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<td>Field No.</td>
<td>Office No.</td>
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**LOCALITY**

- **State**: ALASKA
- **General locality**: PRINCE WILLIAM SOUND
- **Locality**: CHENEGA POINT

**1950-54**

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

**LIBRARY & ARCHIVES**

**DATE**
DATA RECORD

T - 9538

Project No. (II): PH-157

Project Name (IV):

Field Office (II): Ship LESTER JONES

Chief of Party: George A. Nelson

Photogrammetric Office (III): Washington Office

Officer-in-Charge: L.W. Sweeney

Instructions dated (II) (III): 16 March 1951

Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.0

Date received in Washington Office (IV): 19 May 1956

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV):

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): NA 1927

Vertical Datum (III): Mean sea level except as follows:

Elevations shown as (F) refer to mean high water

Elevations shown as (S) refer to sounding datum

I.e., mean low water or mean lower low water

Reference Station (III):

Lat.: Long.: Adjusted

Unadjusted

Plane Coordinates (IV):

State: Zone:

Y= X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
DATA RECORD

Field Inspection by (II):  Ross A. Gilmore
                         David F. Romero
Date:  June-Sept.
       1951

Planetable contouring by (II):  Inapplicable
Date:  

Completion Surveys by (II):  Inapplicable
Date:  

Mean High Water Location (III) (State date and method of location):
Identified in field on July 1951 photographs

Projection and Grids ruled by (IV):  A. Riley
Date:  4-30-56

Projection and Grids checked by (IV):  A. Riley
Date:  4-30-56

Control plotted by (III):  Byron Hale
Date:  5-9-56

Control checked by (III):  Garnett S. Amburn
Date:  5-10-56

Radial Plot or Stereoscopic
Control extension by (III):  Robert L. Sugden
Date:  18 May 1956

Stereoscopic Instrument compilation (III):
Planimetry
Contours  Inapplicable
Date:  

Manuscript delineated by (III):  Garnett S. Amburn
Date:  27 June 1956

Photogrammetric Office Review by (III):  Everett H. Ramey
Date:  28 June 1956
       8- Nov 1957

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

Form T-Page 3
Number | Date       | Time   | Scale | Stage of Tide (MLLW) |
--------|------------|--------|-------|----------------------|
M324    | 38 VV & 37VV | 17 July 1950 | 1:40000 |                     |
54W2289 | thru 2291  | 26 July 1954 | 1:30,000 | 6.5                  |

Tide (III)

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

Atlantic Marine Center

WASHINGO N&TIME Review by (IV): C. H. Bishop

Date: 12-04-70

Final Drafting by (IV):
Drafting verified for reproduction by (IV):
Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 4 mi.
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:
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<tr>
<td>Final review</td>
<td>Dec. 1970</td>
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SUMMARY TO ACCOMPANY

DESCRIPTIVE REPORT T-9538

Several years have elapsed between the compilation and final review of this map. The compilation record has been 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-9538 spans Knight Island Passage between Chenega Island and Squire Island.

Compilation was by radial plot, using ratio prints of 1:30,000 scale single-lens photographs taken in July 1954 and one ratio print of a 1:40,000 scale photograph taken by the Air Force in July 1950. Squire Island and adjacent areas were compiled with only one photograph and are approximate in position. Field inspection was done on ratio prints of 1:40,000 scale Air Force photography of July 1950.

There is no record of field edit of this map.

Final review was done at the Atlantic Marine Center in December 1970.

The compilation manuscript was a vinylite sheet 3 minutes 45 seconds in latitude by 5 minutes 37.5 seconds in longitude.

A cronaflex copy of the final reviewed manuscript and a negative have been forwarded for record and registry.
FIELD INSPECTION REPORT
PRINCE WILLIAM SQUAD, ALASKA
Project Ph-39(48); CS-277, 1951 Season
Ship LEISTER JONES, George A. Nelson, Commanding

2. Areal field inspection.—In general, the 1951 photogrammetric field surveys of the Ship LEISTER JONES for Project Ph-39(48) consisted of all of item (a) and part of item (b) of paragraph 2 of the project instructions. A PROGRESS SKETCH showing the entire area of field inspection is attached to this report. In accordance with letter 71-jgh, dated 4 October 1951 (copy attached), the field data was compiled in the following order:

Area 1.-- Area east of Uvakwik Inlet (part of item 2.
(a) of project instructions).
Area 2.-- Remainder of item 2.(a).
Area 3.-- Area in vicinity of Chenega Island.

