

11301, 11303, 11320 & 11321

11301, 11303, 11320 & 11321

Form 504	
U. S. DEPARTMENT OF COMMERCE	
COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	Shoreline (Photogrammetric) T-11301, T-11303 T-11320 and T-11321 *
Field No.	Ph-117
Office No.	T-11321 *
LOCALITY	
State	Alaska
General locality	Cordeva Bay
Locality	POINT Marsh, Hessa Inlet & Hunter Bay
1953-1954	
CHIEF OF PARTY F. R. Gessett, Chief of FIELD PARTY E. H. Kirsch, Baltimore Photo. Office	
LIBRARY & ARCHIVES	
DATE	

USCOMM-DC 5087

* Surveys T-11301 and T-11321 -LOST-
(Refer to Review Report)

DATA RECORD

T-11301, T-11320
T-11303, T-11321

Project No. (II): Ph-117

Quadrangle Name (IV):

Field Office (II): USC&GS HODGSON

Chief of Party: F. R. Gossett
J. Bowie

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: E. H. Kirsch

Instructions dated (II) (III): Field 3/17/53, 1/8/54
Office: 12/7/53, 10/11/54, 11/4/54

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): 1.000

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV):

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III): MHW

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): WEST 1909

Lat.: 54° 43' 04.333" (134.0m)

Long.: 132° 19' 15.492" (277.3m)

Adjusted
~~Unadjusted~~

Plane Coordinates (IV):

State: Alaska

Zone: 8

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): D. L. Campbell
A. C. Haglund
R. C. Munson
J. J. Dermody

Date: Aug. & Sept. 1953

Apr. & May, 1954

Planetable contouring by (II): None

Date:

Completion Surveys by (II): None

Date:

Mean High Water Location (III) (State date and method of location): 1953 (date of photography)
Office interpretation, field inspection 1954

Projection and Grids ruled by (IV): J. Thuma

Date: 12/8/53

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

Date: 12/9/53

Control plotted by (III): J. C. Cregan
A. Queen

Date: 1/7/54

Control checked by (III): J. Steinberg
H. R. Rudolph

Date: 1/19/54

Radial Plot or Stereoscopic
Control extension by (III): H. R. Rudolph

Date: 2/19/54

Planimetry
Stereoscopic Instrument compilation (III):
Contours

Date:

Date:

Manuscript delineated by (III): J. B. Phillips - T-11301 & T-11303
J. Honick - T-11320 and T-11321

Date: 2/12/54

Photogrammetric Office Review by (III): R. Glaser

Date: 2/18/54

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

Date:

Camera (kind or source) (III): U.S.C. & G. S. nine-lens, 8 1/4" focal length

PHOTOGRAPHS (III)				
Number	Date	Time	Scale	Stage of Tide
40988 & 40989	8 July 1953	1614	1:10,000	5.3 above MLLW
41017 to 41020	"	1640	"	4.9 " "
41030 to 41034	"	1652	"	4.8 " "
41064 to 41069	"	1716	"	4.7 " "

Tide (III)
from predicted tables

Reference Station: Sitka
 Subordinate Station: Tah Bay, Cordova Bay
 Subordinate Station:

Diurnal		
Ratio of Ranges	Mean Range	Spring Range
1.3	7.7	9.9
	10.2	12.8

Washington Office Review by (IV): D. M. BRANT

Date: SEPT. 1970

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 13

Shoreline (More than 200 meters to opposite shore) (III): 36 statute mi.

Shoreline (Less than 200 meters to opposite shore) (III): 8 " "

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): 2 Recovered: 2 Identified: 2

Number of BMs searched for (II): Recovered: Identified:

Number of Recoverable Photo Stations established (III): 4

Number of Temporary Photo Hydro Stations established (III): 94

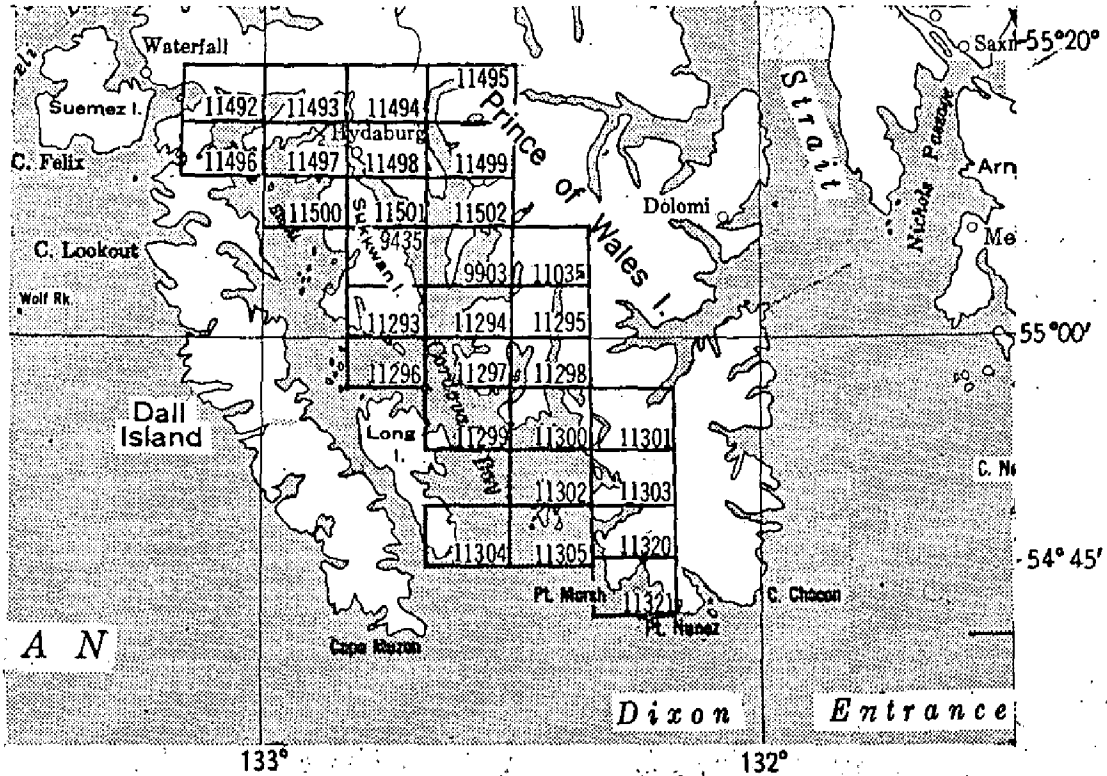
Remarks:

*One additional station (ROT, 1953) not described or marked, but located by third-order methods, is shown as a recoverable topographic station.

	Land Area Square Mi.	Shoreline More than 200 mm	Shoreline Less than 200 mm
T-11301	1	7	1
T-11303	4	10	3
T-11320	6	15	3
T-11321	2	4	1
	<hr/> 13	<hr/> 36	<hr/> 8

SHORELINE MAPPING PROJECT PH-117

Cordova Bay & Vicinity of S.E. Alaska



OFFICIAL MILEAGE FOR COST ACCOUNTS			
SHEET NO.	AREA SQ. MILES	LIN. FT. SHORELINE	
9435	13	13	11304 12
9903	21	21	11305 37
11035	9	9	11320 24
11293	20	20	11321 20
11294	15	15	11492 24
11295	13	13	11493 12
11296	14	14	11494 2
11297	21	21	11495 16
11298	23	23	11496 17
11299	16	16	11497 26
11300	31	31	11498 8
11301	7	7	11499 11
11302	18	18	11500 27
11303	14	14	11501 17
			11502 15
		TOTALS	503 503

Summary to Accompany
Descriptive Report
All T-Numbers
PH-117

September 1970

This project is comprised of twenty-nine shoreline surveys compiled at 1:10,000 scale. It covers an area in the vicinity of Cordova Bay in southeast Alaska. The purpose for the compilation of these shoreline surveys was to provide a base for hydrographic survey operations and to update marine charts of the area.

