

T-12250

T-12250

NOAA FORM 76-35

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

Type of Survey ... SHORELINE

Job No. PH-6211 Map No. TP-12250

Classification No. Final Edition No. ... 1
Field Edited

LOCALITY

State Washington

General Locality Hood Canal

Locality Port Gamble

1962 TO 1969

REGISTRY IN ARCHIVES

DATE

MAP NOT INSPECTED BY
QUALITY CONTROL OF PHOTOGRAMMETRY DIVISION
PRIOR TO REGISTRATION

NOAA FORM 76-36A (3-72) U. S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMIN.	TYPE OF SURVEY <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> RESURVEY <input type="checkbox"/> REVISED	SURVEY <u>TP-12250</u> MAP EDITION NO. (1) MAP CLASS <u>Field Edited</u> JOB <u>PH-6211</u>
DESCRIPTIVE REPORT - DATA RECORD		
PHOTOGRAMMETRIC OFFICE Atlantic Marine Center Norfolk, VA	LAST PRECEDING MAP EDITION	
OFFICER-IN-CHARGE J. Bull	TYPE OF SURVEY <input type="checkbox"/> ORIGINAL <input type="checkbox"/> RESURVEY <input type="checkbox"/> REVISED	JOB <u>PH-6211</u> MAP CLASS _____ SURVEY DATES: 19__ TO 19__
I. INSTRUCTIONS DATED		
1. OFFICE	2. FIELD	
OFFICE June 15, 1964 Amendment 1 Nov. 22, 1965 Amendment 2 Feb. 16, 1966 Amendment 3 July 1, 1966 Amendment 4 April 5, 1967	FIELD - Feb. 5, 1963 Supplement - Feb. 23, 1967	
II. DATUMS		
1. HORIZONTAL: <input checked="" type="checkbox"/> 1927 NORTH AMERICAN	OTHER (Specify)	
2. VERTICAL: <input checked="" type="checkbox"/> MEAN HIGH-WATER <input type="checkbox"/> MEAN LOW-WATER <input type="checkbox"/> MEAN LOWER LOW-WATER <input type="checkbox"/> MEAN SEA LEVEL	OTHER (Specify)	
3. MAP PROJECTION Polyconic Projection	4. GRID(S)	
5. SCALE 1:10,000	STATE Washington	ZONE North
III. HISTORY OF OFFICE OPERATIONS		
OPERATIONS	NAME	DATE
1. AEROTRIANGULATION BY J. Gerlach Jan 1965 METHOD: Stereo Planigraph LANDMARKS AND AIDS BY <u>J. Perrow</u> <u>JAN 1965</u>		
2. CONTROL AND BRIDGE POINTS PLOTTED BY A. Santillan Aug. 1966 METHOD: Coordinatograph CHECKED BY B. Wilson Aug. 1966		
3. STEREOSCOPIC INSTRUMENT PLANIMETRY BY B. Wilson Aug. 1966 COMPILATION: Kelsh Plotter CHECKED BY <u>B. BARGE</u> <u>Aug 1966</u> INSTRUMENT: _____ CONTOURS BY N/A SCALE: 1:10,000 CHECKED BY _____		
4. MANUSCRIPT DELINEATION PLANIMETRY BY B. Wilson Aug. 1966 CHECKED BY <u>R. PATE</u> <u>Aug 1966</u> CONTOURS BY N/A METHOD: Worksheets (Kelsh Plotter) CHECKED BY _____ HYDRO SUPPORT DATA BY B. Wilson Aug. 1966 SCALE: 1:10,000 CHECKED BY <u>R. PATE</u> <u>Aug 1966</u>		
5. OFFICE INSPECTION PRIOR TO FIELD EDIT BY J. Steinberg Aug. 1966		
6. APPLICATION OF FIELD EDIT DATA BY J. Battley Aug. 1969 CHECKED BY P. Dempsey Aug. 1969		
7. COMPILATION SECTION REVIEW BY P. Dempsey Sept. 1981		
8. FINAL REVIEW BY P. Dempsey Sept. 1981		
9. DATA FORWARDED TO PHOTOGRAMMETRIC BRANCH BY _____		
10. DATA EXAMINED IN PHOTOGRAMMETRIC BRANCH BY _____		
11. MAP REGISTERED - COASTAL SURVEY SECTION BY <u>H. D. Wolfe</u> <u>MAR 10 1992</u>		

COMPILATION SOURCES

T-12250

1. COMPILATION PHOTOGRAPHY

CAMERA(S) "L" & "W" cameras 6" focal length		TYPES OF PHOTOGRAPHY LEGEND (C) COLOR (P) PANCHROMATIC (I) INFRARED		TIME REFERENCE	
TIDE STAGE REFERENCE <input type="checkbox"/> PREDICTED TIDES <input type="checkbox"/> REFERENCE STATION RECORDS <input type="checkbox"/> TIDE CONTROLLED PHOTOGRAPHY				ZONE Pacific	<input type="checkbox"/> STANDARD
				MERIDIAN 105th	<input checked="" type="checkbox"/> DAYLIGHT
NUMBER AND TYPE	DATE	TIME	SCALE	STAGE OF TIDE	
62W5096-5099	6/7/62, 196		1:30,000		
62W5418-5419	6/7/62	11:12	1:30,000		
65L5754-5757	8/15/65		1:30,000 (ratio)		

REMARKS

2. SOURCE OF MEAN HIGH-WATER LINE:

The source of the MHW line is the office interpretation of the photography listed in item 1. above.

3. SOURCE OF MEAN LOW-WATER OR MEAN LOWER LOW-WATER LINE:

There is no MLLW line on this manuscript.