This arrangement was maintained in compiling control, topographic and peak station data and the various areas are indicated on the attached print of the PROGRESS SKETCH. All data and photographs for Area 1 were transmitted to the Washington Office on 15 November 1951 and the remaining two areas are being submitted as of the date of this report.

Field inspection consisted of (1) recovery and identification on aerial photographs of alongshore triangulation stations; (2) approximate identification of existing interior stations and establishment of a few new interior stations in Area 3; (3) shoreline inspection; and (4) selection and identification of phototopographic and photohydro stations.

In general, the coastline inspected is mountainous with little or no beach except at the heads of bays and larger indentations (usually glacial moraines). In most all cases the shoreline is vertical with trees growing to the immediate cliff edge or high water line. The mountainsides are generally covered with a thick growth of coniferous trees interspersed with patches of moss and grass and berry bushes. Alder is found in the glacial valleys and in patches along some of the side slopes, mostly in Area 3. The rock in the area inspected is a very hard granite, oftentimes polished smooth from glacial action. Numerous extensive crevices and faults were noted during the inspection and are very evident on the photographs.

Photographic coverage consisted of nine-lines photographs taken in 1948 and 1949 at a scale of 1:20,000 and single-lens photographs taken by the Air Force in 1950 at an approximate scale of 1:40,000. Ratio prints of the Air Force photographs were furnished on a scale somewhat larger than 1:20,000. Most of the nine-lens photographs were cut to a folded size of 18" x 24" for convenience in handling in the field. Considerable of the nine-lens photographs had been sent to the field in 1948 and had already been cut up in 12" x 12" squares. It was found that better efficiency could be maintained in the field if those squares were rejoined by scotch tape and folded on the cuts to suit the area
being inspected rather than to use them as individual 12" x 12" squares. Cutting the nine-lens photographs to this small size also creates a difficulty in that shoreline detail is often cut at a disadvantageous place. It was found that by cutting the photographs to a 15" x 24" size and making use of the central portion of the photograph that better results were obtained. All of Areas 1 and 2 with the exception of the Naked Island group and the west side of Perry Island (where single-lens photographs were supplied) were adequately covered by nine-lens photographs except for the main part of Perry Island. Here, the nine-lens coverage was such that extreme wing portions had to be used. This presented a problem in control identification. In general, the definition of the nine-lens photographs was good and were easier to interpret than the single-lens. Here, due to having been enlarged to twice their original scale, the inherent only fair definition of the single-lens photographs was amplified causing considerable trouble and excessive eye strain in making accurate identification. However, the single-lens photographs were more convenient to handle and use in the field than the folded nine-lens photographs. Poor coverage was had in parts of Area 3 due to the excessive width of the flight lines. In some instances there was no overlap in flights in this area.

All shoreline inspection was accomplished using the ship's 20 foot dories fitted with a small "dog house" across the gunwales to protect the photographs and instrumental equipment. However, it was generally necessary to take the photograph out into the daylight for close inspection, thus exposing it to the weather. All notes were made directly on the photographs with a soft lead pencil with leaders to the points pricked or detail noted. No inking was attempted in the field. All control and topographic station data was inked on the photographs in the evening of the same day the field work was accomplished, leaving other data to be inked at a later date. Consequently, a maximum of field work could be accomplished and certainty assured that control data was complete before advancing to a new area.

Photographs were clipped to a piece of light plywood to facilitate handling and at most times the inspector could stand up in the boat and by using the top of the "dog house" as a plotting table carry on his shoreline inspection quite readily. In general, it is believed that sufficient notes have been made to aid the compiler in interpreting the photographs. No attempt was made to use a stereoscope in the dory. This is impracticability. All stereoscope work was done aboard ship.

