

T-12253

T-12253

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. T-12253.....

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

#### LOCALITY

State ....Washington.....

General Locality .... Hood Canal.....

Locality ..Thorndyke Bay.....

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.  <b>DESCRIPTIVE REPORT - DATA RECORD</b>		TYPE OF SURVEY <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> RESURVEY <input type="checkbox"/> REVISED	SURVEY TX <u>12253</u>  MAP EDITION NO. (1) MAP CLASS <u>Field Edited</u> JOB PH. <u>6211</u>
PHOTOGRAMMETRIC OFFICE  Atlantic Marine Center		LAST PRECEDING MAP EDITION TYPE OF SURVEY <input type="checkbox"/> ORIGINAL <input type="checkbox"/> RESURVEY <input type="checkbox"/> REVISED	
OFFICER-IN-CHARGE  J. Bull, Director		JOB PH. _____ MAP CLASS _____ SURVEY DATES: 19__ TO 19__	
<b>I. INSTRUCTIONS DATED</b>			
1. OFFICE		2. FIELD	
June 15, 1964 Amendment No. 1, Nov. 22, 1965 Amendment No. 2, Feb. 16, 1966 Amendment No. 3, July 1, 1966 Amendment No. 4, April 5, 1967		Feb. 5, 1963 Field Supplement Feb 13, 1967	
<b>II. DATUMS</b>			
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		4. GRID(S)	
5. SCALE 1:10,000		STATE Washington	ZONE North
STATE ZONE		STATE	ZONE
<b>III. HISTORY OF OFFICE OPERATIONS</b>			
OPERATIONS		NAME	DATE
1. AEROTRIANGULATION C-8 stereoplanigraph BY METHOD: & analytic LANDMARKS AND AIDS BY		J. Gerlach	Jan. 1965
2. CONTROL AND BRIDGE POINTS PLOTTED BY METHOD: Hand plot CHECKED BY		B. Barnes	Sept. 1966
3. STEREOSCOPIC INSTRUMENT PLANIMETRY BY COMPILATION CHECKED BY		L. Graves	Sept. 1966
INSTRUMENT: Kelsh SCALE: 1:10,000 CHECKED BY		B. Barge	Sept. 1966
4. MANUSCRIPT DELINEATION PLANIMETRY BY CHECKED BY		R. Wilson	Sept. 1966
METHOD: SCALE: HYDRO SUPPORT DATA BY CHECKED BY		N/A	
5. OFFICE INSPECTION PRIOR TO FIELD EDIT BY		B. Wilson	Sept. 1966
6. APPLICATION OF FIELD EDIT DATA BY		R. Pate	Sept. 1966
7. COMPILATION SECTION REVIEW BY		R. Pate	Sept. 1966
8. FINAL REVIEW BY		J. Battley	July 1969
9. DATA FORWARDED TO PHOTOGRAMMETRIC BRANCH BY		P. Dempsey	July 1969
10. DATA EXAMINED IN PHOTOGRAMMETRIC BRANCH BY		J. Battley	Aug. 1969
11. MAP REGISTERED - COASTAL SURVEY SECTION BY		P. Dempsey	Nov. 1981
H. D. Wolfe		H. D. Wolfe	MAP 10 1003

NOAA FORM 76-36B  
(3-72)U. S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

## COMPILATION SOURCES

T-12253

## 1. COMPILATION PHOTOGRAPHY

CAMERA(S) "L" Camera 6" focal length		TYPES OF PHOTOGRAPHY LEGEND		TIME REFERENCE	
TIDE STAGE REFERENCE		(C) COLOR (P) PANCHROMATIC (I) INFRARED		ZONE	
<input checked="" type="checkbox"/> PREDICTED TIDES <input type="checkbox"/> REFERENCE STATION RECORDS <input type="checkbox"/> TIDE CONTROLLED PHOTOGRAPHY				Pacific	
				MERIDIAN	
				105th	
				<input checked="" type="checkbox"/> DAYLIGHT	
NUMBER AND TYPE	DATE	TIME	SCALE	STAGE OF TIDE	
65-L-5657-5659	8/15/65	10:23	1:25,000	2.2 above MLLW	
REMARKS					

## 2. SOURCE OF MEAN HIGH-WATER LINE:

The source of the MHW line is 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 map.