The shoreline area was covered with single-lens and nine-lens photography. Field inspection prior to compilation consisted only of recovery and identification of control. Control was extended by radial plot method in the Baltimore District Office prior to graphic compilation. The shoreline was delineated from office interpretation of the photographs.

Copies of the manuscripts and the ratio photographs were sent to the hydrographic parties (ships HODGSON and PATTON) for hydro support use. Hydro signals were identified and described. Corrections and additions to the shoreline and offshore details were made from field annotated photographs. This has been treated as field inspection throughout this project, but actually it is field edit.

The application of field inspection and photogrammetric office review was done in the Baltimore District Office.

Map Accuracy

The extension of control (radial plots) for the subject maps was considered to be sub-standard in accuracy (refer to radial plot reports). However, the maps were used to provide shoreline and control for hydrographic surveys and were found by the hydrographer to be generally satisfactory for this purpose. A new project is planned for this area.

(continued)

-2-

Differences Between Contemporary Hydrographic and Topographic Surveys

Field inspection was done during hydrography (refer to the field inspection report). Where the application of field inspection (additions and corrections) was not applied to the hydrographic surveys, they were called to the attention of the hydrographic verification and review activities by the following means:

1. For an unverified smooth sheet a "Notes to the Verifier" page was inserted in the Hydrographic Survey Descriptive Report.
2. For an unreviewed smooth sheet a "Notes to the Reviewer" page was inserted in the Hydrographic Survey Descriptive Report.
3. For reviewed hydrographic surveys the Chief, Hydrographic Data Branch was notified.

The remaining discrepancies were disposed of in conference with the Hydrographic Review Branch.

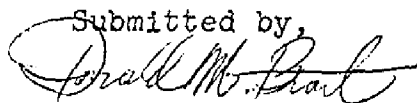
Rock Elevations

Differences in some rock elevations were found during final review between a number of the photogrammetric surveys and the contemporary hydrographic surveys. It was decided in conference with the Hydrographic Review Branch that since the rock elevations were from predicted tides they would be removed in most cases from the photogrammetric surveys and the elevations on the hydrographic surveys would be used because of more accurate tide data. An ozalid copy of all manuscripts showing the rock elevations computed from predicted tides will be filed along with available field inspection photographs in the Federal Records Center.

A complete Geographic Names Investigation was made and a final names sheet is a part of this report.

Field records were incomplete at the time of final review. Available field data was used at this time.

A registration manuscript copy for all surveys, except T-11301 and T-11321 which are lost, will be registered in the Bureau Archives under their respective T-numbers.

Submitted by,

Donald M. Brant

2. AERIAL FIELD INSPECTION

Control station identification was made in the main project area of Cordova Bay on the southwest side of Prince of Wales Island, and in three areas on the east side of Prince of Wales Island in accordance with instructions for Project CS-357. Shoreline inspection for this season was confined mainly to the area covered by this season's hydrographic surveys. In the areas north of Shipwreck Point, on the west side of Cordova Bay, and on the east side of Prince of Wales Island only very small amounts of shoreline inspection were done.

The Cordova Bay area is a large deep watered area with many inlets, arms, and bights that cut up the land areas. In the southern part, the Barrier Islands extend far out into the bay. The terrain in the Barrier Islands is very broken with numerous small islands and offshore rocks covering the area. A few small tidal lakes are found on several of the islands. Most of the islands are 100 to 200 feet in height. The land area in the rest of Cordova Bay is mostly rugged wooded mountains cut by deep valleys, bays and inlets.

The areas on the east side of Prince of Wales Island in which the instructions required control station identification were in or near long deep bays. These inlets have numerous small bays and arms that are in general very deep. The land areas are nearly all very mountainous with dense timber except near the summits of the highest peaks. The higher mountains inshore are very steep and rugged and are usually bare near the summits.

There are very few cultural features in the areas covered by field inspection. In the Cordova Bay area there were only three cultural features. A small trapper's cabin was found at the old Klinkwan village site. The landmark and remains of the village have been destroyed and should be deleted from the chart. An old cannery site on the north shore of Hunter Bay is visible but no structures remain. At the northern end of the area opposite Sukkwan Strait there is an abandoned mine. This was charted as Copper City, but there are no buildings still standing.

Only control station identification was done on the east side of Prince of Wales Island. No detailed inspection of cultural features was made in this area.

The single lens photographs obtained from the Geological Survey were very poor which made field inspection difficult. These prints were very hazy and had very little contrast.

The nine lens photos were clear and had very good contrast except in areas where the sun's reflection blurred them. Usually a better print could be found in these areas, but on several photographs along the west side of Cordova Bay some difficulties were encountered.

Densities and tones were not inspected on the land areas. In water areas shoals and kelp areas were easily visible on the nine lens photographs.

3. HORIZONTAL CONTROL

(a) No supplemental triangulation control was established in connection with the field inspection. Since photo compilation had not been made for the area, graphic control sheets were surveyed to control the hydrography. These

sheets should be very helpful in making the compilation. The short sections of shoreline in the vicinity of many of the stations will probably be helpful to the compiler.

Three new main scheme triangulation stations were established during the survey. These are BLACK 2, 1953; EGG 2, 1953; and DEWEY 2, 1953.

(b) All control is on N. A. 1927 datum and no datum adjustment are necessary

(c) All control was established by the Coast and Geodetic Survey.

(d) No field inspection was done this season in the vicinity of Sukkwan Strait and South Pass. This section was deferred in expectation of receiving nine-lens photographs. Then near the close of the season, work on Project CS-357 was suspended to undertake the special wire drag survey at Hollis Anchorage. A better field inspection can be made when the remaining area is covered by nine-lens photographs. The single-lens photographs provided by the Geological Survey can be considered of very little value for field inspection in this area. *to this section*

(e) In the Cordova Bay area the triangulation stations that were omitted in the photo identification were omitted in accordance with Paragraph 12 of Instructions dated 17 March 1953. For stations omitted in Sukkwan Strait and South Pass see Paragraph 3(d) of this report.

The stations on the east side of Prince of Wales Island that were omitted were in accordance with Paragraph 13 of Instructions dated 17 March 1953.

The following stations were reported as lost:

- | | |
|--------------------------|---------------|
| NEW, 1908 | FRONT, 1909 |
| GREEN, 1907 | DOPE, 1909 |
| N. W. CHURCH SPIRE, 1909 | BAD, 1909 |
| OUR, 1909 | LIME, 1905-18 |
| CAN, 1909 | HUB, 1907 |
| TOP, 1909 | |

Stations NEW, 1908 and GREEN, 1907 were the only two stations of the list that were photo identified. At NEW, 1908 the station mark was not found but the old blaze in tree and the rock pinnacle the station was on was found. The pinnacle is only about 4 feet in diameter which made positive identification possible. At GREEN, 1907 the old R. M. drill hole was found and identified. The station mark was not found.

For further information under this heading see Triangulation Reports, Ship HOGGSON, 1953.