3. Horizontal control.—Sufficient alongshore horizontal control stations were recovered and identified. No new stations were established except in Area 3. Here, 4 peak stations were established by occupying recovered triangulation stations (see Geographic Positions, Form 23 b, submitted 15 November 1951). In good many instances there is a plethora of identified control stations, especially in the Naked Island group and parts of Area 3. However, due to the business of detail sometimes on the single-lens photographs and overhanging trees, etc., most stations were recovered with the idea of identification if possible as it would not be
known until arriving at the next station which would be the best to identify. In as much as an attempt was made to recover all along-
shore stations anyway, not too much additional time was used in actual identification. It is believed that the plethora of identifi-
cation was justified in taking all things into consideration.

Station ROYK, 1972 and FERRY ISLAND LIGHT, 1968 were recovered prior to receipt of the single-lens photographs covering this area
and inspection and identification had to be made on the outer wing portion of Photo No. 29842. It is possible that better results would
have resulted here had better coverage been available at the time of field inspection.

The three control stations identified on single-lens photograph M-383, 28 VV(2) fall outside of the reported 1951 field inspection
area. The control data is attached to the photograph and is submitted to assist in controlling the radio plot of Area 3.

A breakdown of recovered and identified horizontal control stations
was made for each area and have been listed alphabetically, showing the photograph on which identified and the method of identification. In
most cases identification was made by the substitute station method.
The above lists are attached to this report. A separate list has been
attached showing control stations recovered but not identified, also
indicating LOST stations. All alongshore control stations were searched for and have been reported on Form 526, RECOVERY NOTE, TRIANGULATION
STATION. All control stations recovered and identified have been shown
on the PROGRESS SKETCH for the project.

Peak stations were spot identified as outlined in paragraph 10. of
the project instructions. Stations for which a horizontal position is
available have been indicated by a large green triangle on the photo-
graphs and those without position but having only a single direction and
vertical angle have been indicated by a large green circle. All
peak stations identified have been listed by areas and are attached to
this report. A concerted effort was made to identify as many of these
inland stations as practicable depending upon the location of the ship
while in an area and also weather conditions at the time. Additional
inland stations were determined in Area 3 as called for in paragraph 11. of the project instructions. From necessity, the locations deter-
mined depended upon this intersections. Cuts and vertical angles were
taken to additional identified peaks in this area.

4. Vertical control.—Vertical control for contouring by stere-
oscopical instruments can be obtained from the identified alongshore and
inland control stations for which elevations are available. No attempt
was made to abstract all stations with elevations as this data is avail-
able on the geographic position lists. However, an abstract of new
elevations determined was made and is attached to this report. The
vertical angles for stations for which no horizontal position has been
determined can be obtained from the ABSTRACT OF EARTH DISTANCES, Form
29, submitted with other triangulation data on 15 November 1951. Standard
methods were used in locating additional peaks and obtaining elevations.

5. Contours and drainage.—

Inapplicable.

6. Woodland cover.—Woodland cover exists in almost the entire
area of the project and in most cases is right to the waters’ edge. See
paragraph 2, of this report for further information regarding this sub-
ject.

7. Shoreline and alongshore features.—Shoreline inspection was
accomplished in the entire area indicated by cross hatching on the at-
ached PROCESS SKETCH. The mean high-water line has been indicated on
the photographs and no difficulty should be experienced by the compiler
in its delineation. In a great many cases the high-water line is at
the immediate bluff edge which is also the tree and grass or tundra
line. In some cases the approximate low-water line is indicated on the
photographs but generally only the limits of shoal or reef areas are
shown. All shoreline inspection was done from a 20 foot dory by skirt-
ing along the shore and also by actually going ashore at appropriate
places where photogrammetric stations were to be selected or horizontal
control stations were being recovered and identified. It is believed
that sufficient notes have been made to give the compiler a good idea
of shoreline and alongshore features. However, it should be pointed
out that a lot of shoreline information not specifically shown can be
 gleaned from reading the short descriptions of the photohydro stations
inked directly on the face of the photographs. There are a few piers,
landings and buildings alongshore in the area field inspected. These
have been indicated on the photographs and all buildings considered
worth delineating have been shown.

8. Offshore features.—An attempt was made to indicate all off-
shore high-water rocks and rocks ashore on the photographs. In some
instances a 3 point sextant fix was taken on offshore rocks which could
not be readily identified. These fixes have been shown directly on the
photograph. In some cases were a spot of some nature appeared on the
photograph but no actual feature was found a note was made (generally
by the letters NR) indicating the feature or spot was not evident upon
visiting the area. In a few instances notes were made requesting fur-
ther investigation by the hydrographer.

