (1377.8)</td>
<td>479.1 (1377.8)</td>
</tr>
<tr>
<td>Shun, 1927</td>
<td>VI 98</td>
<td>60-03-39.029</td>
<td></td>
<td>610.4 (318.6)</td>
<td>610.4 (318.6)</td>
</tr>
<tr>
<td>Red, 1927</td>
<td>VI 98</td>
<td>60-03-06.81</td>
<td></td>
<td>853.8 (74.6)</td>
<td>853.8 (74.6)</td>
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<td>VI 90</td>
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1 FT. = 0.3048006 METER

COMPUTED BY: D. Carrier | DATE: 5-1-56 | CHECKED BY: R. Sugden | DATE: 5-1-56
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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 MML 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 MML 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 W-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 planable topographic surveys which were used as an aid in office identifying control and delineating the shoreline and foreshore features.

34. **CONCOURS 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 MML, 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 MML was chosen and the compilers made a consistent effort to delineate this line on the manuscripts.

Wide 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 MML shown with the approximate MML 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-9144**

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 Bettles Island was identified and pricked 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) 148° 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-9140**

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-9145 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' 142° 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 Guquak Bay. The foul ground symbol is shown to indicate the danger area.

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

T-9148

Numerous offshore rocks awash shown on Chart 8523 around Bettles 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 Latouche Island, is nonexistent.

T-9149

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
RAINBRIDGE PASSAGE
HOOG PT.
HOOG BAY
BAINBRIDGE ISLAND
PRINCE OF WALES PASSAGE

T-9147

BAINBRIDGE ISLAND
PRINCE OF WALES PASSAGE
GUUJAK BAY
IXITLA ROCKS
SHELTER BAY
EVANS ISLAND
CRAB BAY
JOHNSON COVE
LATOCHE PASSAGE
CRAB BAY (SETLEMENT)
PORT BERNY
PIKUNILUK PT.
GUUJAK PT.

T-9148

BAINBRIDGE ISLAND
PRINCE OF WALES PASSAGE
EVANS ISLAND
ALUKIK BAY
SQUIRREL BAY
Swanson BAY
Swanson Pt. ) TAB
Pt. Pyke ) (T-9148
PORT BAINBRIDGE ) EXTENDED
PROCESSION ROCKS
HOOG BAY
AMERK PT.

T-9149

EVANS ISLAND
ELRINGTON PASSAGE
SAWMLLL BAY
PRINCE OF WALES PASSAGE
LATOCHE PASSAGE
LATOCHE ISLAND
HORSESHOE BAY
BETTLES ISLAND
SAN JUAN
PORT ASHTON
ELRINGTON ISLAND

T-9150

ELRINGTON ISLAND
ELRINGTON PASSAGE
EVANS ISLAND
PORT BAINBRIDGE
NORTH TWIN BAY
SOUTH TWIN BAY
PT. ELRINGTON
LOETREE PT.
SQUIRREL BAY

T-9151

ELRINGTON ISLAND
ELRINGTON PASSAGE
EVANS ISLAND

Approved by:  

Roscoe J. French  
Supervisory Cartographer

Submitted by:  

Samuel G. Blankenhaker  
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 1:10000 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. Ramsey
13 July 1956
SUPPLEMENT TO COMPILATION REPORT FOR T-9149
December 1957

35. SHORELINE AND ALONGSHORE DETAIL

The shoreline in the areas of Sow Mill Bay and northwestern Elrington Passage of Evans Island was revised to effect a shift in datum of approx. 0.5 mm resulting from a new photogrammetric plot for this area. A few offshore features were added to the manuscript in accordance with field inspection notes.

For further discussion of the datum shift see Photogrammetric Plot Report- Supp. No. 2 for T-9138 through T-91147 filed as part of the Descriptive Report for T-9144.