## 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	EAST	SOUTH	WEST
T-12248	T-12254	T-12258	T-12252

REMARKS

HISTORY OF FIELD OPERATIONS.

T-12253

I.  FIELD INSPECTION OPERATION  FIELD EDIT OPERATION.

OPERATION	NAME	DATE
1. CHIEF OF FIELD PARTY	R.B. Melby	June 1963
2. HORIZONTAL CONTROL	RECOVERED BY	N/A
	ESTABLISHED BY	N/A
	PRE-MARKED OR IDENTIFIED BY	N/A
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 type="checkbox"/> NO INVESTIGATION	N/A
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	
PHOTO NUMBER	STATION NAME	PHOTO NUMBER	STATION DESIGNATION

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

NONE

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

NONE

HISTORY OF FIELD OPERATIONS.

T-12253

1.  FIELD INSPECTION OPERATION  FIELD EDIT OPERATION.

OPERATION	NAME	DATE
1. CHIEF OF FIELD PARTY	R.B. Melby	April 1969
2. HORIZONTAL CONTROL	RECOVERED BY ESTABLISHED BY	R.B. Melby April 1969
	PRE-MARKED OR IDENTIFIED BY	N/A
		R.B. Melby April 1969
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 checked="" type="checkbox"/> COMPLETE BY	
	<input type="checkbox"/> SPECIFIC NAMES ONLY	
	<input type="checkbox"/> NO INVESTIGATION	
6. PHOTO INSPECTION	CLARIFICATION OF DETAILS BY	R.B. Melby April 1969
7. BOUNDARIES AND LIMITS	SURVEYED OR IDENTIFIED BY	N/A

II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED		2. VERTICAL CONTROL IDENTIFIED	
2 stations			
PHOTO NUMBER	STATION NAME	PHOTO NUMBER	STATION DESIGNATION
65L5659	Kwatée, 1964		
65L5659	Eula 2, 1964		