9. Landmarks and aids.—There are two buildings in the area inspected which have been submitted on Form 567 as LANDMARKS. Also, there are 3 fixed aids to navigation which have been submitted on Form 567, two having been previously located by triangulation and the third has been identified as a phototopographic station. Conditions at the time did not warrant locating the latter by triangulation. The above forms 567 accompany this report.

10. Boundaries, monuments and lines.—Generally speaking, this paragraph is inapplicable. However, a General Land Office marker was found on the most northerly extremity of Naked Island and was referenced to triangulation KEISO, 1949 and classified as topographic station UMLI S2454 1939 (GLO). Form 524 has been submitted for this station.

11. Other control.—Recoverable topographic stations were established along the shoreline in accordance with paragraph 13 of the project instructions. In many parts of the project no topographic stations had to be established due to the plethora of triangulation stations. Practically all phototopographic stations established were marked stations. A complete listing of all phototopographic stations by areas is attached to this report indicating the photograph upon which the station was identified. Form 524 has been submitted for each station.

Photohydro stations were selected and identified for future hydrographic surveys. A particular effort was made to select stations that could be re-identified and used by the hydrographer. Each station was assigned a temporary field number and indicated on the photograph. From necessity, due to two inspectors working in close proximity to each other, oftentimes using the same photograph another day, or even parts of the same photograph the same day, the numbering system became somewhat jumbled but in no case is there a duplication of numbers on the same photograph. A short description of each photohydro station has been inked directly on the face of the photograph upon which it was pricked. In some instances where the shoreline was too badly shadowed by overhanging trees or bluff, photohydro stations could not be pricked; but generally, very good hydro station coverage is available. As a matter of fact in some cases where the shoreline is considerably broken there is almost a plethora of stations and it will be up to the discretion of the hydrographer which stations to eliminate.
Photohydro stations were selected for the entire area inspected. In the Naked Island group were graphic control had been executed in 1949 and hydrographic stations had been built but no hydrography done, an attempt was made to identify the same stations indicated on the copies of the graphic control surveys furnished. In a good many cases this was possible and they have been indicated on the photographs in the photohydro station descriptions. A number was assigned to the pricked photohydro station in the usual manner and then the graphic control survey station name was shown in parentheses to indicate that it was the same station originally located in 1949. In some cases the original whitewashes were still evident and in others a railroad spike was found driven into a crack in the rock approximately midway of where the whitewash had been.

12. Other interior features.—There are no bridges or known cable areas in the area field inspected, nor are there any airports or landing fields. Air transportation is all done by float planes in this area. The CIA station in the Dutch Group and the village at Chenega are the most outstanding habitations. Most of the other habitations indicated on the photographs are abandoned fox farms except for the one on the south side of Perry Island. Here the buildings are kept up and residence maintained the year around.

The village of Chenega has about 90 residents and has a Bureau of Indian Affairs school and post office (both in the same building). There is a Russian Orthodox Church here and a native store. There is a long narrow pier here which was in bad repair at the time of inspection. There are no marine facilities here but water can be obtained by hose at the end of the pier.

13. Geographic names.—A special report on geographic names has been prepared and was forwarded to the Washington Office on 14 November 1951.

14. Special reports and supplemental data.—In addition to the data contained in this report, the following data obtained during the 1951 season by the Ship LESTER JONES is pertinent to the photogrammetric work accomplished in Prince William Sound.

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<td>GEOGRAPHIC NAMES REPORT, Prince William Sound</td>
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Ross A. Gilmore  
Commander, CGGS

Approved and Forwarded:

George A. Nelson  
Cdr., CGS  
Comdg., Ship LESTER JONES
PHOTOGRAMMETRIC PLOT REPORT
Prince William Sound, Alaska
Project 6152
Surveys T-9536 and T-9538
May 1956

21. AREA COVERED

This report discusses the photogrammetric plot for shoreline surveys
T-9536 and T-9538 which cover shoreline in Prince William Sound between
latitudes 60°15' and 60°28'45" and longitude 147°56'15" and 148°06'30".