(f) The following horizontal control stations were identified:

STATION	PHOTO NO.	QUALITY OF IDENTIFICATION	REMARKS
<u>WEST OF PRINCE OF WALES</u>			
<u>NINE LENS</u>			
ANCHOR, 1909	41015	Positive	Triangulation
ATA, 1918	41003	"	"
Axe	40991	"	Topo - 1953
BAN, 1925	40944	"	Triangulation
BARRIER, 1908	40992	"	"

STATION	PHOTO NO.	QUALITY OF IDENTIFICATION	REMARKS
BLACK 2, 1953	h0991	Positive	Triangulation
BOAT, 1909-25	h0985	"	"
CEDAR 2, 1908	h1048	"	"
CLEO, 1909	h1015	"	"
CLUMP, 1907	h0999	"	"
CON, 1925	h0904	"	"
COPPER 2, 1908	h1048	"	"
CREEK, 1909	h0993	"	"
Day	h0991	"	Topo - 1953
DERBY 2, 1953	h0986	"	Triangulation
EGG 2, 1953	h0986	"	"
FAR, 1909	h0991	"	"
FLAT 2, 1908	h1002	"	"
FOG, 1908	h1002	"	"
GRASS, 1908-1/1	h1002	"	"
GREEN, 1907	h0977	"	"
HAS, 1918	h1004	"	"
HEN, 1907	h0977	"	"
Hip	h1011	"	Topo - 1953
HUNTER, 1909	h1035	"	Triangulation
JACK, 1907	h0978	Doubtful	"
Jar	h0992	Positive	Topo - 1953
KEET, 1918	h1045	"	Triangulation
KLINKWAN, 1909	h1035	"	"
LEDGE 2, 1908	h0990	"	"
LITTLE, 1909	h1033	"	"
MAB, 1918	h1005	"	"
MARBLE 2, 1925	h0983	"	"
MID, 1918	h1045	"	"
MEX, 1909	h0990	"	"
NEG, 1908	h1000	"	"
NICE, 1907	h0977	"	"
NING, 1925	h0943	"	"
NUT, 1918	h1002	Doubtful	"
PET, 1909	h1015	Positive	"
Ram	h1036	"	Topo - 1953
RHEA, 1909	h1034	"	Triangulation
ROUGH 2, 1908	h0982	"	"
Rut	h1036	"	Topo - 1953
SHIP 2, 1908	h0997	"	Triangulation
SHOE, 1907	h0978	"	"
SOUTH ROCK, 1909-53	h0945	"	"
TITAN, 1909	h1033	"	"
Tomb	h0989	"	Topo - 1953
TRIM, 1925	h0979	"	Triangulation
TURN, 1909	h1012	"	"
UP, 1918	h1053	"	"
Vim	h0991	"	Topo - 1953
WEST, 1909	h0989	"	Triangulation
Yam	h0991	"	Topo - 1953
Zag	h0991	"	Topo - 1953
	Single Lens		
BRETT, 1908-1/1	SEA13-091	Doubtful	Triangulation
ROUND, 1908-1/1	SEA26-020	Positive	"

7. SHORELINES AND ALONGSHORE FEATURES

(a) Shorelines was inspected from a boat running as close inshore as was safe. The mean high water line shows clearly on the nine lens photos where shadows or overhanging trees do not obscure it. In most areas not opened to the seas the mean high water line is at the tree line. In some areas where the land protrudes up steeply from the shoreline the trees overhang it as much as 4 to 5 meters. In other areas, those open to the seas, it is usually visible on the photographs but may be as far as 50 meters from the tree line.

The mean high water line is indicated at random intervals on photographs or where it is not clear.

(b) The low water line is not indicated on the photographs, although, a number of areas were marked foul when it was considered too shoal to investigate with a motor whale boat. In some cases where a number of submerged rocks were grouped together the area would be marked foul out to the kelp line.

(c) The foreshore in the vicinity of the Barrier Islands was mostly very rocky with numerous rock ledges and reefs that cover at high water. There are also many small bights with boulder, rock or gravel beaches in this area. Just north of the Barrier Islands there are many bights and small bays which have some sand beaches formed by streams that run into them.

(d) There were a few bluffs and cliffs seen over the area. None of these were marked on the photographs. However, most of them are readily identifiable on the photographs due to the lack of vegetation. They should be obvious in a stereoscopic model.

(e) In the project area where shoreline inspection was done no shoreline structures were noted other than the permanent fish trap at the mouth of Hessa Inlet. This structure was used by small fishing craft as a mooring. It was permanently secured to the beach, and had not been used as a trap for many years. It is indicated on the photograph.

8. OFFSHORE FEATURES

In the hydrographic survey area covered by field inspection important offshore features and possible dangers to navigation were indicated on the photographs. Many of the offshore rocks were located by hydrographic and/or topographic means.

In two places in the area inspected this season there were rocks that were indicated that did not show clearly on the photographs.

The first is a sunken rock in Eureka Channel about 1.1 mile NE of Far Point. In the vicinity of this rock there is a kelp area about 30 meters in diameter that appears to show on the photo. A hydrographic fix was taken on the rock and a check on its location can be obtained from the hydrographic sheet.

The second rock not clearly visible on the photographs was a rock awash about 200 meters SSE of triangulation station BIRD, 1909-53. This rock was not located by the hydrographic party, but it was noted on the photograph. It may show a little clearer on the office print. However, if a positive location cannot be made using the office prints, further hydrographic investigation is necessary.

Since the field inspection was done in conjunction with the hydrographic survey, some of the offshore features were omitted from the photographs if previously located by other methods. Although, an attempt was made to field inspect all offshore features whether they had been previously located or not.

Heights of rock were estimated in all cases. All rocks were visited, but in most cases a landing was not made. When the field inspection was made a pencil notation of the time, date, and estimated heights was made on the photographs. At the close of the day heights of rocks awash were reduced to MLLW and all notes were inked.

9. LANDMARKS AND AIDS

(a) The only landmark noted was an abandoned light on Turn Point. It is station Ram identified on photograph Number h1036. Since it is a recoverable topographic station no photo location is needed.

(b) No interior landmarks will be listed since no interior inspection was done.

(c) Inapplicable.

(d) The following fixed aids to navigation are indicated on the photographs.

AID	PHOTO NOS.	HYDROGRAPHIC NAME	REMARKS
TELEVAR STRAIT LIGHT	h0978		
MELLEN ROCK LIGHT	h1003		
MOUND POINT LIGHT	SEA29-014		
CENTER ISLAND DAYBEACON	h0991	Zag	Topo signal
GUIDE ROCKS DAYBEACON	h1033	Cab	" "
TURN ISLAND DAYBEACON	h1012	TURN, 1909-53	Triang. Station
HUNTER BAY DAYBEACON	h1036		
EUREKA CHANNEL DAYBEACON	h0992	Jar	Topo signal

The four aids listed above that were not located should be located by photogrammetric methods. No identification cards were made for these. All four were pricked direct.

The other aids listed have been located but were identified to be used in the control of the radial plot. Guide Rocks Daybeacon was identified but no card was submitted since it is not needed for control of the plot.

(e) Inapplicable.

10. BOUNDRIES, MONUMENT, AND LINES

Inapplicable.

11. OTHER CONTROL

A number of topographic stations were identified on the photographs that were not listed as recoverable topographic stations. When these were identified no pricking cards were submitted.

The specified spacing for recoverable topographic stations was complied with in the area covered by the hydrographic survey. Listing covered under

side heading 3(f).

12. OTHER INTERIOR FEATURES

Covered under side heading 2.

13. GEOGRAPHIC NAMES

Geographic names will be covered in a separate report.

Only charted names were used in connection with records and reports.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Supplemental data includes other phases of field work - triangulation data, topographic data, hydrographic data and coast pilot notes.

Photogrammetric data forwarded separately:

Field photographs

Control Station Identification Cards

Data to be forwarded:

Descriptive Reports for Hydrographic Sheets:

- HO-1153 HO-1353
- HO-1253 HO-2153

Triangulation Report - Cordova Bay - 1953

Descriptions of Triangulation Stations

Descriptions of Recoverable Topographic Stations

Recovery Notes, Triangulation Stations

Report on Landmarks and Fixed Aids

Geographic Names Report - L Heck 054

Coast Pilot Notes *

Respectfully submitted,

Donald L. Campbell

Donald L. Campbell,

Ens., USC&GS

Approved and forwarded:

F. R. Gossett

F. R. Gossett,

CDR, USC&GS

Comdg., Ship HODGSON

DATA RECORD

Project No. - CS-357

Field Office - USC&GS Ship HODGSON

Chief of Party - John Bowie

Instructions dated: Field instructions 17 March 1953

Field inspection by: R. C. Munson

Date: April 1954

Planetable contouring by: None

FIELD INSPECTION REPORT

FOR

TAH BAY

CORDOVA BAY, S. E. ALASKA

APRIL 1954

T-11303

PH-117

2. AREAL FIELD INSPECTION

The area covered in this report is known as Tah Bay. This bay is located on the southwest side of Prince of Wales Island, east of the north end of the Barrier Islands. It has the approximate shape of an "H" with the uprights about two miles long running northwest to southeast. The cross arm is one mile long running west to east.

