

11501

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11501

Form 504 U. S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY DESCRIPTIVE REPORT	
<i>Type of Survey</i> <u>Shoreline (Photogrammetric)</u>	
<i>Field No.</i> <u>Ph-117</u>	<i>Office No.</i> <u>T-11501</u>
LOCALITY	
<i>State</i> <u>ALASKA</u>	
<i>General locality</i> <u>Sukkwon Strait</u>	
<i>Locality</i> <u>Round Point to Saltery Point</u>	
<u>1954-1956</u>	
CHIEF OF PARTY J. C. Partington; Chief of Field Party William F. Deane, Baltimore District Officer	
LIBRARY & ARCHIVES	
<i>DATE</i> _____	

DESCRIPTIVE REPORT - DATA RECORD

T -11501

Project No. (II): **PH-117** Quadrangle Name (IV):

Field Office (II): **USC&GS Ship HODGSON
USC&GS Ship PATTON**

Chief of Party: **F. R. Gossett - J. Bowie
J. C. Partington
J. T. Jarman**

Photogrammetric Office (III): **Baltimore, Maryland**

Officer-in-Charge: **E. H. Kirsch
W. F. Deane**

Instructions dated (II) (III):

Field: **3/17/53
1/8/54
1/7/55**

Office: **12/7/53
10/11/54
1/24/56**

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 (S) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): **HIGH, 1908-14**

Lat.: **55° 09' 45.357" (1402.6m)** Long.: **132° 44' 37.823" (669.7m)**

Adjusted
~~Washington~~

Plane Coordinates (IV):

State: **UTM**

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.

DESCRIPTIVE REPORT - DATA RECORD

Field inspection by (II): D. L. Campbell
J. J. Dermody
W. C. Russell - F. J. Tucker, Jr.
T. E. Simkin - G. E. Haraden

1953 Field season
Date: 1954 " "
1955 " "
1956 " "

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location): 1954, date of Photography Office interpretation, supplemented by field inspection.

Projection and Grids ruled by (IV): A. Riley

Date: 10/20/54

Projection and Grids checked by (IV): A. Riley

Date: 10/26/54

Control plotted by (III): B. Wilson

Date: 12/1/54

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

Date: 12/14/54

Radial Plot ~~checked~~ E. L. Williams

Date: January 1955
2/27/56

~~Control checked~~ by (III): H. R. Rudolph

Planimetry

Date:

Stereoscopic Instrument compilation (III):

Contours

Date:

Manuscript delineated by (III): J. Phillips
J. Honick

Date: May 1957

Photogrammetric Office Review by (III): R. Glaser

Date: June 1957

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

Date:

DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III):

Number	Date	PHOTOGRAPHS (III)		Scale	Stage of Tide
		Time			
54-0-44 thru 46	6/4/54	1050		1:10,000	1.8' below MLLW
54-0-57 thru 63	"	1100		"	1.6' " "
54-0-76	6/4/54	1110		"	1.3' " "

Tide (III)
From predicted tables

Reference Station: SITKA, ALASKA
Subordinate Station: South Pass, Sukkwan Strait
Subordinate Station: Copper Harbor, Hetta Inlet

Diurnal

Ratio of Ranges	Mean Range	Range
	7.7	9.9
1.4	10.9	13.0
1.3	10.3	12.9

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

Date: July 1970

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 2
Shoreline (More than 200 meters to opposite shore) (III): 20
Shoreline (Less than 200 meters to opposite shore) (III): -
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 18
Number of BMs searched for (II): -
Number of Recoverable Photo Stations established (III): None
Number of Temporary Photo Hydro Stations established (III): 8

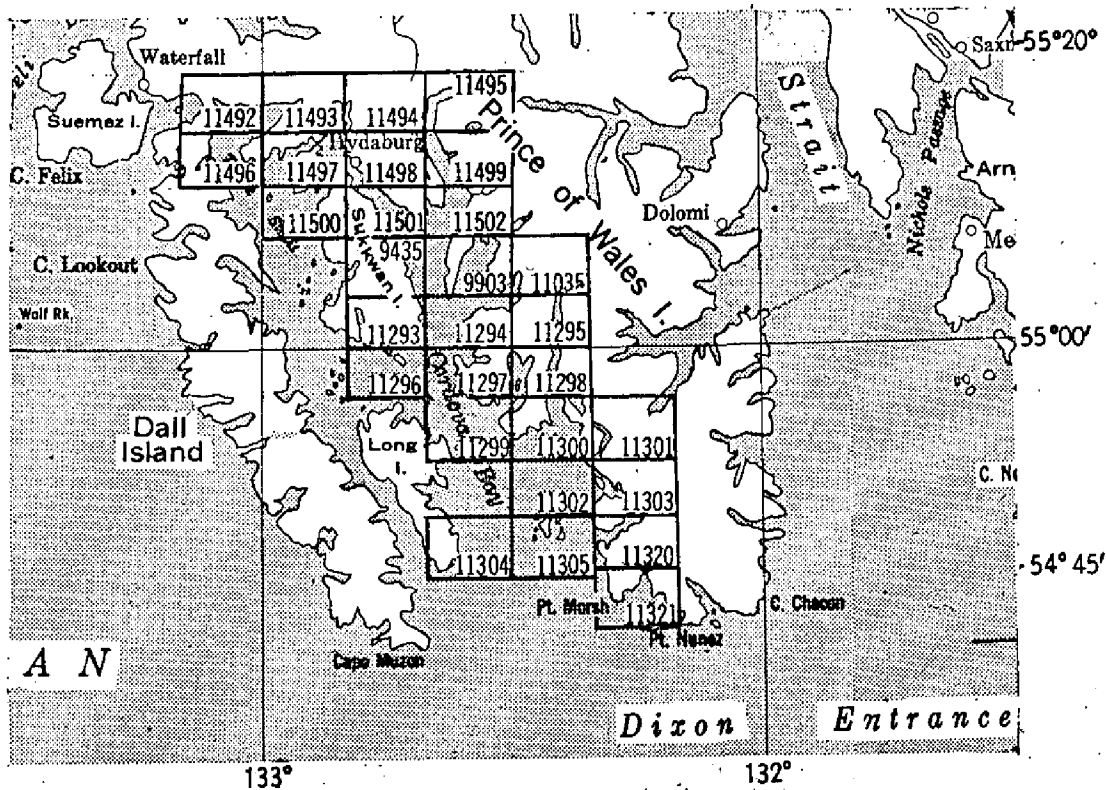
Recovered: 17
Recovered:

Identified: 9
Identified:

Remarks:

SHORELINE MAPPING PROJECT PH - 117

Cordova Bay & Vicinity of S.E. Alaska



OFFICIAL MILEAGE FOR COST ACCOUNTS			
SHEET NO.	AREA SQ. MILES	LIN. MI. 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)

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

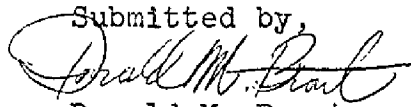
Differences in some rock elevations were found during final review between a number of the photogrammetric surveys and the contemporary hydrographic surveys. It was decided in conference with the Hydrographic Review Branch that since the rock elevations were from predicted tides they would be removed 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. AREAL FIELD INSPECTION:

The area inspected for boat sheet PA-1155 (covered by manuscripts T-11295 and T-11035) is in the upper half of Klakas Inlet on the east side of Cordova Bay (USC&GS Chart No. 8147). The shoreline inspection was started from the northern limits of the 1954 work to the north end of Klakas Inlet.

The area inspected for boat sheet PA-1255 (covered by manuscripts T-9903, T-9435, T-11501, and T-11502) is in Hetta Inlet and the southern end of Sukkwan Strait. The field inspection started from the northern limits of the 1954 work and continued north to a line running easterly from Eek Point, and into Sukkwan Strait to a north-south line at longitude 132 degrees, 44 minutes.

