

FE 71

Diagram No. 8202-2

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT
(HYDROGRAPHIC)

Type of Survey ... Field Examination.....
Field No. CS-247.....
Office No..... FE-71.....

LOCALITY

State Alaska.....
General Locality .. Taiya Inlet.....
Locality Skagway Railroad Wharf.....

1948

CHIEF OF PARTY
G.E. Boothe

LIBRARY & ARCHIVES

DATE November 10, 1948.....

FE 71

☆ U.S. GOV. PRINTING OFFICE: 1976-669-441

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. 8 1948

FENo.8 1948

Diag'd. on Diag. Ch. No. 8202-2

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey HYDROGRAPHIC (Tagline).....

Field No. CS-247 Office No. 6945.FE-8 (1948)

LOCALITY

State S. E. ALASKA.....

General locality TAIYA INLET.....

Locality Skagway Railroad Wharf.....

1948

CHIEF OF PARTY

Glendon E. Boothe

LIBRARY & ARCHIVES

DATE NOV 10 1948.....

B-1870-1 (1)

FENo.8
1948

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. FE - 8 (1948)

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. Proj. CS-247

REGISTER NO. 6945 - FE - 8 (1948)

State S. E. ALASKA

General locality TAIYA INLET

Locality Skagway Railroad Wharf

Scale 1:2000 Date of survey 15 & 17 October, 1948

Vessel USCGS PATTON

Chief of Party Glendon E. Boothe

Surveyed by Ira B. Bubottom and Arthur L. Wardwell

Protracted by _____

Soundings penciled by _____

Soundings in fathoms feet _____

Plane of reference MLLW

Subdivision of wire dragged areas by -----

Inked by _____

Verified by _____

Instructions dated Director's letter 18 August, 1948

Remarks: Tagline survey to check depths off face of Railroad Wharf, Skagway and to locate fuel oil connection. Processed boat sheet used for topography as well as hydrography.

DESCRIPTIVE REPORT TO ACCOMPANY

HYDROGRAPHIC SHEET NO. 6945

TAGLINE SURVEY OFF SKAGWAY RAILROAD WHARF, SKAGWAY, ALASKA.

SCALE 1: 2000

USC&GSS PATTON, GLENDON E. BOOTHE, COMDG.

15 & 17 OCTOBER 1948.

PROJECT

The work was performed in accordance with the Director's letter dated 18 August 1948, reference 22 MEK S-1*PA, Project CS-247.

SURVEY LIMITS AND DATES

A tagline survey was made along the face of the Skagway Railroad Wharf out to a distance of 100 meters, or to approximately the 100-foot curve, where ever it was reached in less than 100 meters.

This work was done of 15 and 17 October 1948.
No junction was made with previous work.

VESSEL AND EQUIPMENT

Soundings were taken with a handlead and leadline which was marked in feet. One dory, propelled by oars, was used by the sounding party. The distances out from the wharf were obtained by using a tagline made up of a logline seized about every two (2) feet to a stranded wire, and marked at 5-meter intervals. This tagline was wound on a reel, which was secured in the dory, with the free end having an arrangement for attaching it to a 4" x 4" timber, which was moved along behind the fender piles as the work progressed, and adjustable so that the zero end was on line with the outer face of the fender piles of the wharf.

TOPOGRAPHY

Triangulation station SHAFT 1943, SHARP 1894, and WAY 1943 were recovered. SHAFT 1943 was occupied with the plane-table, using the processed boat sheet, furnished by the Washington office, cut downslightly to the size of a planetable board. By ordinary stadia methods, tagline station "O", the new structure housing an elevator for unloading automobiles from cargo doors in the sides of ships, and the fuel connection to the 12-inch oil pipe line (Navy) were located. This is the fuel connection which is the base point for the survey referred to in chart letter No. 586, (1948).

Tagline station "0" is at the knuckle of the wharf. All of the wharf south of this point is scheduled to be torn down during the winter of 1948-49.

CONTROL OF HYDROGRAPHY.

From tagline station "0" a control line was established parallel to the wharf face, and points marked along it every 10 meters, except at station "12", which is only 8 meters from station "11", as bracing on the automobile elevator restricted the distance, by measuring with a steel tape.