3. PHOTO NUMBERS (Clarification of details)  
65L5657, 65L5659, 65L5699

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  
None

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

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

II. LANDMARKS AND AIDS TO NAVIGATION  
 I. 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: \_\_\_\_\_

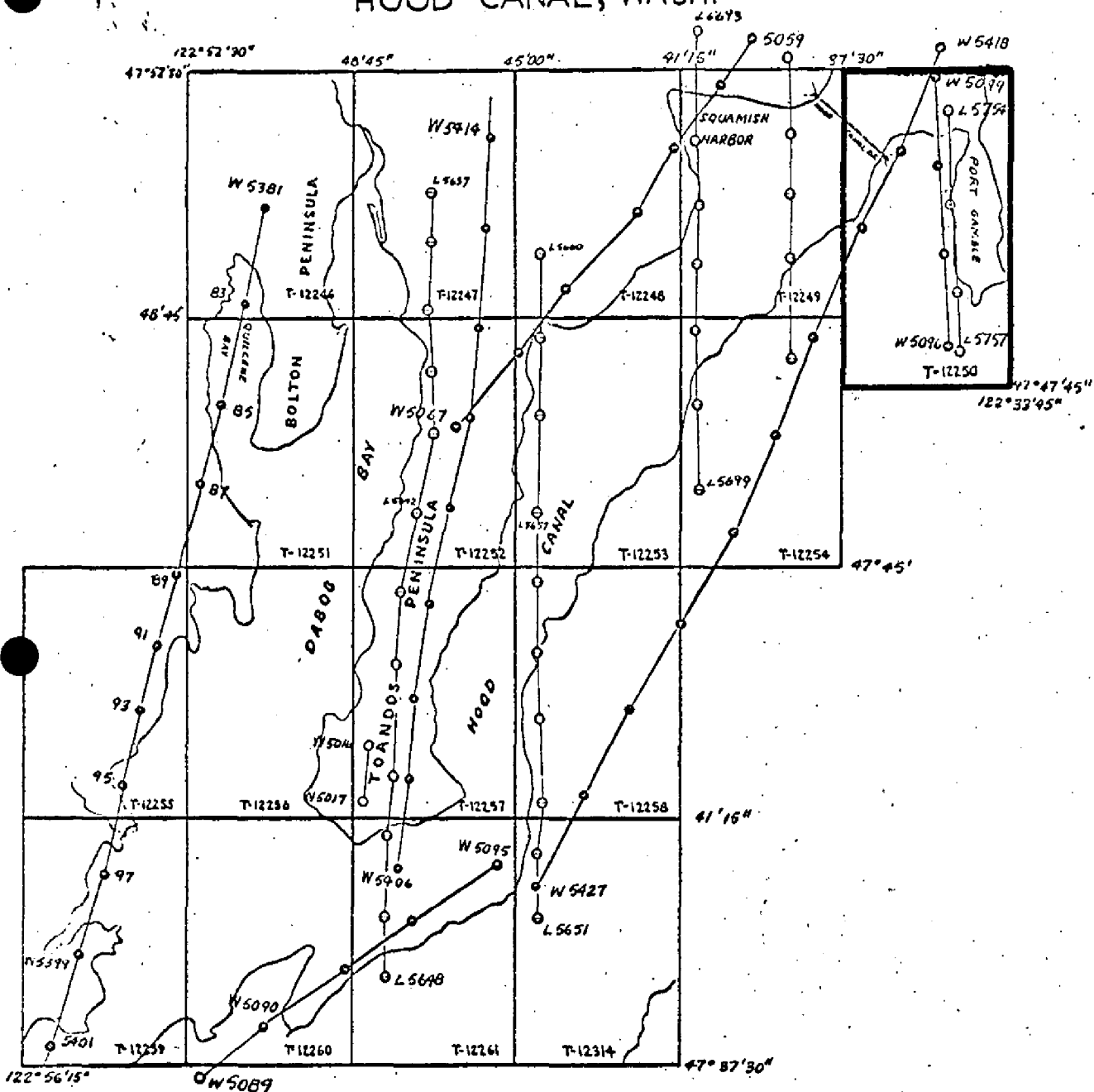
III. FEDERAL RECORDS CENTER DATA

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: PHOTOS 65L5657, 65L5659, 65L5699  
 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	JOB NUMBER	TYPE OF SURVEY				
	TP - _____ (2)	PH - _____	<input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY	MAP CLASS			
DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	<input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL					
THIRD EDITION	SURVEY NUMBER	JOB NUMBER	TYPE OF SURVEY				
	TP - _____ (3)	PH - _____	<input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY	MAP CLASS			
DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	<input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL					
FOURTH EDITION	SURVEY NUMBER	JOB NUMBER	TYPE OF SURVEY				
	TP - _____ (4)	PH - _____	<input type="checkbox"/> REVISED <input type="checkbox"/> RESURVEY	MAP CLASS			
DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	<input type="checkbox"/> II. <input type="checkbox"/> III. <input type="checkbox"/> IV. <input type="checkbox"/> V. <input type="checkbox"/> FINAL					

PH-6211  
 SHORELINE MAPPING  
 SCALE 1:10,000  
 HOOD CANAL, WASH.



PHOTOGRAPHY

- 1:30,000 Date Jun 62
- 1:25,000 " Aug 65
- 1:15,000 Jun 62



T-12253

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

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 T-12249

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 POBT, 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 TOLLE POINT

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

Sheet T-12314

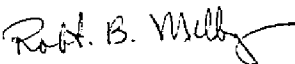
No station were identified in the sheet.

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  
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. (1)

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.