The area inspected for boat sheet PA-1355 (covered by manuscripts T-11498, T-11499, and T-11502) is in Hetta Inlet and extends northerly from junction with boat sheet PA-1255 to latitude 55 degrees, 14 minutes.

The area inspected for boat sheet PA-1455 (covered by manuscripts T-11494, T-11495, and T-11499) is in Hetta Inlet north of junction with boat sheet PA-1355 to the head of Portage Bay.

The field inspection was accomplished at various times throughout the current season, during the periods when hydrographic signals were built and located in advance of the hydrographic surveys.. The entire shoreline was inspected from the water, close inshore.

Field inspection consisted of (1) recovery and identification on areal photographs of existing triangulation stations, and identification of newly established triangulation stations; (2) identification of hydrographic control signals; (3) shoreline and offshore rock inspection.

The photographic coverage consists of single lens photographs at a scale of 1:10,000 and nine lens photographs at a scale of 1:10,000 and 1:20,000. The single lens photographs were used throughout with the exception of the identification of two hydro signals, PIE and YET, which could only be identified on one nine lens 1:10,000 photograph numbered 41002 (manuscript T-9903).

The photography was generally good, but due to shadows and overhanging trees along the shoreline, some difficulty was experienced in interpreting features.

3. HORIZONTAL CONTROL:

(a) Horizontal control established by second order triangulation:

TALON 1955, HETTA 1955, PARKA 1955, ANTON 1955, and SIMON 1955.

Horizontal control established with third order accuracy, for location of hydrographic signals (manuscripts T-9903, T-11499, and T-11502):

Ida	Sign*	Yan	Fig
Amo	Bat*	Ado*	Dog*
Eva*	Era*	Hex	Lax*
Pod*	Ice	Gas*	Mar

Horizontal control established by theodolite and sextant cuts from triangulation stations and whose positions were computed, for location of hydrographic signals and the adjustment of radial plot of manuscripts (manuscripts T-9903 and T-11294):

Bib, Oat 1954, Ply, and Abe.

All of the above hydrographic signals, except those marked with an asterisk, have been field inspected and also located on the photographs. Their photo locations were used on the boat sheets. It is recommended that the triangulation positions of the above hydro signals be used on the smooth hydrographic sheet.

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

(c) All control used in 1955 was established by the Coast and Geodetic Survey.

(d) An attempt was made to recover and identify on photographs all previously established triangulation stations, together with identifying on photographs all newly established triangulation stations within the area field inspected.

(e) The following triangulation stations were searched for but could not be found, and are presumably lost:

HIGH 1908-14, REEF 1908-14, NEAR 1908-14

(f) The following twelve stations were identified for photo control and entered on Control Identification Cards:

Triangulation Station	Map No.	Photo No.
COPPER 2, 1908	T-11502	54-0-184
POINT 1908	T-11502	54-0-76
BRETT 1908-14	T-11501	54-0-76
EASY 2, 1908	T-9435	54-0-75
FOG 1908, 1954	T-9435	54-0-73
LIME 2, 1954	T-11294	54-0-181
GRASS 1905, 1954	T-11293	54-0-72
LOG 1908-14	T-11501	54-0-60
CLOSE 1908-14	T-11501	54-0-60
TALON 1955	T-11502	54-0-76
HETTA 1955	T-11502	54-0-186
SIMON 1955	T-11499	54-0-78

4. VERTICAL CONTROL:

No vortical control was established.

5. CONTOURS AND DRAINAGE:

Not investigated.

6. WOODLAND COVER:

The area is heavily covered with spruce, hemlock, and some cedar. The only deciduous trees are small birches and alders growing sparcely in small areas which have been cut over for mining installations and are now in ruins. Along the major portien of the shoreline, the heavy growth of trees extends to the high water line, and in many cases overhang into the water. This condition made it impossible in several instances to identify triangulation stations on the photographs.

7. SHORELINE AND ALONGSHORE FEATURES:

(a) The mean high water line was adequately compiled on the manuscripts. A few exceptions were noted on the field photos.

(b) The low water line, where it existed, was delineated on the boat sheet. In general, it agreed with the offshore dotted line shown on the manuscripts.

(c) The foreshore was usually steep. The delineation as shown on the manuscripts is adequate.

(d) There were no prominent bluffs and cliffs of importance within the area inspected.

(e) There are no shoreline structures within the area inspected. The one dock in Copper Harbor is now in ruins and does not show on the photographs outside of the high water line.

8. OFFSHORE FEATURES:

Islands, rocks, reefs, ledges, and foul areas, offshore from the high water line, was well defined on the manuscripts. All offshore information was transferred from the manuscripts to the boat sheets and investigated during the hydrographic surveys. Information from these investigations was noted on the boat sheets.

9. LANDMARKS AND AIDS:

There were no landmarks or aids within the area field inspected.

10. BOUNDARIES, MONUMENTS, AND LINES:

Not investigated.

11. OTHER CONTROL:

Recoverable topographic stations were established in accordance with project instructions and are being submitted on Form 524. Two topographic stations were established in Klakas Inlet and two in Hetta Inlet.

The following photo-hydro stations were established:

Map T-9903

<u>Station</u>	<u>Photo No.</u>
Abe #1	54-O-182
Add	183
Bib 1	182
Big	183
Car	183
Cod	183
Don	183
Ear	183
Era #1	184
Fox	183
Gin	183
Oat 1954(Recovered) 1	182
Pie	41002
Ply #1	54-O-181
Roy	182
Sal *	182
Try *	182
Van *	182
War *	182
Yet *	41002

* Located also by sextant cuts.
1 Located also by triangulation.

Map T-9435

<u>Station</u>	<u>Photo No.</u>
Ace	54-O-74
Cut	42
Dip	74
Ego	42
Gal	42
How	42
Ivy	42
Jib	42
Key	75
Kim	42
Low	42
Mag	42
Max	74
Ned	73
Nut	42
Oak	72
Oil	42
Pal	42
Rat	42
Sip	42
Tan	42
Val	73
Vet	42
Wig	73
Yak	42
Zig	74

Map T-11035

<u>Station</u>	<u>Photo No.</u>
Ida	54-O-280
Nig	280
Out	279
Pet	279
Quo (Marked)	279
Rev	279
Sis	279
Tan	279
Use	279

Map T-11293

<u>Station</u>	<u>Photo No.</u>
Lag	54-O-72
Pot 1954(Recovered)	72
Quo	72
Rag	72
Sam	72
Toy	72

9712-

Map T-11495

<u>Station</u>	<u>Photo No.</u>
Alp	54-0-216
Art	216
Amp	216
Bum	216
Bus	216
But	216
Cab	215
Cat	216
Cop	216
Dog	216
Dot	215
Duo	216
Eat	228
Ego	216
Emo	216
Era	216
Fez	216
Fin	228
Fry	216
Gad	217
Gin	216
Gum	216
Hoe	216
Hop	217
Hut	216
Ice	216
Irk	216
Ivy	217
Jar	217
Job	215
Jut	216
Ked	217
Kin	215
Lad	214
Leo	217
Lug	217
Low	216
Mag	215
Man	217
Mop	217
Mug	216
Ned	215
Nip	216
Now (Marked)	217
Nut	217
Oak	216
Odd	215
Ohm	217
Oil	217
Pet	216

Map T-11495 (Cont.)