There are no cultural features in this area. The only two natural features are: (1) the land area is densely covered with trees, (2) the two islands in the eastern arm of the bay form a constriction which causes strong current and rapids on the ebb and flood tides. Slack high tide is the only time a launch can enter the north end of the eastern arm.

This field inspection is believed to be standard.

The area is covered with standard nine-lens photographs (1/10,000) which gave adequate coverage with the following exception: The shoreline on the west side of the bay is obscured by trees on the photographs.

Densities and tones were not inspected on the land areas. In the water areas, shoals and kelp areas were easily visible on the nine-lens photographs.

3, 4, 5.

Inapplicable

6. WOODLAND COVER

All land area not covered by storm high water is densely wooded with coniferous trees and underbrush.

7. SHORELINE AND ALONGSHORE FEATURES

(a) The shoreline was inspected in conjunction with the photohydro signal building party. The shoreline in the vicinity of the signal location was inspected while the signal was being constructed. The shoreline in between signals was inspected from the boat running as close inshore as safety permitted. The mean high water line is at the bottom of the black band (one or two meters wide) which runs along the shore below the tree line.

(b) The low water line was delineated in the areas where it was obvious. The pictures were flown during low water so the water line on the photographs is approximately the low water line.

(c) The foreshore is rock and boulders with a few areas of sand and gravel at the head of the small bights.

(d) There are no prominent bluffs or cliffs.

(e) There are no docks, wharves, piers, landings, submarine cables or other shoreline structures.

8. OFFSHORE FEATURES

All apparent offshore features were visited but in most cases a landing was not made. Most of the rocks and shoals are clearly defined on the photographs and the height or depth, time and date that they were visited are noted. All heights were estimated and all depths were measured.

Two rocks, which might be dangers to the hydrographic launch at low tide, were located on the photographs. Neither of these rocks were located on the Advance Print, Shoreline Manuscript T-11303 by the Washington Office. A more accurate determination as to the size of these rocks will be made by the hydro party. These rocks are approximately located

on the manuscript.

The first rock extends out from the point of land between hydro signals KIP and LIT as shown on field photograph 41033.

The second rock is in the eastern arm of Tah Bay, between hydro signals APE and CON as shown on photograph 41033.

9, 10.

Inapplicable.

11. OTHER CONTROL

The following is a list of the hydrographic signals in this area and the method used for their location. All signals constructed this year have the information for their location on the back of the photographs listed:

<u>SIGNAL</u>	<u>METHOD OF LOCATION</u>	<u>PHOTO NO.</u>
- Ace	Angle & distance from office pass points	41033
- Ape	Angle & distance from office pass points	41033
- Bat	Pricked direct - field radial plot	41033
Ben //302	Pricked direct - field radial plot	41033
- Big	Sextant fix	41033
- Con	Office plotted rock	41033
- Coo	Pricked direct - field radial plot	41033
- Daw	Pricked direct - field radial plot	41067
Dee //302	Sextant fix	41033
Elf //302	Angle & distance from office pass points	41033
- End	Pricked direct - field radial plot	41067
- Far	Angle & distance from office pass points	41033
- Fix	Angle & distance from office pass points	41033
- Gam	Angle & distance from field radially plotted subpoint	41067
- Gin	Angle & distance from office pass points	41033
- Hot, 1954	Sextant fix (Field photo location wrong.)	41033
- Ida	Angle & distance from office pass points	41033

<u>SIGNAL</u>	<u>METHOD OF LOCATION</u>	<u>PHOTO NO.</u>
- Jam	Sextant fix	41033
- Kip	Pricked direct - field radial plot	41033
- Lit	Pricked direct - field radial plot	41033
- Mag	Angle & distance from office pass points	41033
- Mix	Pricked direct - field radial plot	41033
- Oak	Angle & distance from field radially plotted sub.pt.	41033
	Pie 11302 1953 signal - office plotted point	41033
- Pup	Angle & distance from office pass points	41033
- Rev	Pricked direct - field radial plot	41033
- Sox	Sextant fix (photo location wrong)	41033
- Toy	Sextant fix	41033
- Tug	Sextant fix	41033
- Use	Sextant fix	41033
- Wad	Sextant fix	41033

Hydro signals Add, Cat, Fly (located in 1953 on Graphic Control Sheet HO-D-1953) and triangulation station LITTLE, 1909 were used in the location of signals Doe, Jam, Sox, and Wad.

12.

Inapplicable.

13. GEOGRAPHIC NAMES

A special report will be forwarded at the end of the field season.

TAH BAY is the only charted name in the area covered by this report.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

To be forwarded at later date:

Hydrographic Survey Sheet HO-1254

Hydrographic Survey Descriptive Report for HO-1254

Tide Data

Sounding Records and Fathograms

Forward with this report:

Office photographs (nine-lens, 1/10,000)

Field photographs (nine-lens, 1/10,000)

1 - Advance Print, Shoreline Manuscript T-11303

1 - Blueline Manuscript T-11303

1 - Shoreline Manuscript T-11302

1 - Blueline Manuscript T-11302

15. NOTES TO COMPILER ON ADVANCE SHORELINE MANUSCRIPT T-11302, T-11303

The mean high water line shown on the manuscript is believed to be slightly too far inshore. It is faintly distinguished on the photographs by the black band mentioned in Section 7 of this report. In the areas where the beach slopes steeply from the treeline to the water the MHWL is just under the trees. In the areas where the beach slopes gently from the treeline to the water the MHWL is out towards the water from the treeline.

The two rocks mentioned in Section 8 should be investigated to determine whether or not they should appear on the final manuscript.

Hydrographic signal HQT was located by field radial plot and later found to be in error. The signal was then relocated by sextant cuts. Hydro signal SOX was located by an angle and distance from the office pass points. This signal location was later found to be in error, due to an error in the identification of the pass point, and was relocated by a sextant fix.

Respectfully submitted,

R. C. Munson,
Ensign, USC&GS

Approved:

John Bowie,
CDR, USC&GS
Comdg., Ship HODGSON

PHOTOGRAMMETRIC PLOT REPORT
Project Ph-117

Surveys Nos. T-11299 thru T-11305, T-11320 & T-11321

21. AREA COVERED

This radial plot report covers the entire areas of Surveys Nos. T-11300, T-11301, T-11302, T-11303, and T-11305. It also includes, the areas east of Cordova Bay that lie within the limits of Surveys Nos. T-11299 and T-11304, all of survey No. T-11320 except the shoreline of Brownson Bay, and the area of Survey No. T-11321 west of POINT MARSH LIGHT. These are all shoreline surveys located along the eastern side of Cordova Bay from Marsh Point northward to the north side of the entrance to Kassa Inlet.

22. METHOD - RADIAL PLOT

Map Manuscripts:

Vinylite sheets with polyconic projections in black and Universal Transverse Mercator Alaska, Zone 8, grids in red, at a scale of 1:10,000 were furnished by the Washington office. Base sheets were prepared in this office.

All control stations and substitute stations were plotted using the beam compass and meter bar.

A sketch, showing the layout of surveys in this plot, and the distribution of control and photographs is attached to this report. A list of control stations is also attached to this report.

Photographs:

Unmounted photographs taken 8 July 1953 with the U.S.C. & G. S. nine-lens camera, focal length 8 3/4 inches, at a scale of 1:10,000 were used in this plot.