22. METHOD

Seven vinylite manuscripts with polyconic projections and grid
lines were used in laying the plot. The grid lines were used in joining
the manuscripts.

The photographs used were positype prints of G&G single lens
camera ratioed (3X) and USAF single lens ratioed (2X).

Vinylite hand templates were prepared adjusting to a master cali-
bration template to remove paper distortion.

The plot was begun in the south part of T-9536 where control was
plentiful and where a junction was effected with a completed plot. The
plot was extended conventionally to close control to the northward
on manuscripts T-9825, T-9826 and T-9534 (see control sketch).

23. ADEQUACY OF CONTROL

A tight plot was obtained for both maps. However, control in
T-9538 fell near the single flight line on the east side of Chenega
Island. Positions thus may not be accurate in a north-south direction
above triangulation station Chenega 1907. All control within the surveys
was held. Discrepancies outside the area of the surveys were not
significant in affecting the accuracy of the surveys. See, also,
Sub-heading 25.

24. SUPPLEMENTAL DATA

None.

25. PHOTOGRAPHY

Another flight of photographs or a few nine-lens photographs would
have strengthened the plot sufficiently to eliminate the weaknesses noted
under Sub-heading 22, above. There was little overlap between flights.
Otherwise, photography was adequate.
Positions in the southeast corner of T-9538 were obtained from
rays of only two photographs.

SHEET AND FIG. X-345-12, CONTROL STATIONS

Attached to this report.

Submitted by:

Robert L. Sugden
Robert L. Sugden
Cartographer

Approved:

Everett H. Ramsey
Chief, Graphic Compilation Unit
T-9526

Village, 1933 - Sub. Station

T-9528

Squirr, 1933
Chepaga, 1907 (LS?) - Sub. Station
Czar, 1933

T-9139 (West of Plot)

Shale, 1933
Mugger, 1933

T-9141 (Southwest of Plot)

Baron, 1933
Orion, 1933 - Sub. Station

T-9142 (South of Plot)

Sister Rock, 1907
Pleiades, 1933

T-9825 (Northwest of Plot)

Bend, 1933 - Sub. Station
Scamp, 1933 - Sub. Station
Grassy, 1933 - Sub. Station

T-9826 (North of Plot)

Evan, 1933
Islet, 1933

T-9524 (North of Plot)

Lint, 1933 - Sub. Station
Start, 1933

*Very approximate identification on one photograph.
PHOTOGRAHMNETIC PLOT SKETCH
PROJ. - 6152 PRINCE WILLIAM SD.
SCALE 1:10,000
MAY 1956

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△ FIELD IDENTIFIED TRIANGULATION NOT HELD
○ PHOTO CENTERS
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COMPILATION REPORT (PRELIMINARY)
T-9538

This survey is classified as "Preliminary" because some features were not positioned accurately by the photogrammetric plot and one area was compiled with only one photograph (Sub-heading 31). Shoreline for these areas has been dashed on the manuscript.

31. DELINEATION:

Shoreline and foreshore features were delineated from stereoscopic interpretation and with the aid of field inspection photographs at 1:20,000 scale.

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 the compilation points of near-sea-level elevation.

Due to the dense wooded sections with overhanging trees along the shoreline, and shadows, it was necessary to dash (approximate MHWL) portions of the shoreline in the difficult areas.

NOTE:

Delineation of the Southeast section of manuscript T-9538 was compiled from (1) one photo, 38VV. The adjacent photos were sent to the field prior to compilation.* This portion of the manuscript, consequently, is weak.

* Only Photograph 38VV covered most of this area.

32. CONTROL:

See Photogrammetric Plot Report which is filed as part of Descriptive Report T-9536.

33. SUPPLEMENTAL DATA: None.

34. CONTOURS AND DRAINAGE:

Not applicable.

35. SHORELINE AND ALONGSHORE DETAILS:

The shoreline and alongshore features were delineated using field inspected photographs and office stereoscopic interpretation. Field inspection photographs were at 1:20000 scale which made identification more difficult and may have resulted in errors. See "NOTE" under Sub-heading 31.
36. **OFFSHORE DETAILS:**

Field inspection generalized some offshore rock areas. See "NOTE" under Sub-heading 31.

37. **LANDMARKS AND AIDS:** None.