<u>Station</u>	<u>Photo No.</u>
Pin	54-0-217
Pup	215
Rag	217
Rat	216
Rig	215
Rio	217
Sal	215
Sol	228
Sop	216
Tax	215
Tub	216
Val	217
Vet	215
Wag	215
War	217
Was	216
Yam	216
Yes	216
Zoo	216

Map T-11295

<u>Station</u>	<u>Photo No.</u>
Add	54-0-282
Art	282
Bag	282
Bob	282
Cab	282
Cob1954 (Rec.)	282
Cry	282
Day	282
Dig1954 (Rec.)	282
Dip	282
Ear	282
Egg	281
Fix	282
Gal (Marked)	281
Her	281
Jay	280
Kim	280
Leo	280
Mop	280
Sam 1954 (Rec.- Marked)	282
Val	282
Wag	282
Yes	282
Zoo	282

Map T-11502

<u>Station</u>	<u>Photo No.</u>
Alp	54-0-76
Bob	76
Cow	76
Day	76
Eat	76
Fig *	77
Fly	76
Gag	76
Hat	76
Hex *	76
Irk	76
Ice *	76
Job	76
Ked	76
Key	187
Lay	76
Lug	187
Mal	76
Moe	186
Nat	76
Nip	186
Oak	186
Old	76
Pad	186
Rev	186
Sol	186
Tub	186
Use	186
Wed	186
Wag *	76
Yam *	76
Zoo	76

* Located also by triangulation.

Map T-11498

<u>Station</u>	<u>Photo No.</u>
Ado	54-0-227
Bob	227
Cow	227
End	78
Fat	79
Gas	228
Hex	228
Ida	227
Joy	227
Set	227
Tom	228
Use	227
Van	227
Who	227
Yak	227
Zig	227

Map T-11499

<u>Station</u>	<u>Photo No.</u>
Ace	54-0-228
Ask	78
Arm	78
Bag	78
Bib	228
Box	78
Cab	78
Cod	228
Cut	78
Day	228
Dip (Marked)	228
Don	79
Dot	78
Ebb	78
Eva	228
Fog	79
Fun	78
Gus	78
How	78
Jug	78
Mar *	78
Yum	78
Zoa	78

* Located also by triangulation.

Map T-11501

<u>Station</u>	<u>Photo No.</u>
Hod	54-0-76
Jap	76
Ken	60
Mid	59
Nod	60
Ora	60
Rio	61

Map T-11494

<u>Station</u>	<u>Photo No.</u>
Key	54-0-228
Peg	217
Toy	228

12. OTHER INTERIOR FEATURES:

There are no buildings, docks, bridges, cables, roads or airports in this area.

13. GEOGRAPHIC NAMES:

The area field inspected is all inclusive on Chart No. 8147.

On 22 July 1955, Mr. James Edenso, whose address is Hydaburg, Alaska, was interviewed by CDR. J. C. Partington. Mr. Edenso was then employed as a watchman at Esk Inlet for the U. S. Fish and Wildlife Service. Mr. Edenso, a member of the Indian race, was born at Howkan village in Kaigani Strait, and is about 60 years old. He has fished most of his life in and around Cordova Bay. He is an intelligent man with probably a grammar school or possibly a high school education. Mr. Edenso stated that the following geographic names are in local use:

Blanket Island - The island at the southeast entrance to Sukkwan Strait whose northeast point is charted as Round Point. No specific reason was given for this name.

Y Bay - The small bay on the west side of Hetta Inlet and just south of the above Blanket Island. The name Y Bay is used to denote this body of water because of a slide at the head of the bay shaped like the letter Y.

Mud Bay - On the east side of Hetta Inlet, about $2\frac{1}{2}$ miles north of Lime Point. The Coast Pilot mentions this name although the name is not charted. Local fishermen call this Mud Bay because of its usefulness as an anchorage.

The sites of Copper City, Coppermount, Corbin Mine, and Sulzer no longer exist. They are abandoned and in complete ruins. The aerial tramway and pipeline shown on the chart at Coppermount, together with the aerial tramway leading to Copper Mt., and the flume at Sulzer, are no longer in existence and should be removed from Chart No. 8147.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA:

<u>Item</u>	<u>Transmitting Letter Date</u>
Triangulation Data, Cordova Bay, Hetta Inlet, S.E. Alaska, Project 1357	12 August 1955

Reference is made to the following applicable data:

The 1955 Hydrographic Surveys. Boat sheets of the Ship PATTON were forwarded to the Washington Office and prints are available.

Copies of the transmittal letters showing the photogrammetric records transmitted with this report, are attached.

Respectfully submitted,

William C. Russell

William C. Russell,
CDR., USC&GS

Approved and forwarded:

J. C. Partington
J. C. Partington,
CDR., USC&GS,
Comdg., Ship PATTON

FIELD INSPECTION REPORT

FOR MAPS

T-11493-497-498, T-11500-501

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2. AREAL FIELD INSPECTION:

This report covers the shoreline of the northern part of Sukkwan Strait and all of South Pass and the adjacent area to the north.

The shoreline is generally rocky with trees overhanging the high water line almost everywhere. North of Saltery Point there are numerous small islands, shoals, and flats which bare at various stages of the tide.

The only cultural features are in the village of Hydaburg. There are several native cemeteries on the small islands immediately north of Sukkwan Narrows.

Photo coverage is adequate for the entire area. The photographs are somewhat "fuzzy" causing most of the boulder detail to appear as smooth, sand beaches. Shadow in some cases obscures the high water line. The approximate shoreline on the preliminary manuscripts was checked on the ground, and except as noted, is adequate for charting purposes.

3. HORIZONTAL CONTROL:

(a) The following supplemental stations were established in 1956 to control the photographs in the area northeast of North Pass.

<u>Second Order</u>	<u>Third Order (Intersection)</u>
CLAM	CALF
MINK	LION
PONY	
TOAD	
SEAL	
LOON	

All of the above stations, with the exception of Station LOON, were identified on the photographs.

In addition to the above triangulation stations, the following hydrographic signals, located by graphic control, were identified on the photographs and can be used for control if desired.

- | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| ASK | GAB | LEO | SOW | FAT | IVY | LOG | TEE | FUN |
| LEO | NOR | TIN | | | | | | |

3. HORIZONTAL CONTROL (Contin.):

(b) All horizontal control is computed on the NA 1927 Datum and no datum adjustments are necessary.

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

(d) All control called for in the Instructions was established and identified as far as the field work was carried.

A new second order triangulation scheme was carried from Hyda-burg to North Pass. An attempt was made to identify all these stations, but lack of ground detail made some stations impossible to identify.

It is considered that a sufficient number of stations was identified to control the radial plot adequately.

(e) A thorough search was made for all stations in the project area.

4. VERTICAL CONTROL:

Inapplicable.

5. CONTOURS AND DRAINAGE:

Inapplicable.

6. WOODLAND COVER:

The entire area is covered with a dense growth of coniferous trees extending down to and overhanging the high water line in most places.

7. SHORELINE AND ALONGSHORE FEATURES:

(a) Shoreline inspection was completed in the area north of latitude 55° 09' and east of longitude 132° 55'. All shoreline was inspected from a launch or skiff running close inshore. The highwater line is indicated on various places on the photographs. Some areas are in shadow and the high-water line is not visible on the photographs. Some of these areas are not defined in detail on the photographs, however, by comparison with the preliminary manuscript, few errors in the interpretation were found and for charting purposes, the high-water line is entirely adequate as shown.

(b) The low-water line is sketched on the photographs at various places. In areas where extensive flats exist, the low-water line is defined by the hydrography.

7. SHORELINE AND ALONG SHORE FEATURES (CONTIN.):

(c) The foreshore is characterized by boulders extending from a few feet to several hundred feet in heights. In some cases grassy inlets and spits which cover only in extreme storms were misinterpreted as sand bars which cover at MHW. These have been clarified on the photographs. It is noted that almost the entire shoreline is labeled as sand and gravel on the preliminary manuscripts. It should be mentioned here that there are very few sand beaches in the project area. Most all of the foreshore is boulders, except as noted. The different types of foreshore are indicated on the photographs.

(d) There are no high bluffs or cliffs along the shoreline. Bedrock is exposed up to the storm waterline above which there is top soil and vegetation.