4. CONTEMPORARY HYDROGRAPHIC SURVEYS (List only those surveys that are sources for photogrammetric survey information.)

SURVEY NUMBER	DATE(S)	SURVEY COPY USED	SURVEY NUMBER	DATE(S)	SURVEY COPY USED

5. FINAL JUNCTIONS

NORTH No contemporary survey	EAST No contemporary survey	SOUTH No contemporary survey	WEST T-12249
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REMARKS

HISTORY OF FIELD OPERATIONS

T-12250

I. FIELD INSPECTION OPERATION FIELD EDIT OPERATION.

OPERATION	NAME	DATE
1. CHIEF OF FIELD PARTY	Robert B. Melby	June 1963
2. HORIZONTAL CONTROL	RECOVERED BY Robert B. Melby	June 1963
	ESTABLISHED BY	
	PRE-MARKED OR IDENTIFIED BY Robert B. Melby	June 1963
3. VERTICAL CONTROL	RECOVERED BY N/A	
	ESTABLISHED BY N/A	
	PRE-MARKED OR IDENTIFIED BY N/A	
4. LANDMARKS AND AIDS TO NAVIGATION	RECOVERED (Triangulation Stations) BY N/A	
	LOCATED (Field Methods) BY N/A	
	IDENTIFIED BY N/A	
5. GEOGRAPHIC NAMES INVESTIGATION	TYPE OF INVESTIGATION	
	<input type="checkbox"/> COMPLETE BY	
	<input type="checkbox"/> SPECIFIC NAMES ONLY	
	<input checked="" type="checkbox"/> NO INVESTIGATION	
6. PHOTO INSPECTION	CLARIFICATION OF DETAILS BY N/A	
7. BOUNDARIES AND LIMITS	SURVEYED OR IDENTIFIED BY N/A	

II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED	2. VERTICAL CONTROL IDENTIFIED		
Two stations			
PHOTO NUMBER	STATION NAME	PHOTO NUMBER	STATION DESIGNATION
	North Base, 1915 Port, 1927		

3. PHOTO NUMBERS (Clarification of details)

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

PHOTO NUMBER	OBJECT NAME	PHOTO NUMBER	OBJECT NAME

5. GEOGRAPHIC NAMES: REPORT NONE

6. BOUNDARY AND LIMITS: REPORT NONE

7. SUPPLEMENTAL MAPS AND PLANS

8. OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)

HISTORY OF FIELD OPERATIONS

T-12250

I. FIELD INSPECTION OPERATION FIELD EDIT OPERATION.

OPERATION	NAME	DATE
1. CHIEF OF FIELD PARTY	R. B. Melby	April 1969
2. HORIZONTAL CONTROL	RECOVERED BY	N/A
	ESTABLISHED BY	R. B. Melby
	PRE-MARKED OR IDENTIFIED BY	R. B. Melby
3. VERTICAL CONTROL	RECOVERED BY	N/A
	ESTABLISHED BY	N/A
	PRE-MARKED OR IDENTIFIED BY	N/A
4. LANDMARKS AND AIDS TO NAVIGATION	RECOVERED (Triangulation Stations) BY	R. B. Melby
	LOCATED (Field Methods) BY	R. B. Melby
	IDENTIFIED BY	R. B. Melby
5. GEOGRAPHIC NAMES INVESTIGATION	TYPE OF INVESTIGATION	
	<input checked="" type="checkbox"/> COMPLETE	
	<input type="checkbox"/> SPECIFIC NAMES ONLY	
	<input type="checkbox"/> NO INVESTIGATION	
6. PHOTO INSPECTION	CLARIFICATION OF DETAILS BY	R. B. Melby
7. BOUNDARIES AND LIMITS	SURVEYED OR IDENTIFIED BY	N/A

II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED		2. VERTICAL CONTROL IDENTIFIED	
One station			
PHOTO NUMBER	STATION NAME	PHOTO NUMBER	STATION DESIGNATION
65L5754	Port Gamble Light, 1969		

3. PHOTO NUMBERS (Clarification of details)
65L5754, 65L5755, 65L5756, 65L5732, and 65L5733

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED
Five aids and two landmarks

PHOTO NUMBER	OBJECT NAME	PHOTO NUMBER	OBJECT NAME
Triang.	Port Gamble Light, 1969	65L5754	Stack
Triang.	Port Gamble Inner Light, 1934	65L5754	Spire
65L5733	Bridge East Channel Fog Signal		
65L5733	Bridge Main Channel Fog Signal (SE)		
65L5733	Bridge Main Channel For Signal (NW)		

5. GEOGRAPHIC NAMES: REPORT NONE

6. BOUNDARY AND LIMITS: REPORT NONE

7. SUPPLEMENTAL MAPS AND PLANS
None

8. OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)
None

RECORD OF SURVEY USE

T-12250

I. MANUSCRIPT COPIES				
COMPILATION STAGES			DATE MANUSCRIPT FORWARDED	
DATA COMPILED	DATE	REMARKS	MARINE CHARTS	HYDRO SUPPORT
Shoreline, photo-hydro support points	Aug 1966			Aug 1966
Field edit applied	Aug 1969	Class I map		

II. LANDMARKS AND AIDS TO NAVIGATION			
1. REPORTS TO MARINE CHART DIVISION, NAUTICAL DATA BRANCH			
NUMBER	CHART LETTER NUMBER ASSIGNED	DATE FORWARDED	REMARKS

