<table>
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<th><strong>Type of Survey</strong></th>
<th>SHORELINE</th>
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<tr>
<td><strong>Field No.</strong></td>
<td>Office No. T-9150</td>
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<tr>
<td><strong>LOCALITY</strong></td>
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<tr>
<td><strong>State</strong></td>
<td>ALASKA</td>
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<tr>
<td><strong>General locality</strong></td>
<td>PRINCE WILLIAM SOUND</td>
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<tr>
<td><strong>Locality</strong></td>
<td>POINT ELRINGTON</td>
</tr>
<tr>
<td><strong>1954-55</strong></td>
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</tr>
</tbody>
</table>

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

**LIBRARY & ARCHIVES**

**DATE**
### Project No. (II):

**PH-152**

### Field Office (III):

<table>
<thead>
<tr>
<th>Chief of Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>L. W. Swanson</td>
</tr>
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</table>

### Photogrammetric Office (III):

<table>
<thead>
<tr>
<th>Officer-In-Charge</th>
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<tbody>
<tr>
<td>Washington, D. C.</td>
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</table>

### Instructions Dated (II) (III):

- 31 December 1954 - 731-MKL
- 11 February 1955 - 732-MKL
- 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):

**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 (IV):

### Lat.:

### Long.:

- **Adjusted**
- **Unadjusted**

### Plane Coordinates (IV):

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<th>Zone</th>
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**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):

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  Date:  13 April 1955

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):  ---
Camera (kind or source) (III): "USGS, Single lens and Air Force Single lens

<table>
<thead>
<tr>
<th>Number</th>
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<th>Time</th>
<th>Scale (Ratio)</th>
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<tr>
<td>54W-2296-2303</td>
<td>26 July 1954</td>
<td>12:29-12:33</td>
<td>1:10,000</td>
<td>5.9 above MLW</td>
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<td>54W-2306-2311</td>
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<td>5.7</td>
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<td>54W-2315-2322</td>
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<td>54W-2323-2401</td>
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<td>91RTS, M324, 91SRW, 41VV-45VV-17 July 150 - 21449</td>
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<td>5.2</td>
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<td>91RTS, M348, 91SRW, 59VV-64VV-2 Aug. 150 - 21430</td>
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<td>6.6</td>
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Tide (III)

Reference Station: COGOWA, ALASKA, pp. 122 & 181
Subordinate Station: CULROSS BAY, WILLIS 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): 24
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):

<table>
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<tr>
<th>Subordinate Station</th>
<th>Time of Tide</th>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Diurnal Range</th>
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</thead>
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<tr>
<td>Hogg Bay, Port Bainbridge</td>
<td>+05¹</td>
<td>0.8</td>
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<tr>
<td>Latouche, Latouche I.</td>
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<td>0.9</td>
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<tr>
<td>Sawmill Bay, Evans I.</td>
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<td>11.3</td>
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<td>11.9</td>
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<td>Chenega I., Dangerous Passage</td>
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Form T-Page 4
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<tr>
<th>Compilation Record</th>
<th>Completion Date</th>
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<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>
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<tr>
<td>Final review</td>
<td>Feb. 1971</td>
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</tbody>
</table>
SUMMARY TO ACCOMPANY

DESCRIPTIVE REPORT T-9150

Several years have elapsed between the compilation and final review of this map. No 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-9150 is the southwesternmost map in the project and is at the junction of Port Bainbridge with the Gulf of Alaska.

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

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. Because of the lack of complete shoreline inspection, the classification of this map is INCOMPLETE.