Thirty-nine photographs were used in this plot numbered as follows:

- 40985 thru 40997
- 41010 thru 41020
- 41030 thru 41037
- 41063 thru 41069

Standard symbols were used on the photographs.

Templets:

Vinylite templets were made for all photographs. The master templet was used to make adjustments for paper and film distortion and chamber displacements.

Closure and Adjustment of Control

Vinylite base sheets were prepared in this office. Since junctions of grid lines between several of the manuscripts could not be made the base sheets were prepared by transferring several projection intersections (all corners) along the neat limits of the manuscript for Survey No. T-11305 to a base sheet. The projection intersections of the other manuscripts were then transferred to the base sheets by matching common projection intersections. All control was transferred to the base sheets

at the same time that the projection intersections were being transferred.

The radial plot was then constructed on the base sheets.

The templets for the two western flights were laid first. Then the templets in the other flights that contained the most control were laid. Since control stations RHEA, 1909; PET, 1909; LITTLE, 1909; and ANCHOR, 1909 could not be held at the same time on any of these templets several combinations were tried and the best results were obtained by holding RHEA, 1909 and ANCHOR, 1909. The plot was then extended to the north, east and southeast until satisfactory plot was obtained.

It was also impossible to hold control TITAN, 1909.

Transfer of Points:

The positions of all photograph centers and pass points were transferred to the map manuscripts by superimposing the manuscripts on the templets and matching common projection intersections and control points.

23. ADEQUACY OF CONTROL

As previously stated all of the control could not be held in the radial plot.

TITAN, 1909 - Fricked direct - described as white banner appearing as a white spot on photograph with tree branches overhanging about 10 feet. Impossible to identify accurately on most of the office photographs. No definite radial line intersection obtained by the plot.

Sub point LITTLE, 1909 - The radially plotted position falls 0.5 mm. south of computed position.

PET, 1909 - The radially plotted position falls 1.0 mm southeast of geographic position.

The discrepancies in these stations were probably due to inaccuracies in identification. Due to urgency of completion of delineation required, no further investigation was made.

24. SUPPLEMENTAL DATA

No graphic control surveys were used in this plot.

25. PHOTOGRAPHY

All of the photographs have large light struck areas on the western sides. Many have deep shadows along shoreline.

No tilt determinations were made.

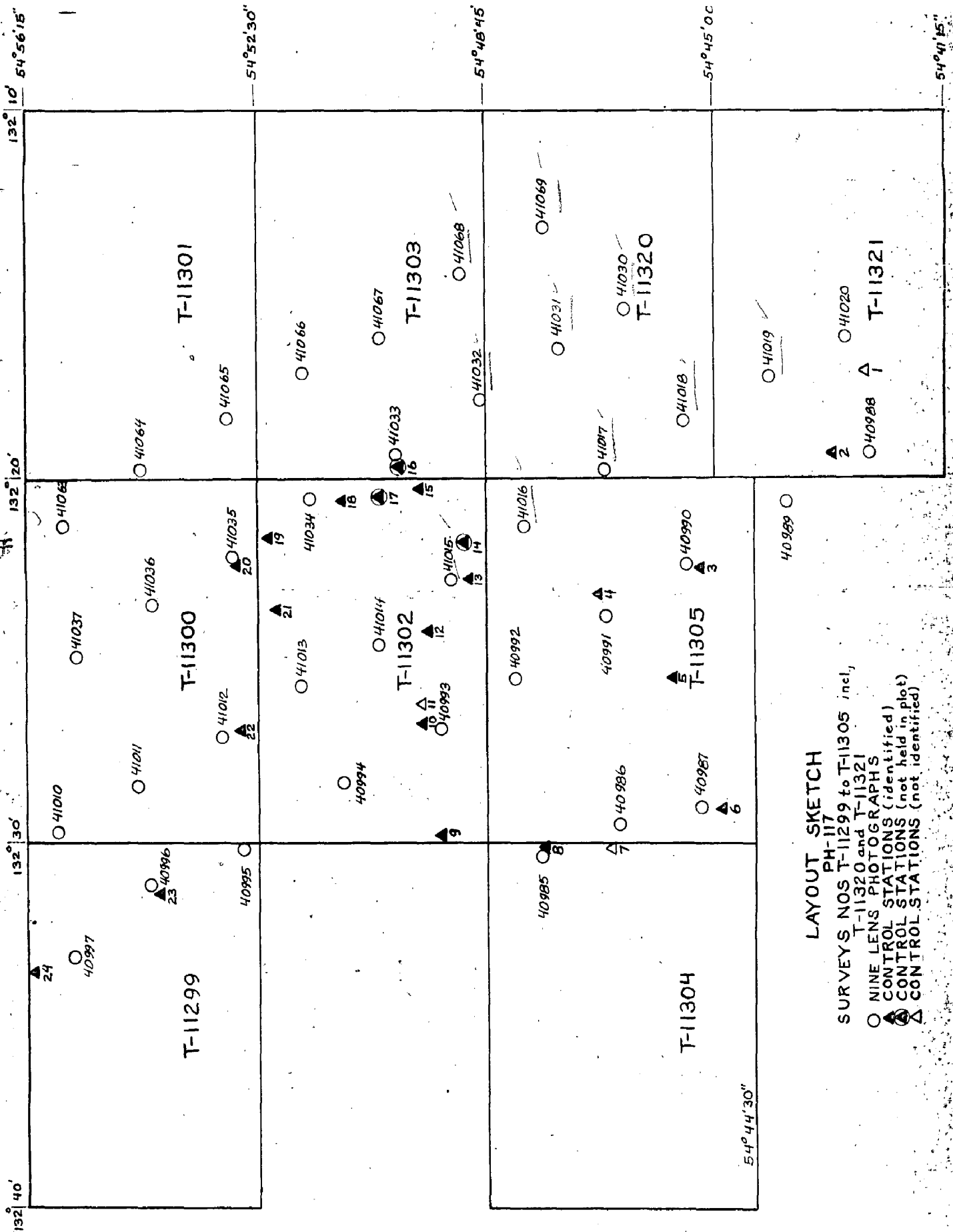
The definition is good except in the light struck and deep shadow areas.

Respectfully submitted
18 February 1954

Harry R. Rudolph
Harry R. Rudolph
Carto. Aid (Photo)

LIST OF CONTROL

No.	Name of Station	Identification
1	MARSH, 1909	None
2	WEST, 1909	Direct
3	MEX, 1909	Direct
4	FAR, 1909	Direct
5	BLACK 2, 1953	Direct
6	DEWEY 2, 1953	Direct
7	LIGHT (ROUND ISLANDS), 1953	None
8	EGG 2, 1953	Sub. Point
9	BOAT, 1909-25	Direct
10	BARRIER, 1908	Direct
11	POE, 1909	none
12	CREEK, 1909	Direct
13	CLEO, 1909	Sub Point
14	TITAN, 1909	Direct
15	ANCHOR, 1909	Direct
16	LITTLE, 1909	Sub Point
17	PET, 1909	Direct
18	RHEA, 1909	Direct
19	HUNTER, 1909	Sub Point
20	KLINK, 1909	Sub Point
21	TURN, 1909	Direct
22	BIRD, 1909	Direct in Office
23	SHIP 2, 1908-25	Direct & Sub. Pt.
24	LEDGE 2, 1908	Sub Point
25	TRIM, 1925	Sub Point



LAYOUT SKETCH
PH-117

SURVEYS NOS T-11299 to T-11305 incl,
T-11320 and T-11321
 ○ NINE LENS PHOTOGRAPHS
 ▲ CONTROL STATIONS (identified)
 △ CONTROL STATIONS (not held in plot)

54° 44' 30"