(e) The only waterfront structures are at Hydaburg and are evident on the pictures. Ellis Airlines maintains a small float on the north side of the cannery pier. There is a small pier in the basin at the northern edge of the village and a float secured to a dolphin just offshore from this pier. The objects on the highwater line at the head of this basin are floats which are used alongside the cannery pier during the fishing season and stored on the beach at other times.

(f) There are no submarine cables in the area.

8. OFFSHORE FEATURES:

There are some piles off the cannery at Hydaburg which are indicated on the photographs. The only other offshore features are rocks and shoals. All rocks visible at the time of inspection were noted on the photographs. Heights of rocks were estimated above the water surface at the time of inspection and the time and date is noted.

The area north of Hydaburg Harbor was not covered as thoroughly as should be because of lack of time. Some rocks were probably missed because it was impossible to complete all the inspection at low tide. A hydrographic survey would be required to locate all the rocks in this area.

Kelp areas are outlined approximately.

9. LANDMARKS AND AIDS:

Two new landmarks for nautical charts were located by planetable and were identified on the photographs. One of these, Hydaburg Presbyterian Church Spire, was later intersected with a theodolite. Of the five fixed aids to navigation in the area, three of them, Sukkwan Narrows Light, Goat Island Light, and Turn Rock Daybeacon, were used as sub-points for triangulation station identification. The Hydaburg Daybeacon is identified direct. The small uncharted and privately maintained daybeacon on the north side of the bar west of Hydaburg is not indicated on the photographs. It is located by planetable on topographic sheet PATT-56-B.

All floating aids were located by planetable and none are identified on the photographs.

#

10. BOUNDARIES, MONUMENTS, AND LINES:

Inapplicable.

11. OTHER CONTROL:

In addition to the hydrographic stations listed in Paragraph 3, the following recoverable topographic stations were located for hydrographic signals, but are not identified on the photographs: SKY, JIM, NAT, And PEP.

12. OTHER INTERIOR FEATURES:

There is a bridge over the creek at Hydaburg. There are no landing strips or other interior features.

13. GEOGRAPHIC NAMES:

Geographic names will be covered in a special report, to be submitted.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA:

Data forwarded separately from this report are:

- Field and Office Photographs
- Control Station Identification Cards
- Descriptions of Recoverable Topographic Stations
- Complete triangulation data will be forwarded to the Washington Office in the near future.

15. COMMENTS:

All hydrographic signals were located graphically by planetable on Sheets PATT-56-A, B, and C. Sheets A and C are at a scale of 1:10,000 and cover the northern part of Sukkwan Strait and South Pass respectively. Sheet B is at a scale of 1:5,000 and covers Hydaburg Harbor.

Short sections of shoreline were rodded in at various places and are so indicated on the topographic sheets. All rock detail visible at low water was either cut in or located by sextant fixes. Rocks are shown with their heights above mean lower low water.

On sheet C, all shoreline shown as dotted on the preliminary manuscripts was rodded in. The shoreline on both 10,000 scale sheets is in generally good agreement with the manuscripts.

Some discrepancies between the manuscript and topographic sheet B are apparent by inspection. The shoreline of the small islands north of Saltery Point is not in agreement with the manuscripts. The shoreline in this area was rodded in and is shown on the topographic sheet.

It is also apparent that the shoreline as per boat sheet PA-05156 should be shifted to the north slightly to agree with the graphic control. The shoreline for this boat sheet was blown up, using a Saltzman Projector, from 1:10,000 to 1:5,000. It is possible that some of the discrepancy was introduced in the process of enlarging the manuscripts to 1:5,000 scale.

15. COMMENTS (Contin.):

In compiling the final manuscripts, reference should be made to the graphic control sheets.

Because of the overhang of the trees and the lack of detail on the ground, it would have been difficult to locate, with certainty, sufficient signals to control the hydrography. The area surveyed was particularly well suited for graphic control in that there was ample triangulation on both sides of Sukkwan Strait and South Pass. For these reasons, photo-hydro control was not used and it is felt that control by planetable was justified.

16. LIST OF CONTROL STATIONS IDENTIFIED:

A complete list of horizontal control stations and the photographs on which they were identified follows:

STATION	MANUSCRIPT	PHOTO NO.
ANT 1925	T-11500	540-47
ARK 1907, 34	T-11500	540-38
BEACH 1925	T-11498	540-57
BLUFF? 1908	T-11501	540-58
BOAR 1956	T-11497	540-55
CALF 1956	T-11493	540-223
CLAM 1956	T-11497	540-224
COLT 1956	T-11497	540-54
CRAB 1956	T-11497	540-56
CRIB 1956	T-11497	540-55
CROW 1956	T-11497	540-55
DEER 1956	T-11497	540-55
DUCK 1956	T-11498	540-56
END 1925	T-11500	540-47
FIRST 1925	T-11498	540-56
FORT 1908, 25	T-11500	540-38
FROG 1956	T-11497	540-55
GOAT 1956	T-11497	540-55
GOOD 1908, 27	T-11501	540-58
HIGH 1908, 14	T-11501	540-59
HIP 1907, 27	T-11500	540-38
HOOK 1956	T-11498	540-56
HOP 1956	T-11497	540-56
HYDA 1925	T-11498	540-56
LAP 1908, 27	T-11500	540-38
LION 1956	T-11493	540-223
MINK 1956	T-11494	540-224
OAR 1908, 27	T-11501	540-58

16. LIST OF CONTROL STATIONS IDENTIFIED (Contin.):

STATION	MANUSCRIPT	PHOTO NO.
POINT 1925	T-11498	540-57
POHY 1956	T-11497	540-223
ROW 1925	T-11497	540-56
SCRAAG 1925	T-11497	540-47
SEAL 1956	T-11497	540-55
SMALL 1925	T-11498	540-57
SNAG 1956	T-11497	540-56
TERN 1956	T-11497	540-49
TOAD 1956	T-11497	540-224
WASH 1908, 27	T-11501	540-58
WOLF 1956	T-11491	540-49

TOPOGRAPHIC STATIONS IDENTIFIED

STATION	SOURCE	MANUSCRIPT	PHOTO NO.
ASK	FATT-56-C	T-11497	540-47
FAT	FATT-56-B	T-11498	540-57
FUN	FATT-56-C	T-11500	540-47
GAB	FATT-56-B	T-11498	540-57
IVY	FATT-56-C	T-11500	540-48
LEG	FATT-56-A	T-11501	540-58
LEO	FATT-56-A	T-11501	540-58
LOG	FATT-56-C	T-11500	540-48
NOR	FATT-56-B	T-11498	540-57
SON	FATT-56-B	T-11498	540-57
TEE	FATT-56-B	T-11498	540-57
TIN	FATT-56-B	T-11498	540-57

Respectfully submitted,

Gerard E. Haraden
 Gerard E. Haraden
 LT C&GS

Approved and Forwarded:

J. T. Jarman
 J. T. Jarman
 CDR USC&GS
 Cmdg., Ship PATTON

Sealed Geographic Positions
Topographic Control Identified

Name	Latitude & Longitude		Elevations
FAT	55 11 132 48		431 1296
GAB	55 12 132 49		671 516
NCR	55 12 132 49		244 444
SCW	55 12 132 49		231 428
TBE	55 12 132 49		889 565
TIN	55 12 132 49		548 479
IOI	55 11 132 52		412 1019
ASK	55 11 132 53		1055 642
FUN	55 10 132 52		1200 14
IVY	55 11 132 54		274 69
LEG	55 10 132 47		1714 346
JWO	55 10 132 47		284 596

SUPPLEMENTARY
PHOTOGRAMMETRIC PLOT REPORT
Project 6117,
Surveys No. T-9435, T-9903,
T-11499, T-11501
and T-11502

21. AREA COVERED

This radial plot covers the entire area of surveys No. T-9435, T-11502; the eastern half of survey No. T-11501; the southern half of Survey No. T-11499; and the western part of T-9903. These are shore-line surveys located along Hetta Inlet and Sukkwan Strait. This radial plot was reconstructed in accordance with instructions dated 24 January 1956.