2. REPORT TO MARINE CHART DIVISION, COAST PILOT BRANCH. DATE FORWARDED: _____

3. REPORT TO AERONAUTICAL CHART DIVISION, AERONAUTICAL DATA SECTION. DATE FORWARDED: _____

III. FEDERAL RECORDS CENTER DATA

1. BRIDGING PHOTOGRAPHS; DUPLICATE BRIDGING REPORT; COMPUTER READOUTS.

2. CONTROL STATION IDENTIFICATION CARDS; FORM NOS 567 SUBMITTED BY FIELD PARTIES.

3. SOURCE DATA (except for Geographic Names Report) AS LISTED IN SECTION II, NOAA FORM 76-36C. ACCOUNT FOR EXCEPTIONS:
Photographs 65L5754, 65L5755, 65L5756, 65L5732 and 65L5733

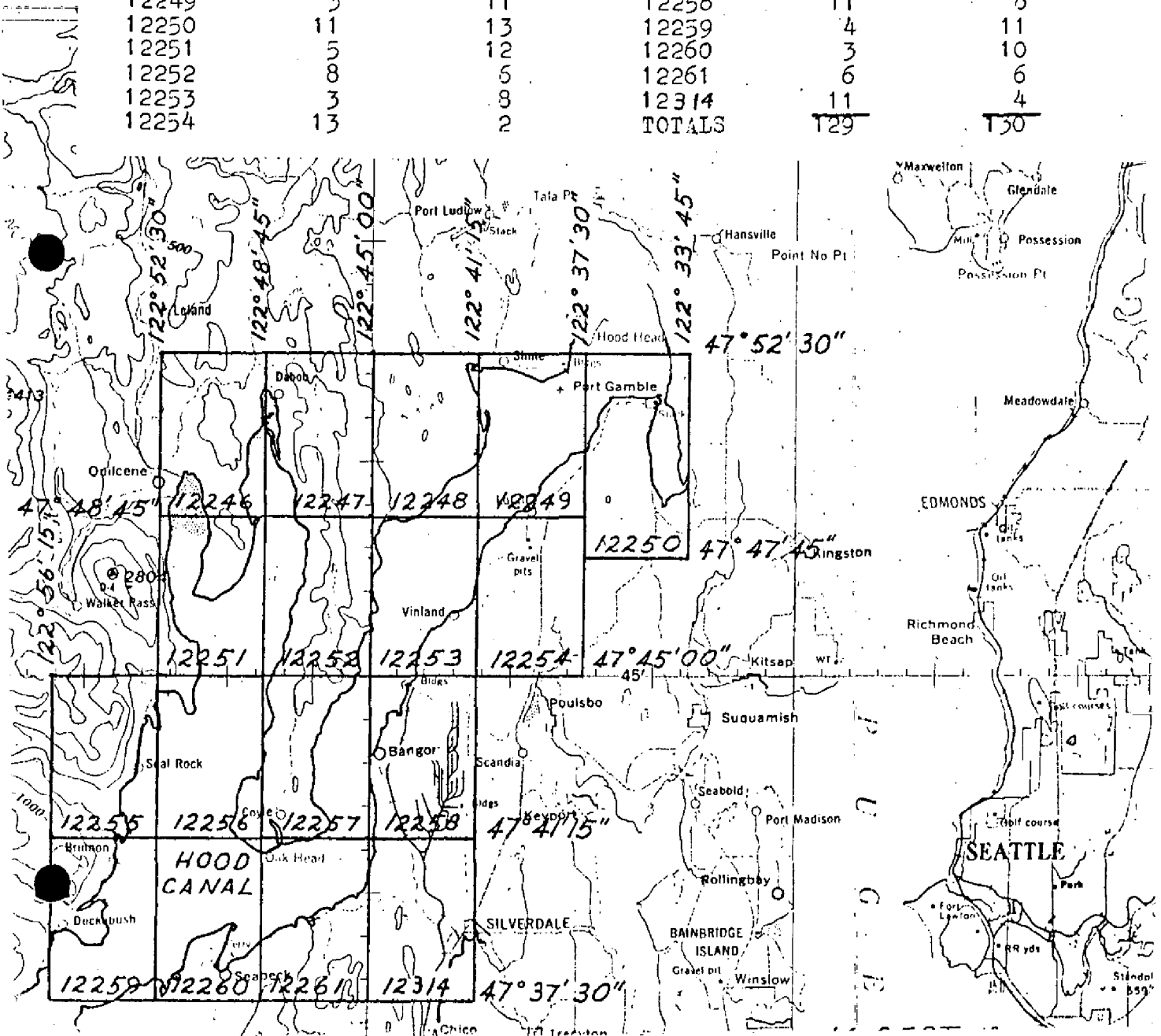
4. DATA TO FEDERAL RECORDS CENTER. DATE FORWARDED: 11/82

IV. SURVEY EDITIONS (This section shall be completed each time a new map edition is registered)				
SECOND EDITION	SURVEY NUMBER TP - _____ (2)	JOB NUMBER PH - _____	TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY	
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL	
THIRD EDITION	SURVEY NUMBER TP - _____ (3)	JOB NUMBER PH - _____	TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY	
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL	
FOURTH EDITION	SURVEY NUMBER TP - _____ (4)	JOB NUMBER PH - _____	TYPE OF SURVEY <input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY	
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	MAP CLASS <input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL	

PROJECT PH-6211 SHORELINE MAPPING

WASHINGTON HOOD CANAL SCALE 1:10,000

Sheet No.	Square Miles	Linear Miles	Sheet No.	Square Miles	Linear Miles
12246	10	6	12255	11	9
12247	10	6	12256	2	7
12248	11	4	12257	7	10
12249	3	11	12258	11	6
12250	11	13	12259	4	11
12251	5	12	12260	3	10
12252	8	5	12261	6	6
12253	3	8	12314	11	4
12254	13	2	TOTALS	129	130



T-12250

SUMMARY TO ACCOMPANY
DESCRIPTIVE REPORT

This 1:10,000 scale shoreline manuscript is one of 17 maps that comprise Project Ph-6211, which covers an area in the Northern part of Hood Canal from Port Gamble Southward to Hood Point and includes all of Dabob Bay. All maps in this project were field edited and reviewed. The field edit was accomplished by the hydrographic field party for project OPR-412.