On the sheet each tagline station is indicated by a number inside a circle, with a leader to the pricked hole marking the station. At each of these stations a transit was set up, and the telescope turned to an angle of 90° to the face of the wharf. An observer at the transit used arm motions to direct the carsman on line, and a blast of a whistle to indicate when the leadsman was on the line. This method worked very well, and is believed to be superior to the use of range markers on a high wharf such as this, which is approximately 28 feet above mean lower low water.

The first sounding on each line, at zero distance from the wharf, was taken on the line of the outer side of the fender piles at each station, and subsequent soundings were at 5-meter intervals as governed by the tagline.

The dory was manned by an officer, a recorder, an carsman, a leadsman, and a man to operate the reel.

TIDAL DATA.

A tide staff was spiked to a pile near the float at the northern end of the wharf, and connected by levels to two bench marks. During the progress of the soundings this staff was read at 10-minute intervals.

ADEQUANCY OF SURVEY.

The survey is adequate for the area covered.

COMPARISON WITH PREVIOUS SURVEYS.

A comparison with the tagline survey made in 1945 at a scale of 1:1000 shows a very close agreement, except that the earlier survey shows a depth of 17 feet at their station No. 26 at about the same place where the 1948 work shows 20 feet at stations Nos. 11 and 12. This may be due to a difference in the distance out from the wharf face, or to some sunken object.

16 ft between
stations 11 & 12
see FE No. 2, 1945

COAST PILOT NOTES

See special report on Coast Pilot Notes for the 1948 season.

AIDS TO NAVIGATION

There are no aids to Navigation in the area covered by this survey.

TABULATION OF APPLICABLE DATA

Coast Pilot Notes.
Data attached to this report:
Table of statistics.
Tide Note.
Approval Note.

2 November 1948.

Submitted by

Glendon E. Boothe
Forwarded and approved:

Arthur L. Wardwell
Arthur L. Wardwell,
Lieut. Comdr., USC&GS.

Glendon E. Boothe,
Comdr., USC&GS,
Comdg. USC&GSS PATTON.

STATISTICS FOR HYDROGRAPHIC SURVEY (TAGLINE) NO. 6945

USC&GSS PATTON - PROJECT CS- 247.

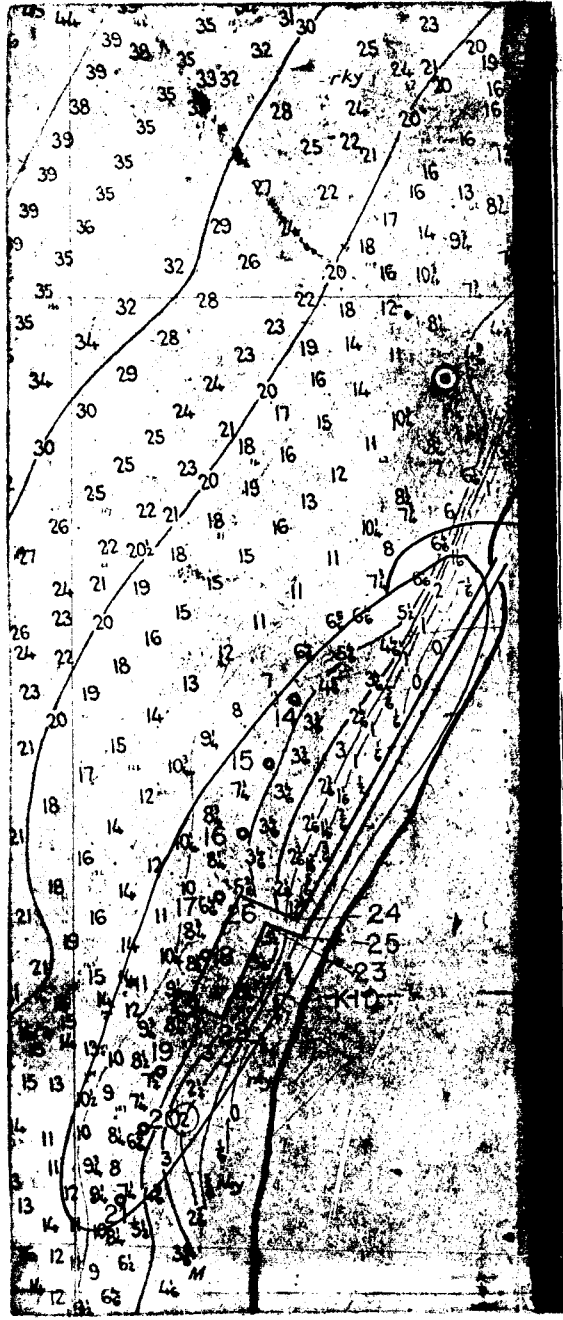
Date 1948	Day Letter	Vol. No.	Hand Lead Soundings	Positions	Statute Miles of soundings
15 October	a	1	215	14	0.50
17 October	b	1	173	17	0.52
TOTALS -			388	31	1.10