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 previously established 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 4 minutes 15 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, 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 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
- 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

[Signatures]

Roscoe J. French  
Supervisory Cartographer

James E. Hundley  
Cartographer
<table>
<thead>
<tr>
<th>Station</th>
<th>Year</th>
<th>Type</th>
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<tbody>
<tr>
<td>BEBE, 1933</td>
<td>1933</td>
<td>Sub. Sta.</td>
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<tr>
<td>WAT, 1927</td>
<td>1927</td>
<td>r-43</td>
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<tr>
<td>GOAT, 1927</td>
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<td>ROT, 1910</td>
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<td>HORN, 1910</td>
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<td>BEAR, 1907</td>
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<td>r-09</td>
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<td>SHUN, 1927</td>
<td>1927</td>
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<td>ISLE, 1910</td>
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<td>r-27</td>
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<td>SAND, 1910</td>
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<td>PUD, 1910</td>
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<td>OFF, 1910</td>
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<td>TOP 2, 1927</td>
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<td>ROCK (ROCK 2), 1927</td>
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<td>SWAN, 1927</td>
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<td>FYKE, 1927</td>
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<td>HEN, 1927</td>
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<td>HOGG, 1927</td>
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<td>PLAIN, 1948</td>
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<td>CROSS, 1948</td>
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<td>CLEAR, 1948</td>
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<td>HALF, 1948</td>
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<td>AGE, 1948</td>
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<td>NUB, 1948</td>
<td>1948</td>
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<td>LOW, 1948</td>
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<td>INNER, 1948</td>
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<td>SIP, 1948</td>
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<tr>
<td>ISLAND, 1927</td>
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<tr>
<td>LONE TREE FT. LT., 1927</td>
<td>1927</td>
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<tr>
<td>NOB, 1927</td>
<td>1927</td>
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<tr>
<td>ELIRGTON LT., 1927</td>
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<tr>
<td>KNCB, N. of Fairview, 1905</td>
<td>1905</td>
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<td>LATOUCHE HIGH PK., 1905</td>
<td>1905</td>
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<td>SUMMIT, 1905, r-07</td>
<td>1905, r-07</td>
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<td>LATOUCHE, COMMUNITY CLUB, FLAG POLE, 1927</td>
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<td>ELIRGTON, HIGHEST PK., 1905</td>
<td>1905</td>
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</tbody>
</table>

*Field identified.
Radial Plot Sketch

Δ 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 M-2368-12, CONTROL STATION DATA

A sketch and list of geographic positions are attached.

Submitted:

[Signature]

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

**T-9148**

- Off, 1910: 0.3 mm
- Ped, 1910: 0.4 mm
- Rock (Rock 2) 1927: Held
- Isle, 1910: 0.4 mm
- Top 2, 1927 Sub. pt.: Held
- Swan, 1927: Held
- Sand, 1910: 2 rays of 3 held
- Pyke, 1927: Held
- Bald, 1955: Held
- Pass, 1955: Held

*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 MLLW. 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: 1.0 mm
- Elrington Passage Lt, 1955: Held
- Evans, 1905 Sub. Pt.: 2 rays of 3 held
- Shun, 1927 Sub. Pt.: Held

**T-9150**

- Nod, 1955: Held
- Add, 1955: 0.8 mm
- Evans Island Lt, 1955: Held
- Elrington Lt, 1927: 0.2 mm
- Wales 2, 1927: Held
- Lone Tree Pt Lt, 1927: 0.2 mm
- Island, 1927: Held
- Blunt, 1927 Sub. Pt.: Held
- Foot, 1906: Held
- Elrington, 1955: Held
- Donald, 1955: Held
T-9146 (north of plot)

T-9147 (north of plot)
Moon, 1955  Held
Rain, 1955  Held
PHOTOGAMMETRIC PLOT SKETCH
PROJ-G152 PRINCE WILLIAM SD
SCALE 1:10,000
MAY 1956