The initial purpose of this map was to provide support for our nautical and aeronautical charting program and provide photo-hydro support data for hydrography scheduled in the area.

A field investigation was performed prior to compilation in April to June 1963. This investigation was to establish control, in order to meet aerotriangulation requirements, and to locate all landmarks and aids previously undetermined. All fixed aids to navigation not previously located by triangulation were located by triangulation or traverse at this time.

Photo coverage for compilation and aerotriangulation was flown in June 1962 with the "W" Wild Aviogon camera at a scale of 1:30,000 with panchromatic film and in August 1965 with the "L" Wild camera at a scale of 1:30,000 (ratio to 1:10,000) with panchromatic film. The 1:10,000 scale ratio prints were used for field notes.

Analytical aerotriangulation was adequately provided by the Rockville office.

Compilation was performed at both the Rockville office and the Atlantic Marine Center. Five sheets (T-12248, T-12249, T-12250, T-12253 and T-12254) were compiled in the AMC office in July, August and September 1966. The other twelve sheets were compiled in the Rockville office in April, May and June 1967. The field edit was applied in the Rockville office only.

Final review for this map was performed in the Rockville office in 1981.

FIELD INSPECTION
T-12250

There was no field inspection prior to compilation. Field work accomplished was limited to the recovery and identification of the horizontal control necessary for the aerotriangulation of the project.

See attached report on panelling of control.

Horizontal Control and Identification Report

Project Ph-6211

Hood Canal, Washington

April-June 1963

The following comments and remarks are pertinent to the conditions and methods utilized to perform the required photo-control in Project Ph-6211. (Reference control diagram Ph-6211, Hood Canal, Wash.)

Sheet T-12246

Station T.T. 1 RB (USGS), 1955 was identified by the substitute station method, incorporating a dog-leg traverse to one of the substitute stations.

Station LELAND, 1955 was not identified. See station LARSON, 1955 north of sheet T-12247.

Sheet T-12247

Station LARSON, 1955 was identified in lieu of station LELAND, 1955. Station SANDY SHORE, 1955 was identified by a traverse to the substitute stations. A sun azimuth was observed at both ends of the traverse to secure adequate azimuth control of the traverse of the traverse line. Station GRASS 2, 1955 was identified by the substitute station method.

Sheet T-12248

Station HOOD CANAL LIGHT 4, 1961 was identified direct and by the reverse, substitute station method.

Sheet T-12249

Station SET 2, 1934 was identified by a single substitute station,

determined by a dog-leg traverse. Station HOOD CANAL LIGHT NO.1, 1945 was identified direct. The light is near SET 2, 1934 and can serve as a second identified point. Station WHITE, 1934 was identified by the substitute station methods, using a dog-leg traverse to determine one of the substitute stations.

During the location of station SISTERS ROCK LIGHT, 1963, observations involving station SHINE, 1927 failed to provide adequate azimuth checks.

Sheet T-12250

North of this sheet station HEAD, 1927 was identified by a single substitute station. Nearby station POINT HANNON LIGHT, 1945 was identified direct to afford another identified point. Station NORTH BASE, 1915 was identified by the substitute station method. Station PORT, 1927 was identified by the substitute station method.

Sheet T-12251

Station COMPUTER BLDG (USN), 1961 was identified by the substitute station method.

Sheet T-12252

Station HOOD CANAL LIGHT 10, 1963 was identified direct. A suitable substitute station could not be found, therefore station CURRANT 2 1934, about 1/3 mile to the southwest was identified with a single substitute station.

Sheet T-12253

No stations were identified in this sheet.

Sheet 12254

Station HOOD CANAL LIGHT NO. 1, 1945 was identified direct to augment identification of nearby station SET 2, 1934.

Sheet T-12255

Station SYLOPASH POINT LIGHT, 1963, was identified by the reverse substitute station method.

Sheet T-12256

Station PULALI 2, 1961 was identified direct. A suitable substitute could not be found.

Sheet T-12257

Station CURRANT 2, 1934 was identified with a single substitute station. This can serve as the second identification point in this area as HOOD CANAL LIGHT 10 1963 was identified direct. Station HAZEL POINT LIGHT, 1963 was identified direct. Nearby station OAK HEAD LIGHT, 1963 in sheet T-12261 was also identified direct to serve as the other required identified point. In the course of the location of station HAZEL POINT LIGHT, 1963, station HAZEL POINT 3, 1945 was found to be in error by about 36 feet. The azimuth of the line CHUTE 3, 1945-HAZEL POINT 3 1945 was in error by 10 minutes. A new position of HAZEL POINT 3, 1945 was determined by the field unit. Station TABOOK POINT LIGHT, 1963 was identified direct.

Sheet T-12258

Station BANGOR, 1955 was identified by a single substitute station. Nearby station BANGOR LOOKOUT TOWER, 1955 was identified direct.

Sheet T-12259

Station QUATSAP 2, 1934 was identified by the substitute station method utilizing a single closed triangle observation.

Sheet T-12260

Station BOULDER, 1878 was identified by two substitute stations.

Sheet T-12261

Station ...

Station LONE ROCK, 1878 was identified by the substitute station method by a single closed triangle observation.