22. METHOD - RADIAL PLOT

Map Manuscripts:

Vinylite sheets with polyconic projections in black and Universal Transverse Mercator, Alaska, zone B, grids in red at a scale of 1:10,000 were furnished by the Washington Office. These surveys were compiled as incomplete manuscripts during 1954 and 1955. Black line impressions of each of the incomplete manuscripts were furnished in 1956, by the Washington Office.

The positions of all hydrographic signals, computed by the hydrographic party, five new control stations, and an additional substitute station for triangulation station BRETT, 1908-14, were plotted on the manuscripts using the beam compass and meter bar.

A sketch showing the layout of the surveys and the distribution of control and photograph centers is attached to this report.

Photographs:

One unmounted nine-lens photograph, No. 41002, taken 8 July 1953, at a scale of 1:10,000 was used in the plot.

In addition to this nine-lens photograph, twenty (20) single lens photographs taken 4 June 1954, with the "O" camera at a scale of 1:27,500 and ratioed to scale of 1:10,000 were used in the plot. They are numbered as follows:

- 54-0-42 and 54-0-43
- 54-0-59 thru 54-0-61
- 54-0-63 and 54-0-64
- 54-0-72 thru 54-0-78
- 54-0-182 and 54-0-183
- 54-0-185 thru 54-0-188

Single lens photograph No. 54-0-184 was not used in the plot because of excessive tilt. Single lens photograph No. 54-0-62 was not used in the plot because of the very close spacing in line of flight between 54-0-61, 54-0-62 and 54-0-63.

Standard symbols were used on the photographs.

22. METHOD - RADIAL PLOT (CONT'D)

Templets:

Vinylite templets were made for all photographs. The master templet was used to make adjustments for paper and film distortion on all single lens photographs except No. 54-0-182 which did not have fiducial marks. The master templet was used to make corrections for paper and film distortion and chamber displacement on the nine-lens photograph.

Closure and Adjustment of Control:

The blackline impressions of incomplete manuscripts No. T-11499, T-11501 and T-11502 were used as base sheets. Vinylite base sheets were prepared in this office for surveys No. T-9435 and T-9903, because of scale difference and distortion in the blackline impressions.

Since there was discrepancy between the grids as shown on surveys No. T-9435 and T-11501 and between surveys No. T-9903 and T-11502, the projection intersections along the southern limits of surveys No. T-11501 and T-11502 were transferred to the base sheets holding the grid intersections on blackline impressions of T-11501 and T-11502.

All control, pass points, and photograph centers on surveys No. T-9435 and T-9903; control stations ATA, 1918 and LIME 2, 1954 located on survey No. T-11294; control station GRASS, 1905 - 18; and photograph center 54-0-72 were then transferred to the base sheets by matching common projection intersections.

The radial plot was then reconstructed on the base sheets.

The templets for photographs 54-0-182 thru 54-0-188 were laid but photograph No. 54-0-184 was tilted and could not be used in the plot. The flight 54-0-72 to 54-0-78 was then laid. Neither of these two flights could be held to all of the newly established control. After several adjustments to the templets in each flight, satisfactory intersections were made at the points which were common to both flights.

The templet for 41002 was laid and verified the points as established by the two flights of single lens photographs.

The templets for photographs 54-0-59 thru 54-0-64 were then laid starting with 54-0-64. Finally the templets for photographs 54-0-42 and 54-0-43 were laid and a satisfactory plot made. The following control could not be held in the plot:

- Hydrographic stations ABE, BIB, FIG and ICE.
- Triangulation stations LOG, 1908-14; CLOSE, 1908-14;
- POINT, 1908; and EASY, 1908-14.

Transfer of Points:

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

23. ADEQUACY OF CONTROL

The positions of the photograph centers and pass points in Survey T-11199 may be weak because there are only two identified control points in this survey. These stations appear only on photograph No. 54-0-78.

These two control points, MAR and SIMON, 1955; controlled the north-south movement of photograph No. 54-0-78, but not the movement in the east-west direction. Therefore, since all of the pass points that had been established by the previous plots could be held with the control, they were used to orient the photograph. However, when the photograph was oriented beneath the manuscript hydro MAR, as identified by the Hydrographic Party, fell about 0.5 mm east of its computed position when the pass points were held in adjustment. The pricking of Hydro Station MAR was examined and the point repricked on another rock farther inshore, that also answered the description of the signal.

As previously stated, several other control stations could not be held in the plot. They are:

Hydro signal ABE, 1955: The radially plotted position of the signal falls 0.9 mm northeast of its geographic position. Several other control points in the area were held on all of the photographs along with the pass points as previously established. Either the identification or the position of the signal is in error.

Hydro Signal BIB, 1955: The radially plotted position of this signal falls 1.0 mm east southeast of its geographic position. The position of this signal is believed to be in error. The radially plotted location is radial along the theodolite azimuth from FOG, 1908.

EASY 2, 1908-14: The radially plotted position of this station falls 0.2 mm north of its geographic position. The identification is probably in error as this station was identified in a wooded area along the shoreline. Sub Pt. A ROUND, 1908-14 was held instead of EASY 2-1908 - 14.

Hydro signal ICE, 1955: The radially plotted position of the signal, as identified by the Hydrographic Party, falls 1.5 mm south of its geographic position. Several other control points in the area were held in the plot. The photographs were carefully examined and another point, which agrees with the description, was identified in the compilation office. This office identification holds in the plot.

POINT, 1908: The radially plotted position of the station as identified by the hydrographic party, falls 1.4 mm southwest of its geographic position. Only two photographs show this station. The hydrographic party identified the station on photograph 54-0-76 and their identification held radially in the plot. However, when their identification was transferred to photograph 54-0-77 it was found that the identification was in error radially. The point was re-identified according to its description. The office identification now holds in the radial plot.

23. ADEQUACY OF CONTROL (cont'd)

Hydro signal FIG, 1955: This signal falls on only one photograph. The signal as identified by the Hydrographic party falls approximately 3.0 mm northeast of its geographic position. It was identified in a wooded area and the identification is believed to be incorrect. No radially plotted position could be shown. The field position was accepted.

CEDAR, 2, 1908: A substitute station was identified in 1954. A radially plotted position of the substitute station was established 2.7 mm north of its position by the previous plot. The Hydrographic Party identified the station direct in 1955. However, the radial lines for the new identification of the station held the same radially plotted position of the substitute station. This station was identified among trees the "layover" of which completely obscure the shoreline.

LOG, 1908-14: The radially plotted position of this station falls 0.2 mm west of its geographic position. ROCK, 1908-14 was given preference.

CLOSE, 1908-14: The radially plotted position of this station falls 0.6 mm northeast of its geographic position. The identification of this station is probably incorrect.

BRETT, 1908-14: This station was identified by sub. pts. A and B in 1954. The hydrographic party identified sub. pt. C in 1955. Sub. pt. C was held in this plot and a radially plotted position of sub. pt. B was established 0.2 mm west of its computed position with the result that some changes occurred in the pass points located along the northern shoreline of Sukkwan Strait between BRETT, 1908-14 and ROCK, 1908-14.

New positions were established for a few of the pass points and photograph centers. The maximum movement of any pass point or center was approximately 0.5 mm. There were no changes large enough to cause the jumps in hydrography. Those were probably due mainly to accumulative effects of errors in identification and position.

24. SUPPLEMENTAL DATA

None.

25. PHOTOGRAPHY

The overlap between flights on the east and west sides of Hetta Inlet was mostly in the water area with very few identifiable points common to the two flights.