△ STATION HELD
△ STATION NOT HELD
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<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>
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<tr>
<td>Lone Tree Pt. Lt., 1927</td>
<td>VI 278</td>
<td>NA 1927</td>
<td>59-58-58.62 N</td>
<td>148-11-53.08 W</td>
<td>1614.2 (42.7)</td>
<td>283.2 (107.3)</td>
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<td>Island, 1927</td>
<td>VI 278</td>
<td></td>
<td>59-59-48.221 N</td>
<td>148-09-36.473 W</td>
<td>1492.3 (364.6)</td>
<td>565.4 (364.7)</td>
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<tr>
<td>Clearing, 1906</td>
<td>VI 294</td>
<td></td>
<td>59-59-25.045 N</td>
<td>148-07-26.676 W</td>
<td>775.1 (1081.8)</td>
<td>413.6 (516.7)</td>
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</table>
| Wales 2, 1927 | VI 90 | | 59-57-06.950 | 148-08-26.542 | 215.1 (1641.8) | | Same as
<p>| Elrington Highest Pk., 1905 | VI 294 | | 59-57-20.06 | 148-06-58.89 | 412.0 (519.4) | 620.8 (1236.1) | | |
| Elrington Lt. 1927 | VI 279 | | 59-56-11.16 | 148-14-54.55 | 345.4 (1511.5) | 847.2 (847.2) | | |
| Priest, 1906 | VI 294 | | 59-56-03.68 | 148-14-48.91 | 113.9 (1743.0) | 759.7 (172.2) | | |
| Nob, 1927 | VI 279 | | 59-56-22.46 | 148-13-09.39 | 695.1 (1161.8) | 145.7 (786.0) | | |
| Tang, 1906 | VI 295 | | 59-58-45.06 | 148-10-36.28 | 1394.5 (452.4) | 562.7 (367.9) | | |
| Good, 1906 | VI 295 | | 59-58-58.46 | 148-11-52.91 | 1809.2 (47.7) | 820.5 (110.0) | | |
| Con, 1927 | VI 270 | | 59-58-40.711 | 148-12-59.193 | 1259.9 (597.0) | 918.1 (12.5) | | |</p>
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<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tbody>
<tr>
<td>Blank, 1927</td>
<td>VI 280</td>
<td>1927</td>
<td>59-57-26.164</td>
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<tr>
<td>Flag, 1906</td>
<td>VI 294</td>
<td>&quot;</td>
<td>59-56-27.61</td>
<td>148-09-29.88</td>
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<tr>
<td>Foot, 1906</td>
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<td>Nail, 1906</td>
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<td>148-14-34.96</td>
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<tr>
<td>Elrington Knob,</td>
<td>VI 293</td>
<td>&quot;</td>
<td>59-57-06.95</td>
<td>148-08-26.55</td>
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1 FT. = 0.03048006 METER
COMPUTED BY: C. O. DeMarr DATE: 14 March 1955
CHECKED BY: G. Amburn DATE: 16 March 1955
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<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tr>
<td>BLANK 1927</td>
<td>NA 1927</td>
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<td>148.12</td>
<td>1856.89</td>
<td>931.2</td>
<td>803.6 (1053.3)</td>
<td>Alternate Sub pt.</td>
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<tr>
<td>DONALD 1955</td>
<td></td>
<td>59.58 18.671</td>
<td>148.08 26.880</td>
<td>1856.9</td>
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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 MNRL 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 MNRL 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. **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 MNRL, 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 MNRL 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 NML shown with the approximate NML 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 3523 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 3523. 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 lesser accuracy where these photographs were used for delination.

46. COMPARISON WITH EXISTING MAPS:

A comparison was made with USGS Quadrangles Elye Sound D-3, Elye 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 Guvuk Bay. The foul ground symbol is shown to indicate the danger area.

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

T-9149

Numerous offshore rocks awash shown on Chart 8523 around Bettles Island, in Seward 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-9152

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

T-9146

PT. WATERS
BAINBRIDGE PASSAGE
HOGG PT.
HOGG BAY
BAINBRIDGE ISLAND
PRINCE OF WALES PASSAGE

T-9147

BAINBRIDGE ISLAND
PRINCE OF WALES PASSAGE
GSHUK BAY
IKTAI ROCKS
SHELTER BAY
EVANS ISLAND
CRAB BAY
JOHNSON COVE
LATOUCHE PASSAGE
CRAB BAY (SETTLEMENT)
PORT BENNY
"PIKURWILUK PT.
GSHUK PT.