Sheet T-12314

No station were identified in the sheet.

None of the control identification was considered substandard.

Landmarks and aids

All landmarks and aids previously undetermined were located at this time. All fixed aids to navigation not previously located by triangulation were located by triangulation or traverse methods at this time.

Respectfully submitted

Robert B. Melby
Robert B. Melby
Surveying Technician

Aerotriangulation Report

Charge No. 21053

Hood Canal, Washington

21. Area Covered

The bridging covers the area of Hood Canal, approximately 20 miles northwest of Seattle, Washington.

22. Method

Six strips were bridged on the Zeiss C-8 stereoplanigraph to provide control for compilation of shoreline (see attached sketch). Strip 2 was not bridged because the area was duplicated by Strip 1. Strip 7 was adjusted on the IBM 650 and all other strips on the IBM 1620.

23. Adequacy of Control

Control positions were adequate for bridge adjustment. However, sub stations of Pulali 2, 1961 and Computer Building (USN) 1961 were impossible to locate with any accuracy due mainly to poor images. Sisters Rock Light, 1963 also had a very poor image on the photographs in strip 6.

No explanation could be found for the discrepancy of Tabook Point Light, 1963 and sub-station B of Hoods Point, 1878. Sub station B of Hoods Point was within accuracy limits on Strip 3.

All other points held within accuracy requirements.

24. Supplemental Data

Common tie points were hit between adjoining bridges and were averaged. Vertical control points were taken directly from the quads and can be expected to have only the accuracy of the contours of the quad itself.

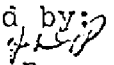
25. Photography

Photography was adequate as to coverage. The overlap was too great on Strip 1, necessitating the use of every other photograph in the bridge. Definition was poor on the strips to the west, partially because of sun reflections.

Submitted by:


John T. Gerlach

Approved by:

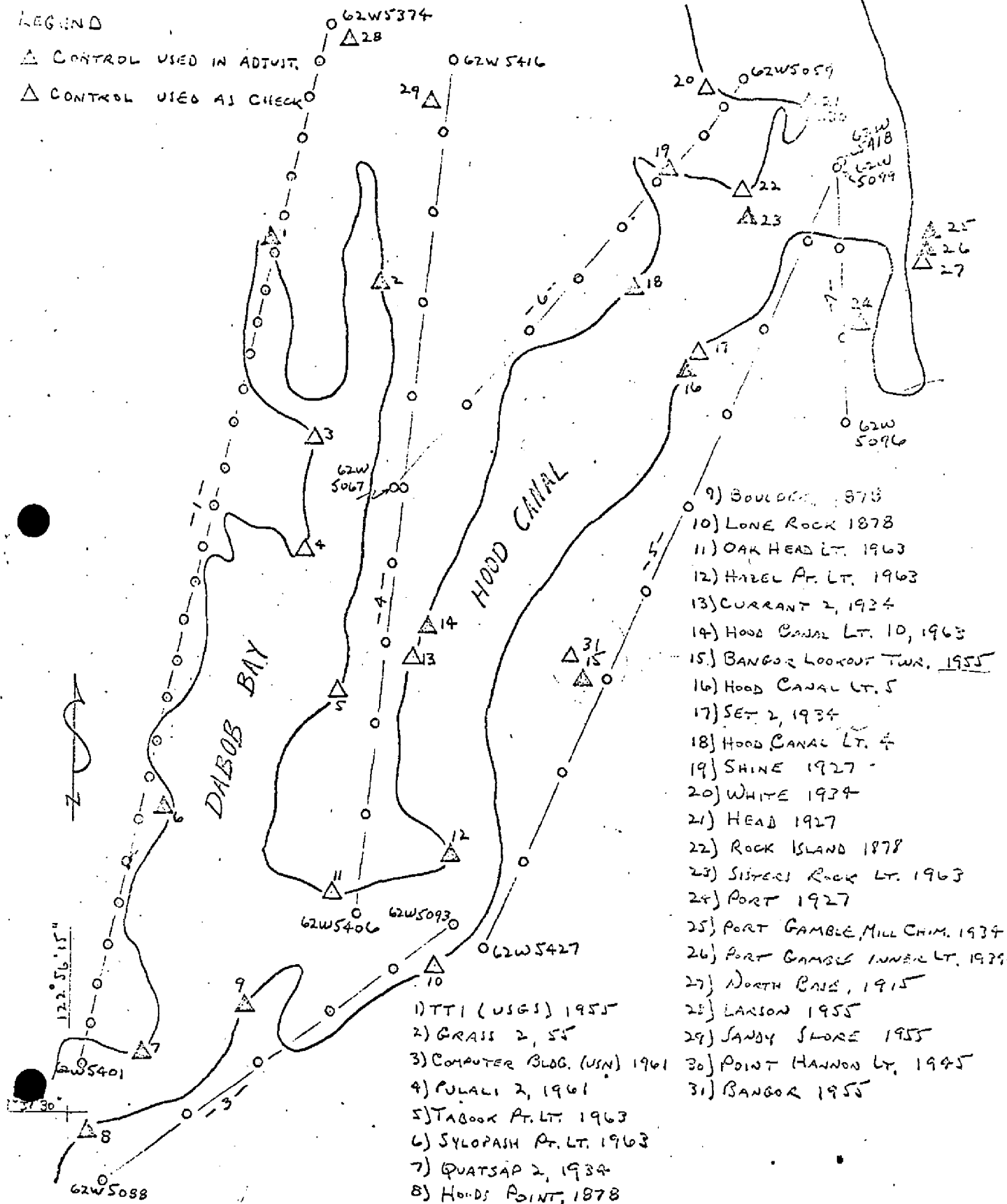

John D. Ferrow, Jr.