The overlap in line of flight between photographs 54-0-77 and 54-0-78 was approximately 20 percent. The side lap between the 54-0-77 to 54-0-78 flight and the 54-0-186 to 54-0-188 flight was also only about 20 percent which made it very difficult to get any common points in the overlap areas.

25. PHOTOGRAPHY (cont'd)

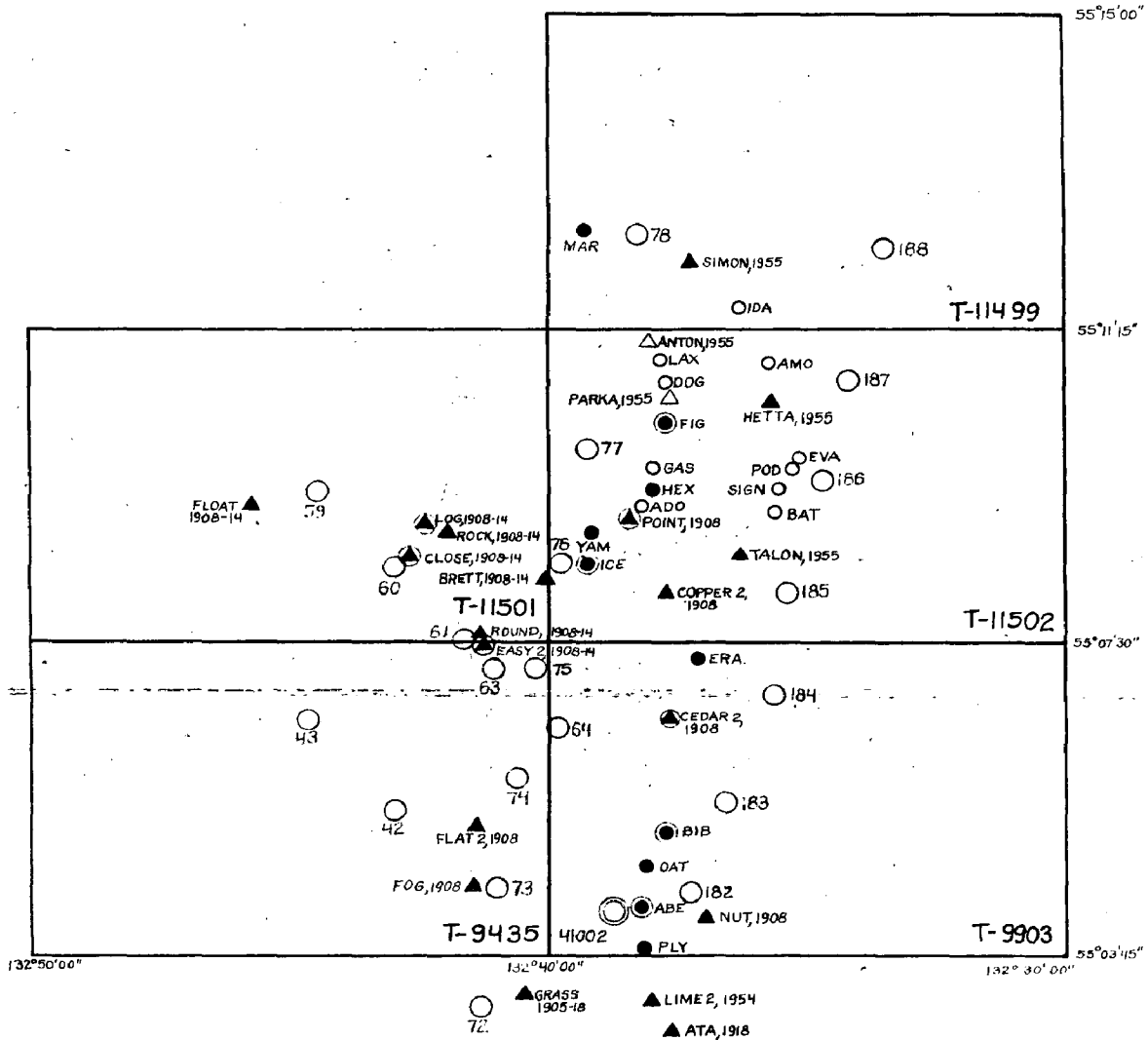
Photograph 54-O-184 was tilted to such an extent that it could not be used in the plot. The photograph was oriented under the manuscript holding to the shoreline points along the east shoreline of Hetta Inlet and an approximate center was then located on the manuscript.

The office photograph No. 54-O-182 was unavailable to this office. The field photograph was used in the plot. This field photograph did not contain any fiducial marks.

Respectfully submitted
27 February 1956

H. R. Rudolph

H. R. Rudolph
Carto. Photo. Aid



LAYOUT SKETCH
PROJECT NO. 6117
SURVEYS NOS. T-9435, T-9903, T-11499, T-11501
AND T-11502

- NINE LENS PHOTOGRAPH
- SINGLE LENS PHOTOGRAPH
- △ TRIANGULATION STATION (Not identified)
- ▲ TRIANGULATION STATION (Identified)
- ▲ TRIANGULATION STATION (Not held in plot)
- HYDRO SIGNAL (Not identified)
- HYDRO SIGNAL (Identified)
- HYDRO SIGNAL (Not held in plot)

PHOTOGRAMMETRIC PLOT REPORT
 PROJECT PH- 117
 SUVREYS T-11492, T-11493, T-11494
 T-11496, T-11497, T-11498
 T-11500, T-11501, T-11502

21. AREA COVERED

This radial plot report covers: (1) The entire area of Surveys Nos. T-11493, T-11497, T-11500 and T-11501; (2) The portions of Surveys Nos. T-11492 and T-11496 which are covered by photography; (3) The western portions of Surveys T-11494 and T-11498; (4) The south west corner of Survey No. T-11502.

Another radial plot report for Hetta Inlet deals with the portions of Surveys Nos. T-11494, T-11498, and T-11502 which are east of the limits of this plot.

This radial plot is for shoreline surveys located along Sukkwan Strait, South Pass, North Pass, Tlevak Strait, and Soda Bay, near the southern end of Prince of Wales Island, Alaska.

22. METHOD - RADIAL PLOT

Map Manuscripts:

Vynlite 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.

The positions of all control and substitute stations were plotted on the manuscripts using the beam compass and meter bar.

A sketch showing the layout and the distribution of control and photograph centers is attached to this report.

Photographs:

Single lens photographs taken 4 June, 1954 with the "O" camera at a scale of 1:27,500 and ratioed to a scale of 1:10,000 were used in this plot.

Thirty-nine single lens photographs were used, numbered as follows:

- 54-0-32 thru 40
- 54-0-43 thru 61
- 54-0-63
- 54-0-75 thru 77
- 54-0-219 thru 225

Templets:

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

Closure and adjustment of control:

Vynlite base sheets were prepared in this office. All control was transferred to the base sheets from the manuscripts.

Supplementary pass points established in a 1:20,000 scale radial plot of the area was transferred graphically to the 1:10,000 scale base sheets. This was done by means of transparent templets made for each point to be transferred. Four rays were drawn radially from the point through the grid intersections on the 1:20,000 base sheets. Then the templet was oriented over the corresponding grid intersections on the 1:10,000 base sheets and the point pricked through to the base sheet.

For additional information about this supplementary control see the photogrammetric plot report for the 1:20,000 radial plot of the area with 9-lens photographs.

The plot was laid in three parts. The first part extended from ROUND, 1908-14 northwest along Sukkwan Strait to ROW, 1925. This includes all of Survey T-11501 and parts of T-11498 and T-11502 in this area, in addition to control identified in the field, some stations were identified in this office by referring to the descriptions.