T-9148

BAINBRIDGE ISLAND
PRINCE OF WALES PASSAGE
EVANS ISLAND
ALUKLIK 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
SAWILL BAY
PRINCE OF WALES PASSAGE
LATOUCHE PASSAGE
LATOUCHE 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
LOCHBRIE PT.
SQUIRREL BAY

T-9151

ELRINGTON ISLAND
ELRINGTON PASSAGE
EVANS ISLAND

Approved by:

Roscoe J. French
Supervisory Cartographer

Submitted by:

Samuel O. Blankenhaker
Cartographer
SUPPLEMENT TO COMPILED 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-9249 and T-9151 are classed as "Preliminary".

Submitted:

[Signature]
Everett H. Ramsey
13 July 1956
October 19, 1970

GEOGRAPHIC NAMES
FINAL NAME SHEET
PH-152 (Alaska)

T-9150

Elrington Island
Elrington Passage
Evans Island
Gulf of Alaska
Lonetree Point
North Twin Bay
Point Elrington
Point Bainbridge
South Twin Bay
Squirrel Bay

Approved by:

A. J. Wright
Chief Geographer

Prepared by:

Frank W. Pickett
Cartographic Technician
49. **NOTES TO THE HYDROGRAPHER:**

**Photo-Hydro Stations**

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</table>
FORM 1002(T-2) PHOTOGRAVMETRIC OFFICE REVIEW

MAP T-9150

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 BOBIE

H.C. Applequist
Chief of Party

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  NOD 1955
SIMPLEX 1955  HINGTON 1955  EVANS IS. LT. 1955
MOON 1955  BAVE 1955  ERLINGTON IS. DAY
MAYBE 1955  ZIPING 1955  BEACON 1955
RAIN 1955  SCHUB 1955  ERLINGTON PASSAGE
NED 1955

The following stations are reported lost on form 526.

CUBE 1910  HORN 1910  BEN 1927
DEU 1910  HEX 1910  PRIEST 1906
JIT 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
EAT 1910  SLIDE 1927  BEAR 1907
WOOD 1910  SAM 1927  PORT 1917
BAD 1910  PEN 1927  SAID 1948

EXEM
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 BLUE 1955 were set in the vicinity of McCutcheon 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
REVIEW REPORT T-9150

SHORELINE

FEBRUARY 25, 1971

61. GENERAL STATEMENT:

See Summary on page 6 of this Descriptive Report.

An ozalid comparison print, (pages 29 through 33), with differences noted in Items 63 through 65 is bound with this report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

No registered topographic surveys were available at the time of final review; no comparison was made.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A visual comparison was made with U.S.G.S. Quadrangles BLIXING SOUND (D-3) and (D-4), both scale 1:63,360, and dated 1953 and 1952, respectively. No significant differences were noted in the area covered by (D-3). Significant differences between (D-4) and T-9150 are noted in brown on the comparison print.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

A comparison was made with an unverified copy of the smooth sheet for Survey H-8204, scale 1:10,000, dated 1955. One difference, a rock located by the hydrographer, was noted at approximate latitude 59°57.6', longitude 148°09.3'.

65. COMPARISON WITH NAUTICAL CHARTS:

A visual comparison was made with Chart 8523, scale 1:40,000, 4th edition, dated October 10, 1966. Significant differences between Chart 8523 and T-9150 are shown in red on the comparison print.
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
Charles H. Bishop
Cartographer
February 25, 1971

Approved for forwarding:

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

Approved:

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

Approved:

Chief, Photogrammetric Branch
Chief, Photogrammetry Division
COMPARISON PRINT

Brown = BLYING SOUND (D-4)
Red = Chart 8523

Also on chart 8523

ELRINGTON PASSAGE

ISLAND 1521

SQUIRREL BAY

EVANS

59° 59'

59° 30'

148° 09'
ELRINGTON ISLAND
COMPARISON PRINT

Brown = ELYING SOUND (D-4)
Red = Chart 8523

Also on chart 8523

59° 57' 00"

Also on chart 8523

59° 56' 30"
# Record of Application to Charts

**File with Descriptive Report of Survey No. T-9150**

## 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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