40 989 ○

T-11304

40985 ○

▲ 7

40986

40987 ○

▲ 6

▲ 5 T-11305

40990 ○

40992 ○

40991 ○

▲ 4

T-11302

41014 ○

▲ 11

40993 ○

▲ 12

40994 ○

▲ 9

41013 ○

▲ 21

41012 ○

▲ 22

T-11300

41011 ○

41037 ○

41036 ○

41035 ○

▲ 20

41034 ○

▲ 19

▲ 18

▲ 17

▲ 15

41015 ○

▲ 14

41016 ○

41018 ○

▲ 2

41020 ○

▲ 40988

▲

T-11321

41017 ○

41030 ○

T-11320

41031 ○

41069 ○

41032 ○

41068 ○

41067 ○

41033 ○

▲ 16

41066 ○

41065 ○

T-11301

41064 ○

132° 40'

132° 30'

132° 20'

132° 10'

54° 52' 30"

54° 48' 45"

54° 45' 00"

54° 41' 15"

MAP T. 11321

PROJECT NO. Ph-117

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y -COORDINATE LONGITUDE OR x -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			ϕ	λ	FORWARD	(BACK)		FORWARD	(BACK)	
SURF, 1908-21	G-609 P.202	N.A. 1927	54	41				861.3	(994.0)	
			132	09	27.853	45.008			806.2	
WHITE ROCKS, 1909	G-609 P.246	"	54	43	02.68			82.9	(1772.4)	
			132	13	57.57				1030.6	
MAREH, 1909	G-609 P.246	"	54	42	35.408			1094.9	(760.4)	
			132	17	04.889				87.5	
WEST, 1909	G-609 P.245	"	54	43	04.333			134.0	(1721.3)	
			132	19	15.492				277.3	
Sub. Pt. WEST, 1909			54	43				147.2	(1708.1)	
			132	19					281.0	
CHACON (NICHOLS) 1924		N.A. 1927	54	43	35.109			1085.6	(769.7)	
			132	11	07.496				134.2	
ROT (rk aw) 1953	G10341 P.2	"	54	42	42.986			1329.2	(526.1)	
			132	19	38.230				684.5	

19
-25

COMPILATION REPORT
T-11301, T-11320,
T-11303 & T-11321

Field Report: Refer to the Photogrammetric Field Inspection Report, S.E. Alaska, Cordova Bay - Prince of Wales Island, 1953, U.S.C. & G. S. HODGSON, Franklin R. Gossett, Commanding; and also, for Tah Bay, dated April 1954, Cmdr. John Bowie, Commanding.
Photogrammetric Plot Report. The Photogrammetric Plot Report is part of the combined Descriptive Report for surveys T-11302, T-11304 and T-11305.

31. DELINEATION also see p.13

Graphic methods were used to delineate these manuscripts. The vertical projector was used in some areas to correct the scale of the photographs to manuscript scale.

In accordance with the compilation instructions, the areas of surveys T-11320 and T-11321 east of Point Marsh Light was not delineated.

The following parts of the shoreline on these surveys should be considered as advance shoreline due to lack of inspection and the extension of the photogrammetric plot beyond identified control:

The north arm of Hunter Bay (T-11301).

Hessa Inlet east of Long. 132° 18'. (T-11303 and T-11320).

32. CONTROL

See radial plot report.

33. SUPPLEMENTAL DATA also see p.13

The following graphic control surveys were available in the area of these surveys:

HO-C-1953

HO-D-1953

Portions of the MHWL were delineated. At two places and at several hydrographic signals, information was given regarding the MHWL. The elevations of the numerous rocks were shown on sheet "C". This information was used where possible in the delineation.

The geographic names standard dated 6 January 1954, was furnished on a copy of Chart No. 8145.

34. CONTOURS AND DRAINAGE

Contours - Inapplicable.

Drainage - No comment.

35. SHORELINE AND ALONGSHORE DETAILS also see p. 13

The only field inspection furnished for these surveys was in the area between Point Marsh and Thompson Passage. The MHWL was identified or located only on the graphic control survey HO-C-1953.

The MHWL had to be interpreted under the stereoscope by analogy with the inspection furnished for surveys to the west of these surveys. In areas of high sloping ledge it was difficult to be positive of the MHWL delineation.

Shadows obscured the eastern sides of the high wooded islands and points of land and where no positive image was visible on any photograph, the MHWL was shown with a broken line as an approximate or indefinite line.

No lower low-water line was shown except to outline large exposed beach areas apparent on the photographs. It is believed the actual line will be farther offshore than shown.

The foul lines shown are the outer limits of rocky, kelp or shallow areas that are visible on the photographs or delineated by the field party.

36. OFFSHORE DETAILS also see p. 14

All offshore details visible on two or more photographs were delineated on the manuscripts.

37. LANDMARKS AND AIDS

Form 567 is being submitted for Point Marsh Light.

38. CONTROL FOR FUTURE SURVEYS also see p. 14

Form 524* has been submitted by the field party for AXE, 1953. The radially plotted position differs from the planetable position by 2 mm.

** no field description could be located during verification of H-8125 JEG 11-19-56*

Although a third-order position was available for ROT, 1953, it was shown as a recoverable topographic station because it was neither described nor marked.

39. JUNCTIONS

Junctions were made and are in agreement between these surveys and with surveys T-11300, T-11302 and T-11305 to the west. There are no contemporary surveys to the north, east and south.

40. HORIZONTAL AND VERTICAL ACCURACY

See paragraph 31.

41 - 45

Inapplicable. *also see p. 14*

46. COMPARISON WITH EXISTING MAPS

The U.S.C.S. Dixon Entrance quadrangle, scale 1:250,000, edition of 1951 was available in the compilation office but the information shown thereon is based on U.S.C. & G. S. Charts.

47. COMPARISON WITH NAUTICAL CHARTS

Chart No. 8145, scale 1:40,000 published April 1943, corrected to 9/4/53.

Chart No. 8120, scale 1:20,000 (Hunter Bay) published August 1940, corrected to 8/6/51.

Items to be applied to Nautical Charts immediately:

None.

Items to be carried forward:

None.

Respectfully submitted
26 February 1954

Joseph W. Vonasek
Joseph W. Vonasek
Cartographer (Photo)

Approved and forwarded

E. H. Kirsch
E. H. Kirsch,
Comdr. U.S.C. & G. S.
Officer in Charge

SUPPLEMENTARY COMPILATION REPORT
Surveys No. T-11301, T-11303
T-11320 and T-11321

PROJECT No. Ph-117

Reference should be made to the following Photogrammetric Field Inspection Reports, 1954 season, submitted by Comdr. John Bowie, covering the area of these manuscripts:

T-11293 thru T-11303
T-11303
T-11320

A list of correspondence, relative to the area of part of these manuscripts, is given in letter No. 711-aa1, dated 4 November 1954, subject: "Location of Photo-hydro stations on manuscripts T-11302 to T-11305 inclusive, and T-11320 and T-11321, Project Ph-117".

31. DELINEATION

The additional work on these manuscripts consisted of locating the photo-hydro signals and compiling the field inspection data obtained during the 1954 season.

The delineation of South Arm, Moira Sound (T-11301) will be compiled at a later date, along with Project Ph-1148, which it joins at Survey T-11525.

33. SUPPLEMENTAL DATA

After compilation of the 1954 data from the photographs, copies of the boat sheets for surveys H-8125, H-8126 and H-8127 became available for comparison purposes. It was noted that elevations on many rocks differed by several feet and horizontal positions in some cases differed by several millimeters. Discrepancies are explainable by differences in estimated heights or by use of predicted tides versus use of observed tides. Position discrepancies are probably due to inaccuracy of field plotting of signals.

Descriptions of some foreshore areas were added to the manuscripts.

Some geographic names found on the boat sheets were pencilled on the manuscripts pending final action by the geographic names section.

35. SHORELINE AND ALONGSHORE DETAILS

Additional field inspection was furnished in Hunter Bay, Tah Bay and Hessa Inlet. The MLLW line was identified by the field party at a few places, but most of the MLLW line remains as originally compiled.