AEROTRIANGULATION SKETCH
 CHARGE No. 21053
 HOOD CANAL, WASHINGTON
 JAN, 1965

LEGEND

△ CONTROL USED IN ADJUST.

△ CONTROL USED AS CHECK



- 9) BOULDER 1878
- 10) LONE ROCK 1878
- 11) OAK HEAD LT. 1963
- 12) HAZEL Pt. LT. 1963
- 13) CURRANT 2, 1934
- 14) HOOD CANAL LT. 10, 1963
- 15) BANGOR LOOKOUT TWR. 1955
- 16) HOOD CANAL LT. 5
- 17) SET 2, 1934
- 18) HOOD CANAL LT. 4
- 19) SHINE 1927
- 20) WHITE 1934
- 21) HEAD 1927
- 22) ROCK ISLAND 1878
- 23) SISTERS ROCK LT. 1963
- 24) PORT 1927
- 25) PORT GAMBLE MILL CHIM. 1934
- 26) PORT GAMBLE INNER LT. 1934
- 27) NORTH BAY, 1915
- 28) LANSON 1955
- 29) SANDY SHORE 1955
- 30) POINT HANNOV LT. 1945
- 31) BANGOR 1955

- 1) TTI (USGS) 1955
- 2) GRASS 2, 55
- 3) COMPUTER BLOC. (USN) 1961
- 4) PULALI 2, 1961
- 5) TABOOK Pt. LT. 1963
- 6) SYLOPASH Pt. LT. 1963
- 7) QUATSAP 2, 1934
- 8) HONDS POINT, 1878

DESCRIPTIVE REPORT CONTROL RECORD

MAP NO.	JOB NO.	GEODETTIC DATUM		ORIGINATING ACTIVITY		REMARKS	
		STATION NAME	AEROTRI- ANGULATION POINT NUMBER	COORDINATES IN FEET STATE <u>Washington</u> ZONE <u>North</u>	GEOGRAPHIC POSITION ϕ LATITUDE λ LONGITUDE		
T-12250	PH-6211			N.A. 1927	Rockville, MD		
Port Gamble Light, 1969				$x=$ 1,572,327.83 $y=$ 319,385.95	ϕ λ		
Port Gamble Inner Light, 1934	GP 1675 PC 359			$x=$ 1,572,307.65 $y=$ 318,253.18	ϕ λ		
IND, 1927				$x=$ 1,572,599.70 $y=$ 316,747.69	ϕ λ		
North Base, 1915	GP 1747 PC 378			$x=$ 1,570,518.20 $y=$ 317,250.98	ϕ λ		
Port Gamble Mill Chimney, 1934	PC 359			$x=$ 1,517,267.38 $y=$ 316,871.23	ϕ 47°51'19.282 λ 122°34'47.120		
Port Gamble Church Steeple, 1927	GP 1675			$x=$ $y=$	ϕ 47°51'08.927 λ 122°34'59.251		
GAM, 1927	GP 1675			$x=$ $y=$	ϕ 47°49'50.652 λ 122°34'02.533		
Port, 1927	GP 1675 PC 359			$x=$ 1,570,206.66 $y=$ 307,880.77	ϕ λ		
				$x=$ $y=$	ϕ λ		
				$x=$ $y=$	ϕ λ		
COMPUTED BY	J. Perrow	DATE	6/1/64	COMPUTATION CHECKED BY J. Gerlach		DATE	6/18/64
LISTED BY		DATE		LISTING CHECKED BY		DATE	
HAND PLOTTING BY	A. Santillan	DATE	8/17/66	HAND PLOTTING CHECKED BY B. Wilson		DATE	8/66

COMPILATION REPORT
TP-12250

31. DELINEATION

The 1962 photos were used on the Kelsh Plotter to delineate the inshore planimetry and to establish points in common with the 1965 photography. These were then fixed to the Kelsh located points and additional shoreline and elevated points selected and cut in when needed. There was no field inspection but the shoreline interpretation presented no special difficulty. The entire shoreline and all offshore features were delineated from the 1965 photos and the inshore detail filled in where cultural changes had occurred since the 1962 photography.

32. CONTROL

Horizontal control was within accuracy requirements. See Aerotriangulation Report.

Vertical control was taken from USGS quadrangle maps and used in setting models on the Kelsh Plotter.

33. SUPPLEMENTAL DATA

None

34. CONTOURS AND DRAINAGE

Contours - N/A

Drainage was applied by office interpretation of photography.

35. SHORELINE AND ALONGSHORE DETAILS

All detail is from office interpretation of the photography.

36. OFFSHORE DETAILS

Numerous dolphins were located in Port Gamble Bay. A mud and sand limit line was compiled along with a shallow line.

37. LANDMARKS AND AIDS

There are two landmarks and five aids to navigation plotted on this manuscript.

38. CONTROL FOR FUTURE SURVEYS

None

39. JUNCTIONS

Junction was made with T-12249 to the west. No contemporary surveys to the north, east, or south of this manuscript.

40. thru 45. Inapplicable

46. COMPARISON WITH EXISTING MAPS

Comparison was made with USGS quadrangle map Port Gamble, Wash., scale 1:24,000, dated 1953.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with nautical chart 6421, scale 1:20,000, 2nd edition, dated May 4, 1964.

Items to be applied to nautical charts immediately - None

Items to be carried forward - None

Respectfully submitted

B. Wilson
Cartographic Technician

Approved and Forwarded

J. Bull
Director
Atlantic Marine Center

FIELD EDIT REPORT

Chart Topography
Hood Canal, Washington
April 1969
Map Manuscripts T-12248, 12249, 12250, 12253, 12254
Project PH-6211

This report covers the area of Hood Canal, from the vicinity of Hood Head, southwestward to the vicinity of Vinland and including Port Gamble (bay).