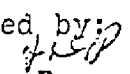
25. Photography

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

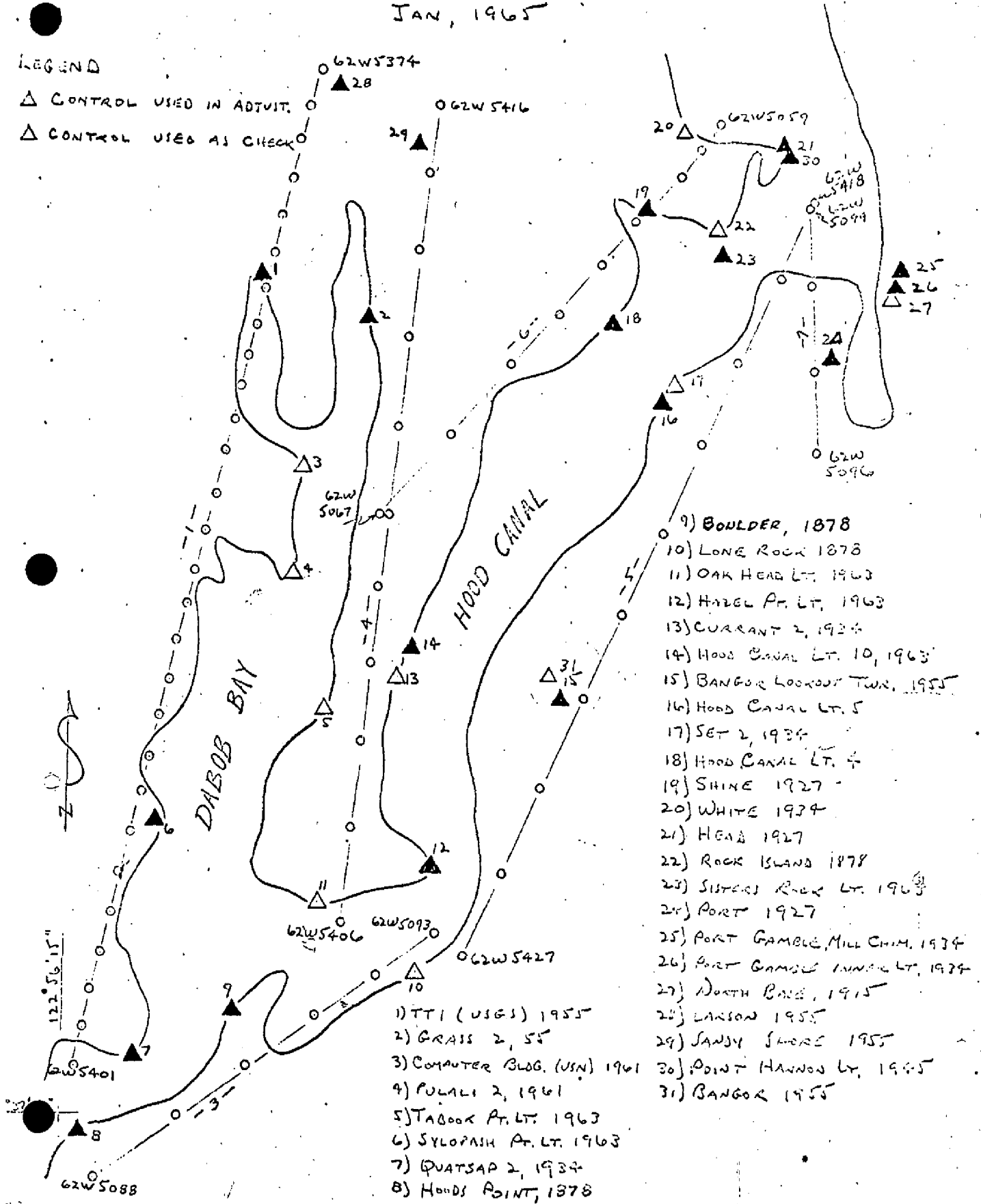
Approved by:

  
John D. Perrow, 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) CURRENT 2, 1934
- 14) HOOD CANAL LT. 10, 1963
- 15) BANGOR LOOKOUT TOWER, 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 INLAND LT. 1934
- 27) NORTH BASE, 1915
- 28) LANSON 1955
- 29) JANSY SHORE 1955
- 30) POINT HANNON LT. 1945
- 31) BANGOR 1955