36. OFFSHORE DETAILS

Those rocks whose approximate positions were spotted on the photographs by the field party and for which no image appeared on the photographs were omitted from the manuscript where reference was made to a hydrographic survey sheet for their positions. Where no reference to a hydro sheet was made, the approximate positions as spotted by the field inspector were delineated even if no verifying images could be found on the photographs.

38. CONTROL FOR FUTURE SURVEYS

A check radial plot in the area of survey T-11320 changes the position of AXE, 1953 by 0.6 mm. The planetable position (sheet "B") is 1.8 mm W. The position on the Form 524 should be changed to agree with the manuscript position as indicated on a blank form submitted with this report.

No Forms 524 were available for ^{*}HESS, 1954; HOT, 1954 and TEM No. 3, 1954. Positions are being submitted on blank forms to be added to the forms originated by the field party. *no field forms could be located during * verification of H-8125 J.E.G. 11-19-52*

There were no photo-hydro signals identified by the field party in 1953 except station AXE, 1953 - mentioned above. Hydrographic signals located by planetable in 1953 are not shown on these manuscripts, except CUE, GIN and SIP on survey T-11321. No attempt was made to identify any other 1953 signals in the office.

Photo-hydro signals established in 1954 have been located on these manuscripts. A list of these, with comments on those with which there was some difficulty, is included in the notes to the hydrographer.

41. MAP MANUSCRIPTS

Except for survey T-11321 in which no additional work was done, the map manuscripts were used in the field for establishing photo-hydro signal positions instead of the black line impressions furnished for that purpose. These manuscripts, especially T-11303 were returned to this office in a badly damaged condition. This manuscript was warped, buckled, split in many places, and patched with cellulose tape. Also, a hard black lead pencil was used to draw radial lines making it impossible to remove them without removing projection and grid lines and delineation.

Respectfully submitted;
21, January 1955

Joseph W. Vonasek
Joseph W. Vonasek
Carto. (Photo.)

Approved and Forwarded

E. H. Kirsch
E. H. Kirsch, Comdr. USC&GS
Officer in Charge
Balto. Photo. Office

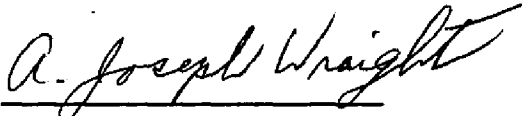
August 25, 1970

GEOGRAPHIC NAMES
FINAL NAME SHEET
PH-117 (Alaska)

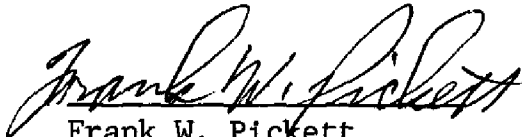
T-11303

- Hessa Inlet
- Hunter Bay
- Prince of Wales Island
- Tah Bay
- Tah Island

Approved by:


A. Joseph Wraight
Chief Geographer

Prepared by:


Frank W. Pickett
Cartographic Technician

August 25, 1970

GEOGRAPHIC NAMES
FINAL NAME SHEET
PH-117 (Alaska)

T-11320

- Buschmann Pass
- Hessa Inlet
- Hessa Island
- Hessa Narrows
- Prince of Wales Island
- Whirlpool Point
- Winter Bay

Approved by:

A. Joseph Wraight

A. Joseph Wraight
Chief Geographer

Prepared by:

Frank W. Pickett

Frank W. Pickett
Cartographic Technician

49. NOTES TO HYDROGRAPHER *also see following page*

In comparing map manuscript T-11321 with graphic control sheet "C", the positions of the hydrographic signals agree with the MHWL as delineated. At stations GIN and CUE, the positions of the rocks differ. At station SIP, the fix checks the photogrammetric position.

At stations WAX, FIX, VIM, GIN, the elevations of the rocks on the planetable sheet differ from the information on the field photographs and the latter is shown on the manuscript.

The structures in the water at the eastern end of Hunter Bay (T-11303) should be identified.

The photogrammetric location of AXE, 1953 plotted about 2 mm SE of the planetable position.

Survey No. T-11301, T-11303,
T-11320 & T-11321

49. NOTES FOR HYDROGRAPHER

The following are the recoverable topographic stations located on these manuscripts:

T-11303

HOT, 1954

T-11320

AXE, 1953
HESS, 1954
TBM, No. 3, 1954

The following are the photo-hydro signals established in 1954, and located on the manuscripts:

T-11301

ALL	ILL	OLD
CUT	JAP	SAM
HIT	NAN	TEX*

*TEX - No distance was recorded on the back of field photo. 41031. The angle checked. The position plotted by the field party directly on the manuscript was accepted.

T-11303

ACE	COO*	FIX	KIP	PET	SUP
APE	DAW*	GAM	LEG	PUP (Tah Bay)	TOY
BAT	DOL	GIN	LIT	PUP (Hessa Inlet)	TUG.
BIG	EGG	HOT, 1954*	MAG*	REV	USE*
CAN	END	IDA	NIX	SKY	WAD
CON	FAR	JAM	OAK	SOX	YEL

*USE - Pencilled note by field party on manuscript indicated misidentification of this signal. The sextant fix on back of Photo. 41033 was plotted in the compilation office moving the signal eastward into the water area.

*COO - The pricking of COO on the field and office photos 41033 doesn't agree with the sketch on the back. The pricking on all other office photos agrees with the sketch. These rays make a good intersection on the manuscript. If the pricking is changed to agree with 41033, then the position of the signal will shift north 10 meters.

*HOT, 1954 - According to a field note the wrong point was identified in the field. The sextant cuts were used to locate the station on the manuscripts. A fourth cut from TOY was wild and was disregarded.

*MAG - Position plots 1.8 mm NE of the field plotted position.

49. NOTES FOR HYDROGRAPHER (cont'd)

T-11320

ABE	END*	HUG	MAT	POT	TOM
AXE, 1953*	EVA	IMP	MEN	QUO	USE*
BIN	FOR	IVY	MIT	REB	VIM
BOB	FUN	JET	MOP	RIP	YET
BUT	GOT	JOE	NED	RUE	TBM No. 3, 1954
CAR	GUS	KIM	NEW	SOX	
DON	HAR	KIS	NUL	SPY	
DUO	HESS, 1954	LAM	OLD	TAM	
EAT*	HID	LUX	OWL	TEE	

*AXE, 1953 - A check radial plot in this area changed the position of this station by 0.6 mm. The planetable position (sheet "B") is 1.8 mm W.

*EAT - No distance was recorded on the back of field photo. 41031. The angle checked. The position plotted by the field party directly on the manuscript was accepted.

*END - The field plotting of this signal falls 0.7 mm W of the office position.

*USE - The field party plotted the signal directly on the manuscript but not in agreement with the sketch on the back of field photo. 41017. The sketch was disregarded in the office.

T-11321

Only the following hydrographic signals (1953) are shown on the manuscripts:

CUE - Lone rock is the position of the signal. Planetable is 0.8 mm S.

GIN - Lone rock is the position of the signal. Planetable is 1.6 mm S.

ROT, 1953 - The position shown is a third-order position furnished on page 2, Accession No. G-10341. It is not a marked station and therefore, not symbolized with a triangle.

SIP - Lone rock is the position of the signal. Planetable is 0.8 mm S.

No attempt was made to identify any other hydrographic signals in the area of this survey.

T-11303

NOTE TO REVIEWER

At Lat. 54° 50.9' - Long. 132° 17.6', conflicting field inspection between photos 41032 and 41033, create a discrepancy of 6-ft. in the elevation of a rock awash.