The entire shoreline was inspected using a small boat. The field edit copies (discrepancy prints) of the map manuscripts were used as the index for the field corrections and the photographs containing the bulk of the corrections were cross-referenced to the field edit copies. However, minor corrections and deletions may only appear on the photographs and the cross-reference to the map manuscripts will be by photo number only.

Adequacy of Compilation:

The extent and accuracy of the maps appear to be reasonably complete, considering the compilation was accomplished without the benefit of field inspection.

Methods:

The shoreline was inspected and the corrections have been indicated on the field edit photography in red ink. Annotations on the field edit sheets are in purple ink. Deletions of features on both the field edit sheets and the photography are in green ink.

Mean high water references were made to identifiable alongshore objects and to the existing triangulation stations. The characteristics of the shore are generally of a sand-gravel composition with scattered stones and boulders. The foreshore and adjacent offshore underwater areas are quite shallow. A noticeable accretion and erosion takes place along the unstable beach areas.

Bluffs are evident along the major portion of the shoreline. Wave action and normal erosion cause the bluffs to be constantly sloughing. The bluffs are unstable, as solid bed rock is not in evidence along the shoreline. These bluffs with overhanging trees obscure the mean high water line on the west and north beaches. Since the trees grow to the edge of the precipitous bluffs, about one-half of the diameter of the trees foliage of the outer-most limit of the woodland cover will extend out and over the shoreline.

The only community of any size is the town of Port Gamble. Along the shores of Hood Canal and Port Gamble (bay) are numerous summer cottages and retirement residences.

Piers and wharves are few. There is a lumber pier at the sawmill at Port Gamble (town). The remaining piers are small and usually accessible by boat only at the higher stages of the tides.

Offshore features are in the form of rocks, piling dolphins and a floating highway bridge. Due to the extensive, shallow foreshore, most of the small craft, pleasure boats, etc. are moored offshore in the deeper water during the summer months and then removed to dry storage during the winter season. Numerous small mooring buoys are evident on the photography and were consequently compiled. It is recommended, these buoys be deleted as they are somewhat temporary in nature. They consist of a block of concrete or similar object to serve as an anchor, a length of chain or rope that is secured to a small barrel, wooden block or a cluster of white, bleach bottles. These are usually removed or lost during the winter months.

All fixed aids to navigation were investigated and positions determined for any that had not been previously located. They have been listed on Form 567.

Rocks and shoals were investigated. The elevations of these features in relationship to the stage of tide at the time of the investigation were recorded on the field edit photography. Sunken rocks in question were visited at or below the zero tide stage, to confirm their existence.

Pertinent information pertaining to each individual discrepancy sheet will be listed under that specific sheet.

Geographic Names are the subject of a separate report. Name changes or corrections will be discussed in this separate report.

Sheet T-12246

A new road is under construction in the vicinity of Thorndyke Bay (Photo 65L5659). A portion of the road has been completed and the remainder of the road is under various stages of construction. The road will eventually connect with existing roads in the vicinity of Thorndyke Bay and South Point. Plans of the road have been obtained from the Jefferson County Engineers Office.

A new riprap bulkhead (seawall) has been constructed along a section of the shore at South Point. The configuration of this feature has been planetabled on photograph 65L5695.

Sheet T-12249

Hood Canal Light 4 had been rebuilt in 1967 and the new position of the light had been determined by triangulation the same year.

The channel along the west side of a sand spit that extends northward from South Point has been dredged and lengthened. See Photograph 65L5695 for the planetable survey of this feature.

A sunken rock in the vicinity of Sisters Rock Light was located by theodolite and stadia distance from the light.

Sheet T-12250

The fog signals on the Hood Canal Floating Bridge were located by photogrammetric methods.

Port Gamble Light, a fixed aid to navigation, was located by triangulation intersection methods. In Port Gamble (bay) are numerous piles and dolphins, for the storage and securing of log rafts. Shoreline features in question were investigated and noted on the field edit photography. Two landmarks, previously charted were field inspected and recommended to be retained for charting purposes, are found in the town of Port Gamble. They have been listed on form 567.

A surfaced small boat launching ramp is found in the vicinity of Salisbury Point.

Sheet T-12253

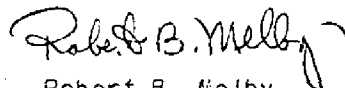
For information pertaining to the highway under construction in the vicinity of Thorndyke Bay, see the remarks under Sheet T-12248.

Bangor Explosive Anchorage Lighted Buoy A (a floating aid) was photo-identified for clarification purposes only.

Sheet T-12254

The interior roads in question were classified and the shoreline inspected. Hood Canal Light 5 is found on this sheet.

Respectfully Submitted,



Robert B. Melby
Chief, Photo Unit, PMC

REVIEW REPORT
T-12250
SHORELINE

September 23, 1981

61. GENERAL STATEMENT

In the application of the field edit some rocks were not applied to the manuscript. A comparison was made with the smooth sheet H-9816 and it also omitted these rocks. These rocks were applied to the manuscript during the review. Their locations are approximate latitude 47°51'46", longitude 122°34'21" and latitude 41°51'25", longitude 122°35'55".

The dashed line outside the MHW line shows the limits of foreshore area visible on photography. There is no MLLW line on this map.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS

Not applicable.

63. COMPARISON WITH MAPS OF OTHER AGENCIES

Not applicable.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

A comparison was made with smooth sheet H-9816 and in some areas the dashed line indicating sand and gravel areas coincided with the MLLW line. The two sheets are in agreement.