This portion of the plot started with photographs 54-0-43 and 54-0-62 holding to ROUND, 1908-14 and pass points established in a radial plot for Surveys T-9435, to the south. The flight of photographs Nos. 54-0-43 through 54-0-48 was laid first because it was a continuous flight. Photographs 54-0-63, 61, and 60 were then laid. There was less than 50% overlap between photographs 58 and 59, and 59 and 60. Therefore, this flight was not continuous and could be laid holding only to the few common points established by the other flight. Both of these flights, however were tied in to ROW, 1925. After these flights were laid photographs 54-0-75 through 77 were laid holding to BRETT, 1908-14. This was done at that time to establish sufficient points to complete Survey No T-11501 in its entirety.

The second part of this radial plot consisted only of laying photographs 54-0-37 through 54-0-40 which are on Survey T-11500. These were laid holding to points established by the photographs 54-0-47 and 48 in the first part of the plot and to control stations which were identified in the office.

The third part of the plot was an extension of the three flights of single lens photographs northwestward into the area where the only control was that established in the 1:20,000 scale radial plot. It was extremely difficult to get a tight plot chiefly because of insufficient overlap between photographs in line of flight. Specifically, breaks occur in all three flights at the following places:

- Between photographs 54-0-48 and 49;
- " " 54-0-58 and 59;
- " " 54-0-59 and 60; and in the flight from 54-0-32 through 40 all of the centers are in water areas except photographs 34, 39, and 40.

A tight plot in this area was finally achieved after considerable adjustment between the three flights. In this area, substitute station SUN, 1927 was held. Of the supplementary control points transferred from the 1:20,000 radial plot about two-thirds of them were held within 0.5 mm. This can be attributed to three causes: (1) The points selected

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on the 1:20,000 photographs are not exactly the same as those on the 1:10,000 photographs, (2) In transferring the points from a 1:20,000 scale to a 1:10,000 scale discrepancies occurred; (3) The points are the product of two different plots using different photographs and base sheets.

Finally after the three flights were laid; the flight numbered 54-0-219 through 225 was laid. No great difficulty was encountered here, although again a break occurred in the flight line where photograph 54-0-221 and 222 did not have 50% overlap along the flight line.

The positions of all the pass points and photograph centers in the area north of ROW, 1925 and FORT, 1908-25 are weak. It is difficult to estimate how far off the points may be on Survey T-11493 and the areas immediately adjacent. It is felt, however, that they are not in error by more than 1.5mm.

Transfer of points:

The positions of all photograph centers and pass points were transferred to the manuscripts by superimposing the manuscripts on the plot and matching common grid intersections. All the supplementary control points were treated as pass points; i.e. where the positions of the points established in the 1:20,000 scale plot were not held, the positions established in this 1:10,000 scale plot were shown on the manuscript.

23. ADEQUACY OF CONTROL

With the points established in the 1:20,000 plot, the control should have been adequate, however, because of the inadequate 1:10,000 photography too much dependance had to be placed on the control from the 1:20,000 plot. If more of the established control had been identified in the field along the 54-0-32 through 40 flight then that flight could have been strengthened and the plot extended to the east to hold the supplemental 1:20,000 control points.

All of the control identified in the field was held except Sub Pt. "B" ROUND, 1908-14. The radially plotted position of Sub Pt. "B" is 0.7mm N of the plotted position. Sub Pt. "A" was held.

Of the 17 control stations identified in this office from descriptions, 10 were held within 0.5mm and all but two were off less than 1.0mm.

24. SUPPLEMENTAL DATA

Supplementary control established in a 1:20,000 scale radial plot was used as control for this radial plot. Reference should be made to the 1:20,000 scale plot report for Surveys Nos. T-11492 thru T-11502.

25. PHOTOGRAPHY

The photography was inadequate in that too many of the photographs had less than 50% overlap in line of flight. In some areas definition

was poor; quite possibly because of the enlargement process.

Respectfully submitted
14 March, 1955

E. L. Williams
E.L. Williams
Carto. Photo. Aid

SUPPLEMENTARY
Photogrammetric Plot Report
Project Ph-117

Surveys T-11493, T-11494, T-11497, T-11498, T-11500 & T-11501

During the 1956 field season the triangulation network was extended northward from Hydaburg with 30 new stations. 22 of these were identified, as well as 17 existing control stations. All new control and identified points were plotted and used to verify the radial plot.

Except at stations PASS, 1925 and END, 1925, where minor local corrections in shoreline were needed, and in the Hydaburg area, the radial plot was found to be reasonably accurate in position. In the northern part of Natzuhini Bay, where the radial plot was considered weakest, the error was only about 0.3 mm.

At Hydaburg, Survey T-11498, the entire area from POINT, 1925 to HOOK, 1956 was moved northerly about 0.6 mm. The adjustment was made using the photographs under the map manuscript. It was not considered necessary to make templets and reassemble the radial plot.

Respectfully submitted
June 1957

Elmer L. Williams
Elmer L. Williams
Carto. (Photo.)

MAP T. 11501 PROJECT NO. Ph-117 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR μ -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	
			i	"	FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
BRETT, 1908-14	G-609 p. 347	N.A. 1927	55	08 17.806				550.6	(1304.8)		
Sub. Pt. "A" BRETT	Comp	"	132	40 01.983				35.1	(1027.8)		
Sub. Pt. "B" BRETT	"	"	55	08				558.3	(1297.1)		
ROUND, 1908-14	G-609 p. 347	"	132	40				32.2	(1030.7)		
Sub. Pt. "A" ROUND	Comp.	"	55	07 36.503				569.4	(1286.0)		
Sub. Pt. "B" ROUND	"	"	132	41 19.992				57.5	(1005.4)		
SALT, 1908-27	G-609 p. 349	"	55	07				1128.8	(726.6)		
FISH 2, 1927	"	"	132	41				354.3	(709.0)		
BLUFF 2, 1908-27	G-609 p. 348	"	55	10 55.505				1158.8	(696.6)		
ISLE, 1908-27	G-609 p. 349	"	132	47 56.339				425.0	(638.3)		
GOOD, 1908-27	G-609 p. 348	"	55	10 40.761				1136.5	(718.9)		
OAR, 1908-27	G-609 p. 349	"	132	41				357.1	(706.2)		
			55	10 37.265				1716.4	(139.0)		
			132	47 04.590				997.0	(64.8)		
			55	10 20.228				1260.5	(594.9)		
			132	48 38.327				678.4	(383.6)		
			55	10 19.171				1152.4	(703.1)		
			132	45 36.266				81.2	(980.7)		
			55	10 52.800				625.5	(1229.9)		
			132	47 35.084				388.9	(673.1)		
			55	10 52.800				592.8	(1262.6)		
			132	47 35.084				641.9	(420.1)		
			55	10 52.800				1632.8	(222.7)		4
			132	47 35.084				620.9	(440.9)		4

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
DESCRIPTIVE REPORT
CONTROL RECORD

MAP T. 11501 PROJECT NO. Ph-117 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR μ -COORDINATE LONGITUDE OR x -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
				FORWARD	(BACK)		FORWARD	(BACK)	
WASH, 1908-27	G-609 P. 348	N.A. 1927	55 09 51.532 132 46 29.475				1593.6 (261.9)		
HIGH, 1908-14	"	"	55 09 45.357 132 44 37.823				521.9 (510.4) 1402.6 (452.8) 669.7 (392.6)		
RED-1908-27	"	"	55 09 36.933 132 46 10.144				1142.1 (713.3) 179.6 (882.8)		
REEF, 1908-14	"	"	55 09 12.469 132 43 26.184				385.6 (1169.8) 463.7 (598.8)		
FLOAT, 1908-14	"	"	55 09 10.867 132 45 46.271				336.1 (1519.4) 819.4 (243.1)		
LOG, 1908-14	G-609 P. 347	"	55 08 53.777 132 42 22.711				1663.0 (192.4) 102.2 (660.4)		
ROCK, 1908-14	"	"	55 08 46.699 132 41 55.126				1444.1 (411.3) 976.4 (86.3)		
OVER, 1908	G-609 P. 348	"	55 08 41.074 132 44 52.214				1270.2 (585.3) 924.8 (137.9)		
CLOSE, 1908-14	G-609 P. 347	"	55 08 27.187 132 42 50.170				840.7 (1014.7) 888.7 (174.1)		
NEAR, 1908-14	"	"	55 08 23.895 132 42 41.333				738.2 (1116.5) 732.2 (330.7)		
Sub. Pt. FLOAT, 1908-14	Comp.	"	55 09 132 45				307.0 (1548.5) 811.8 (249.7)		
Sub. Pt. C			55 08 132 40				546.4 (1309.0) 32.7 (1030.2)		36
BRETT, 1908-14									