50

PHOTOGRAMMETRIC OFFICE REVIEW

T-11301, 11303, 11320, 11321

- 1. Projection and grids
- 2. Title
- 3. Manuscript numbers
- 4. Manuscript size

CONTROL STATIONS

- 5. Horizontal control stations of third-order or higher accuracy
- 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)
- 7. Photo hydro stations
- 8. Bench marks
- 9. Plotting of sextant fixes
- 10. Photogrammetric plot report
- 11. Detail points

ALONGSHORE AREAS

(Nautical Chart Data)

- 12. Shoreline
- 13. Low-water line
- 14. Rocks, shoals, etc.
- 15. Bridges
- 16. Aids to navigation
- 17. Landmarks
- 18. Other alongshore physical features
- 19. Other alongshore cultural features

PHYSICAL FEATURES

- 20. Water features
- 21. Natural ground cover
- 22. Planetable contours
- 23. Stereoscopic instrument contours
- 24. Contours in general
- 25. Spot elevations
- 26. Other physical features

CULTURAL FEATURES

- 27. Roads
- 28. Buildings
- 29. Railroads
- 30. Other cultural features

BOUNDARIES

- 31. Boundary lines
- 32. Public land lines

MISCELLANEOUS

- 33. Geographic names
- 34. Junctions
- 35. Legibility of the manuscript
- 36. Discrepancy overlay
- 37. Descriptive Report
- 38. Field inspection photographs
- 39. Forms

40. R. J. Slaw
Reviewer

Joseph Steinberg
Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field ^{inspection} completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

J. HONICK, J. B. PHILLIPS and R. M. WHITSON
Compiler

Frank J. Tarca
Supervisor

43. Remarks:

1-13-55

50-

PHOTOGRAMMETRIC OFFICE REVIEW

T. 1130B, 11303, 11320, 11321

- 1. Projection and grids
- 2. Title
- 3. Manuscript numbers
- 4. Manuscript size

4a. Classification label

CONTROL STATIONS

- 5. Horizontal control stations of third-order or higher accuracy
- 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)
- 7. Photo hydro stations
- 8. Bench marks
- 9. Plotting of sextant fixes
- 10. Photogrammetric plot report
- 11. Detail points

ALONGSHORE AREAS

(Nautical Chart Data)

- 12. Shoreline
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PHYSICAL FEATURES

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- 27. Roads
- 28. Buildings
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- 31. Boundary lines
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- 33. Geographic names
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- 35. Legibility of the manuscript
- 36. Discrepancy overlay
- 37. Descriptive Report
- 38. Field inspection photographs
- 39. Forms

40. R. Olson
Reviewer

Joseph Steinberg
Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler

Supervisor

43. Remarks:

Review Report T-11301
Shoreline Mapping

September 1970


The original manuscript and all copies of photogrammetric survey T-11301 are lost at this time. There is no field data available at this time.

The manuscript covers the area encompassed by the following limits:

Lat. $54^{\circ}52'30''$ - $54^{\circ}56'15''$
Long. $132^{\circ}10'00''$ - $132^{\circ}20'00''$

A composite Descriptive Report including survey T-11301 will be filed in the archives. The report shows that the manuscript was compiled, additions and corrections furnished by field inspection were applied and that a photogrammetric office review was made.

The photogrammetric survey was used as a base for new hydrography. The contemporary hydrographic survey (8127) covers the shoreline area on this map.

Reviewed by,

Donald M. Brant

Review Report T-11303
Shoreline Mapping

September 1970

61. General Statement

Differences in some rock elevations were found between T-11303 and H-8126 (refer to Summary, "Rock Elevations"). *— page 7*
These elevations were removed from T-11303.

62. Comparison with Registered Topographic Surveys

Comparison was made with the following topographic surveys:

- T-2331, dated 1897, 1:80,000 scale
- T-2976, dated 1909, 1:20,000 scale

These surveys are superseded for charting by T-11303.

63. Comparison with Maps of Other Agencies

Comparison was made with USGS Dixon Entrance (D-1), Alaska quadrangle, 1:63,360 scale, dated 1948. No differences of importance were found in the comparison.

64. Comparison with Contemporary Hydrographic Surveys

Photogrammetric survey T-11303 was used as a base for new hydrography. The following hydrographic surveys were used for comparison:

- H-8125, dated 1954, 1:10,000 scale
- H-8126, dated 1954, 1:10,000 scale
- H-8127, dated 1954, 1:10,000 scale
- H-8066 (unverified), dated 1953, 1:10,000 scale

The agreement is good between the hydrographic surveys and T-11303.

65. Comparison with Nautical Charts

Comparison was made with chart 8145, 1:40,000 scale, 5th Edition, dated October 25, 1965; revised July 17, 1967. No significant differences were found in the comparison.

-2-

66. Adequacy of Results and Future Surveys

(Refer to Summary, "Map Accuracy.") - page 6

Reviewed by,

Donald M. Brant

Donald M. Brant

Approved by,

Chief, Photogrammetric Branch *JEB*

Jack E. Luth
Chief, Photogrammetry Division



Review Report T-11320
Shoreline Mapping

September 1970

61. General Statement

Differences in some rock elevations were found between T-11320 and H-8125 (refer to Summary, "Rock Elevations"). *— page 7*
These elevations were removed from T-11320.

62. Comparison with Registered Topographic Surveys

Comparison was made with the following topographic surveys:

- T-2331, dated 1897, 1:80,000 scale
- T-2973, dated 1909, 1:20,000 scale

These surveys are superseded for charting by T-11320.

63. Comparison with Maps of Other Agencies

Comparison was made with USGS Dixon Entrance (D-1), Alaska quadrangle, 1:63,360 scale, dated 1948. No differences of importance were found in the comparison.

64. Comparison with Contemporary Hydrographic Surveys

Photogrammetric survey T-11320 was used as a base for new hydrography. The following hydrographic survey was used for comparison:

- H-8125, dated 1954, 1:10,000 scale

The agreement is good.

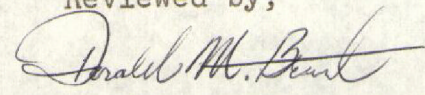
65. Comparison with Nautical Charts

Comparison was made with chart 8145, 1:40,000 scale, 5th Edition, dated October 25, 1965, revised July 17, 1967. No significant differences were found in the comparison.

66. Adequacy of Results and Future Surveys

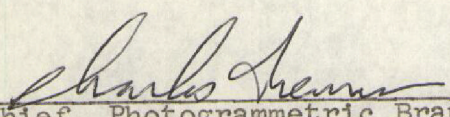
(Refer to Summary, "Map Accuracy.") - Page 6

Reviewed by,



Donald M. Brant

Approved by,



Chief, Photogrammetric Branch

DBB

Chief, Photogrammetry Division

Review Report T-11321
Shoreline Mapping

October 1970

The original manuscript and all copies of photogrammetric survey T-11321 are lost at this time. There is no field data available at this time.

The manuscript covers the area encompassed by the following limits:

Lat. 54°41'15" - 54°45'00"
Long. 132°10'00" - 132°20'00"

A composite Descriptive Report including survey T-11321 will be filed in the archives. The report shows that the manuscript was compiled, additions and corrections furnished by field inspection were applied and that a photogrammetric office review was made.

The photogrammetric survey was used as a base for new hydrography. The contemporary hydrographic survey (8065a) covers a portion of the shoreline area on this map.

Reviewed by,



Donald M. Brant

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

COAST FINDER SECTION

NONFLOATING AIDS ~~OR LANDING MARKS~~ FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE
~~TO BE OBLITERATED~~

I recommend that the following objects which have ~~(LIT)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(LIT)~~ the charts indicated.

The positions given have been checked after listing by R. Glaser

Comdr. E. H. Nilsen Chief of Party.

Baltimore, Maryland February 7, 19 54

STATE	ALASKA	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
					LATITUDE*		LONGITUDE*							
				° ' "	° ' "	D. M. METERS		D. P. METERS						
		Point Marsh Light		LIT	54 42	1347	43.56	36.75	N.A.	1927	X			8145

* This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.