Henri Lucas
October 19, 1970

GEOGRAPHIC NAMES
FINAL NAME SHEET
Phl-152 (Alaska)

T-9149
Bettles Island
Chicken Island
Elrington Island
Elrington Passage
Evans Island
Horseshoe Bay
Horseshoe Bay (locality)
Latouche Island
Latouche Passage
Port Ashton (village)
Port San Juan (locality)
Prince of Wales Passage
Sawmill Bay

Approved by:

[Signature]
A. Joseph Wraith
Chief Geographer

Prepared by:

[Signature]
Frank W. Fickett
Cartographic Technician
FORM 1002(T-2) PHOTOGRAHMETRIC OFFICE REVIEW

MAP T-9149

PROJECT PH-152

No Form 1002(T-2) was available at the time of final review and none is bound with this Descriptive Report.
REVIEW REPORT T-9149

SHORELINE

FEBRUARY 18, 1971

61. GENERAL STATEMENT:

See Summary on page 6 of this Descriptive Report.

An ozalid comparison print, (pages 33 through 39),
with differences noted in Items 62 through 65 is bound
with this report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

A comparison was made with Survey No. T-4316, scale
1:10,000, dated May and July 1927. Differences between
T-4316 and T-9149 are shown in blue on the comparison print.

T-4316 covers only part of T-9149 - Sawmill Bay and
the north end of Elrington Passage. Shoreline compares
favorably in Sawmill Bay, but large errors in placement are
apparent in the Evans Island and Elrington Island shoreline
at the north end of Elrington Passage.

Offshore features shown in blue on the comparison print
that do not match a mapped feature on T-9149 were not
visible on the photographs.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A visual comparison was made with U.S.G.S. Quadrangle
SEWARD (A-3), ALASKA, scale 1:63,360, dated 1952. Differ-
ences between this map and T-9149 are shown in brown on the
comparison print.

Several rocks are shown on SEWARD (A-3) that were not
visible on the photographs and were not mapped on T-9149.
The most significant, a submerged rock, is at latitude
60°03.0', longitude 148°03.2'.
64. **COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:**

A comparison was made with an unverified copy of Survey No. H-8205, scale 1:10,000, dated 1955, and with a verified copy of Survey No. H-8913, scale 1:5,000, dated 1966. Differences between H-8913 and T-9149 are shown in purple on the comparison print. No significant differences with H-8205 were noted.

65. **COMPARISON WITH NAUTICAL CHARTS:**

A visual comparison was made with Chart 8523, scale 1:40,000, 4th edition, dated October 10, 1966. Differences between Chart 8523 and T-9149 are shown in red on the comparison print.

The only differences noted on the comparison print are numerous rocks and three dolphins. These were not visible on the photographs.

66. **ADEQUACY OF RESULTS AND FUTURE SURVEYS:**

Due to the lack of triangulation to control this map south of latitude 60°02'30", and the lack of field inspection of the shoreline, this map is classified as PRELIMINARY and does not comply with the National Standards for Map Accuracy.

Reviewed by:

Charles H. Bishop
Cartographer
February 18, 1971

Approved for forwarding:

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

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

Approved:

Charles Hann, Chief, Photogrammetric Branch  Jack E. Smith, Chief, Photogrammetry Division
COMPARISON PRINT

Purple  =  H-8913
Brown   =  SEWARD (A-3)
Blue    =  T-4316
Red     =  Chart 8523

Also on chart and (A-3)

Also on (A-3) and Chart 8523

3/4 fm Sndg on Chart 7
COMPARISON PRINT

Purple = H-8913
Brown = SEWARD (A-3)
Blue = T-4316
Red = Chart 8523

Chart 8523 shows 2 bare rocks

Chart 8523 shows islands connected

Also on T-4316
Bare rk on Chart

Also on (A-3) and Chart 8523

Islet on Chart
Rk aw on (A-3)

Rk aw on Chart
and A-3
COMPARISON PRINT

Purple = H-8913
Blue = T-4316
Red = Chart 8523
COMPARISON PRINT

Purple = H-8913
Blue = T-4316
COMPARISON PRINT

Brown = SEWARD (4-3)
Red = Chart 8523

Also on chart 8523

HORSESHOE BAY

Also on Chart 8523
Also on Chart 8523

COMPARISON PRINT

Brown = SEWARD (A-3)
Red = Chart 8523

NOTE: Unlabeled circles are photogrammetric
plot points, not map features

PRELIMINARY MANUSCRIPT
This manuscript has been prepared without prior field identification of
control or field inspection. The manuscript will be completely recompiled after receipt
of field identification of control and field inspection data. The final manuscript will
show additional information and probably will change the geographic position of many
of the details shown hereon.
## 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.

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