COMPILATION REPORT
T-11501

~~Field Inspection Report:~~

- ~~1. Refer to Field Inspection Report, Project 6117, Hotta Inlet and Sukkwan Strait, 1955, USC&GS Ship PATTON, J. C. Partington, commanding. (See Descriptive Report for Survey T-9903).~~
- ~~2. Refer to Field Inspection Report for Maps T-11493 - 497 - 498, T-11500 - 501, 1956 season, USC&GS Ship PATTON, J. T. Jarman, commanding. (See Descriptive Report for Survey T-11497).~~

~~Photogrammetric Plot Report:~~

- ~~1. Photogrammetric Plot Report, 1955 for Surveys T-11492 thru 11494, T-11496 thru 11498, T-11500 thru 11502. (See Descriptive Report for Survey T-11497).~~
- ~~2. Photogrammetric Plot Report, 1956 for Surveys T-11499, T-11501, T-11502, T-9435 and T-9903. (See Descriptive Report for Survey T-9903).~~

31. DELINEATION

This manuscript was delineated by graphic methods. In areas where the shoreline was obscured by shadows or relief displacement, the shoreline was shown with a broken line.

In the vicinity of EEK POINT some changes had to be made as a result of reidentification of station BRETT, 1908-14.

32. CONTROL

Refer to Photogrammetric Plot Reports.

33. SUPPLEMENTAL DATA

Copies of the following Boat Sheets were available for comparison:

PA 1255 (1955)
H-8325 (1956)

Graphic Control Sheet PATT-56-A was used for the following:

Revision of 3 sections of shoreline and low-water line.

Location of several rocks.

Chart No. 8147 used for geographic names.

34. CONTOURS AND DRAINAGE

Contours: Not applicable.

Drainage: No comment.

35. SHORELINE AND ALONGSHORE DETAILS

The delineation of the shoreline is based on office interpretation of the photographs, verified by field inspection.

Three sections of shoreline were delineated from the Graphic Control Sheet.

The low-water line is based on office interpretation of the photographs, which were at an extremely low tide.

36. OFFSHORE DETAILS

Several rocks were transferred from the Graphic Control Survey, but the elevations were not.

37. LANDMARK AND AIDS

None.

38. CONTROL FOR FUTURE SURVEYS

Eight Photo-Hydro signals have been located on this manuscript and are listed in paragraph 49.

No Form 524 was submitted for station BOULDER, 1956, shown as a recoverable topographic station. It was transferred from the Graphic Control Sheet which contains the following note: "This is a topographic location of triangulation station BOULDER, 1908, which was recovered". No published position could be found for this station, though a description appears on page 6 of cahier 15.

39. JUNCTIONS

Junctions have been made and are in agreement with survey T-11498 to the north, T-11502 to the east, T-9435 to the south and T-11500 to the west.

40. HORIZONTAL AND VERTICAL ACCURACY

Refer to the Photogrammetric Plot Reports.

41 - 45. Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with Craig, Alaska quadrangle, scale 1:250,000, edition of 1952.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison has been made with the following charts:

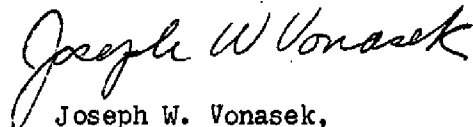
Chart No. 8147, scale 1:40,000, edition of 5/28/56.

Chart No. 8151, scale 1:40,000, edition of Sept. 1929, corrected to 6/9/52.

Items to be applied to charts immediately: None.

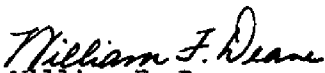
Items to be carried forward: None.

Respectfully submitted
14 June 1957



Joseph W. Vonasek,
Carto. (Photo.)

Approved and forwarded



William F. Deane,
CDR, C&GS
Baltimore District Officer

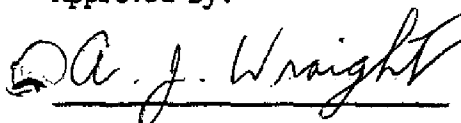
August 6, 1970

GEOGRAPHIC NAMES
FINAL NAME SHEET
PH-117 (Alaska)

T-11501

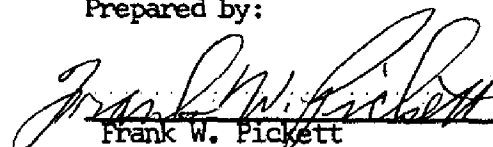
Blanket Island
Eek Point
Prince of Wales Island
Round Point
Saltery Point
 ^K
Sukwan Island
 ^K
Sukwan Strait

Approved by:



A. Joseph Wraight
Chief Geographer

Prepared by:



Frank W. Pickett
Cartographic Technician

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PHOTOGRAMMETRIC OFFICE REVIEW

T-11501

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

CONTROL STATIONS

4a. Classification label

- 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 along-shore 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. E. E. Hansen
Reviewer

Joseph H. Sturtevant
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. *Information is not available.*

Complier

Supervisor

43. Remarks:

Review Report T-11501
Shoreline Mapping

August 1970

61. General Statement

The registration manuscript copy for T-11501 was made from the negative of the "Advanced Manuscript." The original manuscript is lost.

Differences in some rock elevations were found between photogrammetric survey T-11501 and hydrographic survey 8230 and 8325 (refer to Summary, 'Rock Elevations'). These elevations were removed from T-11501. *page 7*

The following field data was used during final review.

Field inspection photograph 54-0-58 and 59.
Graphic Control Surveys Patt-56-A.

62. Comparison with Registered Topographic Surveys

Comparison was made with topographic surveys 2331, 1:80,000 scale, dated 1897 and 2788, 1:20,000 scale, dated 1905. These surveys are superseded for charting by T-11501.

63. Comparison with Maps of Other Agencies

Comparison was made with USGS Craig (A-3), Alaska, quadrangle, scale 1:63,360, dated 1948. No differences of importance were found in the comparison.

64. Comparison with Contemporary Hydrographic Surveys

Survey T-11501 was used as a base for new hydrography. Hydrographic surveys 8230 and 8325 (unverified) 1:10,000 scale, dated 1955 were used for comparison. The agreement is good.

65. Comparison with Nautical Charts

Comparison was made with Chart 8147, 1:40,000 scale, 5th Edition, corrected to July 3, 1967. No significant differences were found in the comparison.

-2-

66. Adequacy of Results and Future Surveys

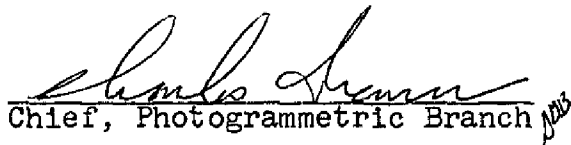
(Refer to Summary, "Map Accuracy.") - page 6

Reviewed by,

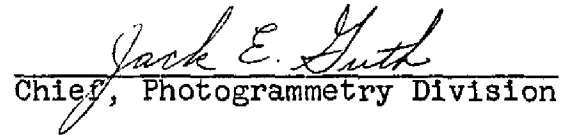


Donald M. Brant

Approved by,



Chief, Photogrammetric Branch



Chief, Photogrammetry Division