38. **CONTROL FOR FUTURE SURVEYS:**

There were thirty-seven (37) photo-hydro stations located on the manuscript from field inspected photographs by stereoscopic methods and descriptions furnished by the field party. Stations with accompanying descriptive notes are listed under Sub-heading 49.

One (1) recoverable topographic station were positioned by this survey and are filed under T-number in the Photogrammetry Division. They are listed under Sub-heading 49.

39. **JUNCTIONS:**

North, T-9534; South, T-9142; East, no contemporary survey; West, T-9536.

40. **HORIZONTAL AND VERTICAL ACCURACY:**

See Photogrammetric Plot Report filed as part of Descriptive Report T-9536 and Sub-heading 31, above. Positions on survey are believed to be accurate within approximately one millimeter.

46. **COMPARISON WITH EXISTING MAPS:**

Seward (B-3) scale 1:63,360, Alaska 1952 USGS T-2970, scale , 1909

47. **COMPARISON WITH NAUTICAL CHARTS:**

The manuscript was compared with Nautical Chart No. 8551, scale 1:200,000 published in 1909, corrected 5-31-54.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY: None.

ITEMS TO BE CARRIED FORWARD: See Sub-heading 40.

Approved by:  

Everett H. Ramey

Submitted by: Garnett S. Amburn
SUPPLEMENT TO COMPILATION REPORT
T-9538

31. Delineation:

Reference: Compilation Instructions
Supp. 4 dated 23 October 1957

Because additional field inspection or new photography is not programmed for this area, the manuscript has been corrected to its final form. This involved corrections in the shoreline features on Chenega Island. Segments of shoreline shown as approximate have been revised to definite by analogy with similar areas.

The areas adjacent to Squire Island were compiled with only one photograph and remain as approximate on this final compilation.

Everett H. Ramsey, Chief
Graphic Compilation Unit
14 November 1957
October 19, 1970

GEOGRAPHIC NAMES
FINAL NAME SHEET
PH-152 (Alaska)

T-9538

Chenega Island
Chenega Point
Kake Cove
Knight Island Passage
Point of Rocks
Squire Island

Approved by:
A. J. Wright
Chief Geographer

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

**Photo-hydro stations:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description and Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>381</td>
<td>White spotted islet (light colored rock) 12' with brush atop. Prickling questionable.</td>
</tr>
<tr>
<td>382</td>
<td>End of semi-detached grey rock point with single tree.</td>
</tr>
<tr>
<td>383</td>
<td>Outer part of semi-detached point with a tree and a bare top.</td>
</tr>
<tr>
<td>384</td>
<td>Flat white-topped (2') rock.</td>
</tr>
<tr>
<td>385</td>
<td>End of low ledge (4').</td>
</tr>
<tr>
<td>386</td>
<td>Blunt V corner point of rock bluff just south of low nose-like point.</td>
</tr>
<tr>
<td>387</td>
<td>(CRP) sign of rock shoreline anchor point for floating trap.</td>
</tr>
<tr>
<td>388</td>
<td>Projecting point of shoreline just north of slide area (station point has a projecting tree).</td>
</tr>
<tr>
<td>389</td>
<td>Knife-like point of rock with dead tree at top corner point.</td>
</tr>
<tr>
<td>390</td>
<td>Vertical face at spotty white covered point of bluff with several dead trees above.</td>
</tr>
<tr>
<td>391</td>
<td>South end of low white double ended point just out from bushy tree (there is a low ledge to south and a dead projecting snag to north).</td>
</tr>
<tr>
<td>392</td>
<td>Low point with several stumps. Field identification questionable.</td>
</tr>
<tr>
<td>393</td>
<td>Low ledge point with large stump to south.</td>
</tr>
<tr>
<td>394</td>
<td>Outermost point at HWL.</td>
</tr>
<tr>
<td>395</td>
<td>(5') Rock with large bleached overturned stump.</td>
</tr>
<tr>
<td>396</td>
<td>(5') Rock (highest of cluster of white tops off point).</td>
</tr>
<tr>
<td>397</td>
<td>Large dead tree, slightly projecting.</td>
</tr>
<tr>
<td>398</td>
<td>Corner point of shoreline with large dead stump.</td>
</tr>
<tr>
<td>399</td>
<td>End of islet at old snag.</td>
</tr>
<tr>
<td>400</td>
<td>Tree at corner point.</td>
</tr>
</tbody>
</table>
401 Tree in bight at HWL.
402 Flat corner of grey rock ledge and tree.
535 White snag.
539 Top of rock (1).
541 End of center hump (3).
544 Highest part of rock (6).
545 Overturned stump on top of rock (8)
546 Dead tree lying on point (3)
547 Highest part of rock (7)
554 Top center of rock (3)
555 Large white stump (6)
556 Highest part of rock (AW)
557 Seaward snag on top of rock (6)
558 Highest part of light-colored rock (5)
559 White snag on extremity of point (6)