65. COMPARISON WITH NAUTICAL CHARTS

A comparison was made with nautical chart 6421, scale 1:20,000, 2nd edition, dated May 4, 1964. No significant changes were noted.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS

This map complies with project instructions and meets the requirement for Bureau Standards and National Standards of Map Accuracy.

Submitted by



Patrick Dempsey
Final Reviewer

Approved:



Chief, Photogrammetric Branch

Chief, Photogrammetry Division

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-6211

T-1250 (Hood Canal, Wash.)

12250

Hood Canal

Little Boston

Point Julia

~~Port Gamble~~ *Port Gamble Bay - P.*

Port Gamble (*town*)

Salisbury Point

Striebels Corner

Teekalet Bluff

Approved by:

Prepared by:

A. J. Wright

A. J. Wright
Chief Geographer

Frank W. Pickett

Frank W. Pickett
Cartographic Technician

Project PH-6211 Material on File

Hood Canal, Washington

Federal Records Center

Control Station Identification Cards
Field Edit Photographs
Computer Readouts
Field Edit Photographs
Field Edit Ozalids (Discrepancy Prints) for each map

Project Completion Report

Bureau Archives

Registered Copy of each map
Descriptive Report of each map

Reproduction Division

8x Reduction Negative of each map

Office of Staff Geographer

Geographer Names Standard

NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

TO BE CHARTED
 TO BE REVISED
 TO BE DELETED

REPORTING UNIT
(Field Party, Ship or Office)

Rockville, MD

STATE

Washington

LOCALITY

Hood Canal

DATE

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

ORIGINATING ACTIVITY

- HYDROGRAPHIC PARTY
 - GEODETIC PARTY
 - PHOTO FIELD PARTY
 - COMPILATION ACTIVITY
 - FINAL REVIEWER
 - QUALITY CONTROL & REVIEW GRP.
 - COAST PILOT BRANCH
- (See reverse for responsible personnel)

The following objects HAVE HAVE NOT been inspected from seaward to determine their value as landmarks.

OPR PROJECT NO.

JOB NUMBER

SURVEY NUMBER

DATUM

N.A. 1927

PH-6211

T-12250

POSITION

LATITUDE	LONGITUDE

METHOD AND DATE OF LOCATION
(See instructions on reverse side)

CHARTS
AFFECTED

CHARTING NAME

DESCRIPTION
(Record reason for deletion of landmark or aid to navigation.
Show triangulation station names, where applicable, in parentheses)

OFFICE

FIELD

Admiralty Inlet
Hood Canal

LT 1

47 51

44.332

122 34

32.407

Triang.
Rec.
7/31/63

6421

LT 3

47 51

33.150

122 34

32.329

Triang.
Rec.
7/31/63

6421

Horn

47 51

16.00

122 36

47.61

P-5

6421

Horn

47 51

31.10

122 37

13.65

P-5

6421

Horn

47 51

34.89

122 37

22.42

P-5

6421

Horn

47 51

1076.0

122 37

466.0

April 1969

6450

RESPONSIBLE PERSONNEL	
TYPE OF ACTION	NAME
OBJECTS INSPECTED FROM SEAWARD	
POSITIONS DETERMINED AND/OR VERIFIED	R. B. Melby
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES	P. Dempsey

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'
(Consult Photogrammetric Instructions No. 64.)

OFFICE	FIELD (Cont'd)
<p>I. OFFICE IDENTIFIED AND LOCATED OBJECTS Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object. EXAMPLE: 75E(C)6042 8-12-75</p> <p>FIELD</p> <p>I. NEW POSITION DETERMINED OR VERIFIED Enter the applicable data by symbols as follows: F - Field L - Located V - Verified 1 - Triangulation 2 - Traverse 3 - Intersection 4 - Resection</p> <p>A. Field positions* require entry of method of location and date of field work. EXAMPLE: F-2-6-L 8-12-75</p> <p>*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.</p>	<p>B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object. EXAMPLE: P-8-V 8-12-75 74L(C)2982</p> <p>II. TRIANGULATION STATION RECOVERED When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery. EXAMPLE: Triang. Rec. 8-12-75</p> <p>III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH Enter 'V-Vis.' and date. EXAMPLE: V-Vis. 8-12-75</p> <p>**PHOTOGAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods.</p>

RESPONSIBLE PERSONNEL	
TYPE OF ACTION	NAME
OBJECTS INSPECTED FROM SEAWARD	R. B. Melby
POSITIONS DETERMINED AND/OR VERIFIED	R. B. Melby
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES	P. J. Dempsey

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'
(Consult Photogrammetric Instructions No. 64.)

OFFICE	FIELD (Cont'd)
<p>I. OFFICE IDENTIFIED AND LOCATED OBJECTS Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object. EXAMPLE: 75E(C)6042. 8-12-75</p> <p>FIELD</p> <p>I. NEW POSITION DETERMINED OR VERIFIED Enter the applicable data by symbols as follows: F - Field L - Located V - Verified 1 - Triangulation 2 - Traverse 3 - Intersection 4 - Resection</p> <p>A. Field positions* require entry of method of location and date of field work. EXAMPLE: F-2-6-L 8-12-75</p> <p>*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.</p>	<p>B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object. EXAMPLE: P-8-V 8-12-75 74L(C)2982</p> <p>II. TRIANGULATION STATION RECOVERED When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery. EXAMPLE: Triang. Rec. 8-12-75</p> <p>III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH Enter 'V-Vis.' and date. EXAMPLE: V-Vis. 8-12-75</p> <p>**PHOTOGAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods.</p>

