

FE63

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Diagram No. 8502-2 & 8802-3

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey .. Field Examination

Field No. CS-327

Registry No. FE-63

LOCALITY

State Alaska

General Locality .. Bering Sea

Sublocality Bristol Bay

1947

CHIEF OF PARTY

R.F.A. Studs

LIBRARY & ARCHIVES

DATE

☆U.S. GOV. PRINTING OFFICE: 1985-566-054

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as: FE No.5 1947

FE No.5 1947

FE-63

Diag'd. on diag. ch. No. 8502-2 & 8802-3

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic
Field No. CS-327 Office No. FE No. 5, 1947

LOCALITY

State Alaska
General locality Bering Sea
Locality Bristol Bay

1947

CHIEF OF PARTY

R.F.A. Studds

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B-1870-1 (1)

FE No.5
1947

REPORT
to accompany
RECONNAISSANCE SHEET
Chart 8802
BRISTOL BAY - ALASKA
1947

USC&GS Ship PATHFINDER

PROJECT GS-327

Forwarded with this report is a section of Chart 8802, on which has been plotted reconnaissance hydrography in Bristol Bay executed in accordance with paragraph 171 of the Hydrographic Manual.

The area sounded is that which is normally used by commercial steamers en route from Unimak Pass to the Kvichak Bay or Nushagak Bay areas. Northbound vessels follow an inshore route and southbound vessels an offshore one.

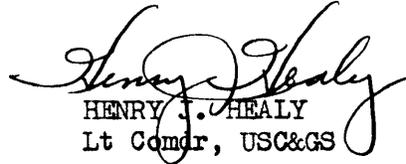
No opportunities were had to control the lines by celestial observations. Both ends of lines were tied in by visual fixes or bearings on shore features. These were Amak Island, on the southern limit of the lines, Middle Bluff Light in Kvichak Bay, Red Bluff Light in Egegik Bay, and land features in the vicinity of Port Moller. No changes of course were made on the runs and the lines were swung in between fixed positions. With the exception of the last-run line, courses steered were made good sufficiently for reconnaissance purposes. On the last-run line considerable set was noticed to the northward. Indications are that the direction of the flood current is about 40° True and the ebb about 220° True. Currents increase as the head of Bristol Bay is approached and vessels in this area always allow for expected sets.

Soundings were taken on the NJ-3 fathometer using the fathom scale. These were reduced for predicted tides of Port Moller and Protection Point. While depths are relatively shoal, the bottom is quite flat and apparently, no dangers exist in the area covered. The reported 12-fathom sounding west of Port Moller was not found. Discrepancies in crossings may be attributed to the poor control of the reconnaissance lines.

The shore line along the north side of the Alaska Peninsula is apparently out of position as evidenced by a comparison of radar positions obtained between features on the north shore and mountain peaks on the south side of the Peninsula. Vessels navigating the area should keep well offshore and approach the shore only with great caution. This is particularly true at the head of Bristol Bay where shoals extend some distance offshore in the vicinities of Egegik Bay and Nushagak Bay. The flatness of the terrain and general low visibility make the identification of features on shore very difficult.

The sounding record and fathograms are forwarded with this report.

Submitted:


HENRY J. HEALY
Lt Comdr, USC&GS

Approved:


R. F. A. STUDDS
Comdr, USC&GS
Chief of Party

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E. No. 5, 1947

Records accompanying survey:

Boat sheets; sounding vols. ¹.....; wire drag vols.;
 bomb vols.; graphic recorder rolls ¹.....;
 special reports, etc.

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	.....	192 (D.R.)
Number of positions checked	.....	192 partial check
Number of positions revised	.....	25
Number of soundings revised (refers to depth only)	.....	22
Number of soundings erroneously spaced	.....	15
Number of signals erroneously plotted or transferred	.....	—
Topographic details	Time	—
Junctions	Time	—
Verification of soundings from graphic record	Time	8 hrs.

Verification by... *A.P. STIRNI* Total time *37 hrs* Date *1/12/48*

Reviewed by... *R.H. Carters* Time *5 hr* Date *1/13/48*

Review of Field Examination No. 5, 1947

This field examination consists of reconnaissance sounding lines in the lane of commercial steamers traveling from Unimak Pass to Kiviak Bay.

Charted soundings in this vicinity (Chart 8802) are probably from early track lines of the U.S. Fisheries Commission and the U.S. Coast Guard, and from miscellaneous sources.

9 Charted critical depths - including the 12 fms. charted in lat. $56^{\circ}-08'$, long. $162^{\circ}-06'$, where it falls in present depths of about 38 fms, and the 13 fms. charted in lat. $57^{\circ}-21'$, long. $158^{\circ}-55'$, where it falls in present depths of 22 to 29 fms. - should be retained on the chart until disproved by basic surveys now in progress.

Reviewed by: R. H. Carsten

Inspected by:
H. W. Murray

4/13/47

Do Not Remove from Chart Table



Fe-5-1947

Fe-5-1947

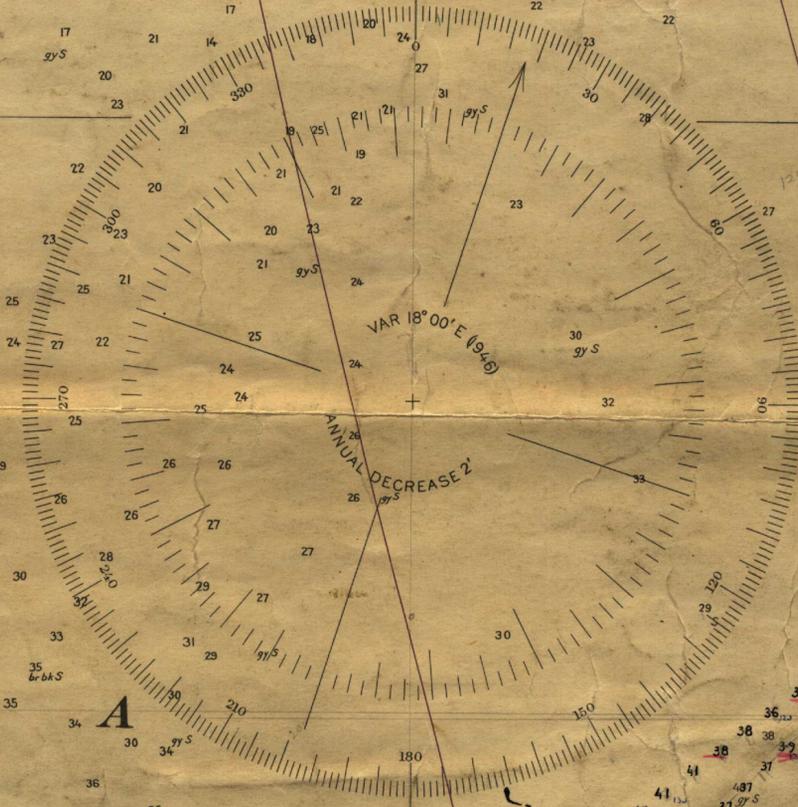
Fe-5-1947

FE No. 5, 1947

A shoal with 2 to 3 fathom depth is reported extending true west from Cape Peirce. Distance not given.

Sigs underlined have been applied to chart 9302.

Kutchak Bay Lights in Kutchak Bay and vicinity are shown in approximate positions.



E A

BRISTOL BAY

Large blue stamp: 5.011111

(chart 8833) FORT MOLLER

(chart 8851) SEMIDI ISLANDS

Applied to chart 9050 March 1948