- 1) TTI (USGS) 1955
- 2) GRASS 2, 55
- 3) COMPUTER BLDG. (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.	GEODEIC DATUM		ORIGINATING ACTIVITY		
		N.A. 1927		Rockville, MD		
STATION NAME	SOURCE OF INFORMATION (Index)	AEROTRI-ANGULATION POINT NUMBER	COORDINATES IN FEET STATE <u>WASHINGTON</u> ZONE <u>NORTH</u>		GEOGRAPHIC POSITION φ LATITUDE λ LONGITUDE	REMARKS
Kwatee, 1964			X=	47048' 45.733"	φ	
			Y=	λ 122043' 13.750"	λ	
Eula 2, 1964			X=	47047' 38.077"	φ	
			Y=	λ 122044' 34.743"	λ	
			X=		φ	
			Y=		λ	
			X=		φ	
			Y=		λ	
			X=		φ	
			Y=		λ	
			X=		φ	
			Y=		λ	
			X=		φ	
			Y=		λ	
			X=		φ	
			Y=		λ	
COMPUTED BY			COMPUTATION CHECKED BY			DATE
LISTED BY			LISTING CHECKED BY			DATE
B. Barnes		Sept. 1966	L. Graves			Sept. 1966
HAND PLOTTING BY		DATE	HAND PLOTTING CHECKED BY			DATE
B. Barnes		Sept. 1966	L. Graves			Sept. 1966

SUPERSEDES NOAA FORM 76-41, 2-71 EDITION WHICH IS OBSOLETE.

T-12253  
Compilation Report

The Aerotriangulation Report is submitted with T-

31. Delineation -  
The 1962 photos were used in the Kelsh plotter to delineate the inshore planimetry and to establish points common with the 1965 photos. These points were used to cut-in additional points as needed for delineating the shoreline from the 1965 photos.
32. Control - See Aerotriangulation Report.
33. Supplemental Data - None.
34. Contours and Drainage - Inapplicable.
35. Shoreline and Alongshore Details -  
Shoreline and alongshore details were delineated from office interpretation of photography.
36. Offshore Details - None.
37. Landmarks and Aids - None.
38. Control for Future Surveys - None.
39. Junctions -  
Junctions have been made with T-12248 to the North, T-12252 to the West, T-12254 to the East, and T-12258 to the South.
40. Horizontal and Vertical Accuracy - No statement.
41. Through 45. N.A.
46. Comparison with Existing Maps -  
Comparison has been made with U.S.G.S. Quad, LOFALL, Washington, scale 1:24,000, dated 1953.
47. Comparison with Nautical Charts -  
Comparison has been made with USC&GS Chart No. 6422, scale 1:25,000 dated Feb. 1965.

Items to be Applied to Nautical Charts Immediately - None.

Items to be Carried Forward - None.

Submitted by,  
R.J. Pate  
Carto. Tech.

Approved  
J. Bull, Capt.  
Director, Atlantic Marine Center

## FIELD EDIT REPORT

Chart Topography  
Hood Canal, Washington  
April 1959

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-12248

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*

Robert B. Melby  
Chief, Photo Unit, PMC

Review Report  
T-12253  
Shoreline

61. GENERAL STATEMENT

There is no MLLW line compiled on map T-12253. The dotted line shown on the map is the limits of mud and sand shown on the photography.

62. COMPARISON WITH REGISTERED TOPOGRAPHIC SURVEYS - N/A.

63. COMPARISON WITH MAPS OF OTHER AGENCIES - N/A.

64. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS - None.

65. COMPARISON WITH NAUTICAL CHARTS

In comparing this map with Nautical Chart 18458, 10th edition, dated Aug. 15, 1981, scale 1:25,000, a pier is charted at Latitude 47°46'05" and longitude 122°42'45". This pier does not appear on this map as it was not in existence at the time of this survey. The rest of the map is in agreement with the nautical chart.

66. ADEQUACY OF RESULTS AND FUTURE SURVEYS

This map complies with project instructions and meets the requirements for Bureau standards and National standards of map accuracy.

Submitted by



P. Dempsey  
Final Reviewer

Approved:

Chief, Photogrammetric Branch

Chief, Photogrammetry Division

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-6211  
T-12253 (Hood Canal, Wash.)

Hood Canal

Thorndyke Bay

Toandos Peninsula

Vinland

Approved by:



A. J. Wraight  
Chief Geographer

Prepared by:



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