Topographic Stations: LARD 1951
Notes to the Hydrographer for T-9536 and T-9538

Manuscripts for both T-9536 and T-9538 were connected subsequent to the time of hydrographic surveys in 1957. This involved a few changes in shoreline features and no change in hydro station positions. After final office review, these surveys will be registered as shoreline surveys.

Corrections on manuscript T-9536 were added in red ink to the vinylite impression used by the field party. Thus the vinylite impression can be used in processing the hydrographic surveys.

Corrections on manuscript T-9538 were made only in the area of Chance Island and involved small changes in shoreline. Such approximate shoreline was changed to definite shoreline. The area at Squine Island was compiled as approximate and must remain as such because no new photography is programmed for this area. A copy of this revised manuscript is to be used for processing hydrographic surveys.

Everett N. Balley, Chief
Graphic Compilation Unit
FORM 1002(T-2) PHOTOGRAHMATIC OFFICE REVIEW

MAP T-

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 EDIT REPORT

MAP T-

PROJECT PH-152

No record of field edit was available at the time of final review; therefore, no Field Edit Report is bound with this Descriptive Report.
REVIEW REPORT T-9538

SHORELINE

DECEMBER 4, 1970

61. GENERAL STATEMENT:

See Summary on page 6 of this Descriptive Report.

An ozalid comparison print, (pages 27 through 29),
with differences noted in Items 62 through 65, is bound
with the original of this report.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS:

A comparison was made with Survey T-4810, scale 1:20,000,
dated September-October 1933 (Chenega Island), and T-2970,
scale 1:20,000, dated 1909 (Squire Island). Differences
between these surveys and T-9538 are shown in blue on the
comparison print.

Several rocks awash shown on Survey T-2970 in the area
adjacent to Squire Island are not visible on the photograph.

63. COMPARISON WITH MAPS OF OTHER AGENCIES:

A comparison was made with U.S.G.S. Quadrangle SEWARD
(B-3), ALASKA, scale 1:63,360, dated 1950. Differences
between this map and T-9538 are shown in brown on the com-
parison print.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS:

A comparison was made with Survey H-8388, scale
1:12,500, dated 1956. The vicinity of Kake Cove and Chenega
Point was the only part of T-9538 covered by H-8388. Only
one difference was noted-- it is shown in purple on the
comparison print.
65. **COMPARISON WITH NAUTICAL CHARTS:**

A visual comparison was made with Chart 8515, scale 1:80,000, 10th edition, dated October 28, 1969. Chart 8524, scale 1:20,000, 7th edition, dated July 11, 1960 and revised January 17, 1970, was projected onto the comparison print. Differences between these charts and T-9538 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:

[Signature]

Charles H. Bishop
Cartographer
December 4, 1970

Approved:

[Signature]

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

Approved:

[Signature]

Chief, Photogrammetric Branch
Chief, Photogrammetry Division
COMPARISON PRINT

Blue = T-4610
Red = Chart 8515
Purple = H-8388

Also on Chart 8515
Also on SEWARD (B-3)  
and Chart 8524

COMPARISON PRINT
Blue = T-2970  
Red = Chart 8524  
Brown = SEWARD (B-3)

Numerous rocks  
awash shown on  
SEWARD (B-3)  

All rocks in blue  
also on Chart 8524

POINT OF ROCKS

147° 57'00"  
X = 448,000 m

SHORELINE MANUSCRIPT  
T-9538  
SCALE: 1:10,000  
ALASKA  
PRINCE WILLIAM SOUND