Area: - 0.01 square statute miles

TIDE NOTE

TYPE OF GAGE - - Tide staff nailed to piling at northern end
of Skagway Railroad Wharf at float.
Read every ten minutes during the course of the
survey.
Connected to two tidal bench marks by wye
levels. MLLW computed on staff and tidal
curve constructed from readings.

PLANE OF REFERENCE: Mean Lower Low Water



APPROVAL SHEET TO ACCOMPANY HYDROGRAPHIC
SHEET NO. 6945 (Tagline)

The hydrography and topography on this sheet was executed under my direct supervision. The sounding record and the boatsheet have been examined and approved by me. Daily inspection was made during the progress of the survey. It is my opinion that this survey is adequate, under the instructions, and that no additional work is required.

The tidal data was secured from a tide staff, connected by wye levels to two tidal bench marks, that was read every ten minutes during the course of the survey.

The sheet used for a boat sheet was furnished by the Washington Office and the small amount of topography required to control the hydrography was done on this sheet.

3 November 1948.

Glendon E. Boothe
Glendon E. Boothe,
Comdr., USC&GS,
Comdg. USC&GSS PATTON.

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Oceanography~~ 23 November 1948

Division of Charts: R. H. Carstens

Plane of reference approved in
1 volumes of sounding records for

~~HYDROGRAPHIC SHEET~~ F.E. No. 8 1948

Locality - Taiya Inlet, Skagway, Alaska

Chief of Party: G. E. Boothe in 1948
Plane of reference is mean lower low water, reading
-5.0 ft. on tide staff at Skagway
30.1 ft. below B. M. 1 (1921)

Height of mean high water above plane of reference
15.9 feet.

Condition of records satisfactory except as noted below:

E.C. McKay
Section
Chief, ~~Division of Tides and Currents.~~

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO.

Records accompanying survey:

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

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

Number of positions on sheet
Number of positions checked
Number of positions revised
Number of soundings revised (refers to depth only)
Number of soundings erroneously spaced
Number of signals erroneously plotted or transferred
Topographic details	Time
Junctions	Time
Verification of soundings from graphic record	Time

Verification by *F.M. Broganje* Total time *.4*.... Date *4-4-49*..

Reviewed by *G.F. Jordan* Time *.3*.... Date *1-31-50*..

REVIEW OF F.E. NO. 8, 1948

This field examination was made to investigate a reported change in depths along the face of the wharf at Skagway, Alaska (Chart Letter 586, 1948).

The present examination obtained soundings along the face of the wharf and on ranges corresponding to the ranges on F.E. No. 2, 1946. A comparison of the two surveys indicates that some changes in depths have occurred within 35 feet from the face of the wharf. However, even at corresponding positions on both surveys some differences could be expected in soundings obtained on a bottom having a grade of 5 ft. in 10 ft.

The following differences in depths were noted:

- (1) Present 30-to 48 ft. depths between stations "0" and 10" are as much as 10 ft. shoaler than prior depths. The average decrease in depth indicated on these ranges is 7 feet.
- (2) Present depths at the wharf and 16 feet off the wharf on range 20 are 7 feet deeper than prior depths.
- (3) Present depths at the wharf on ranges 11, 12 and 13 are 20 to 25 ft., whereas depths at corresponding positions on the prior examination were 17 to 22 ft.
- (4) Present depths at the wharf on ranges 25 to 30 are approximately 4 ft. shoaler than the prior 12-to 33-ft. depths.

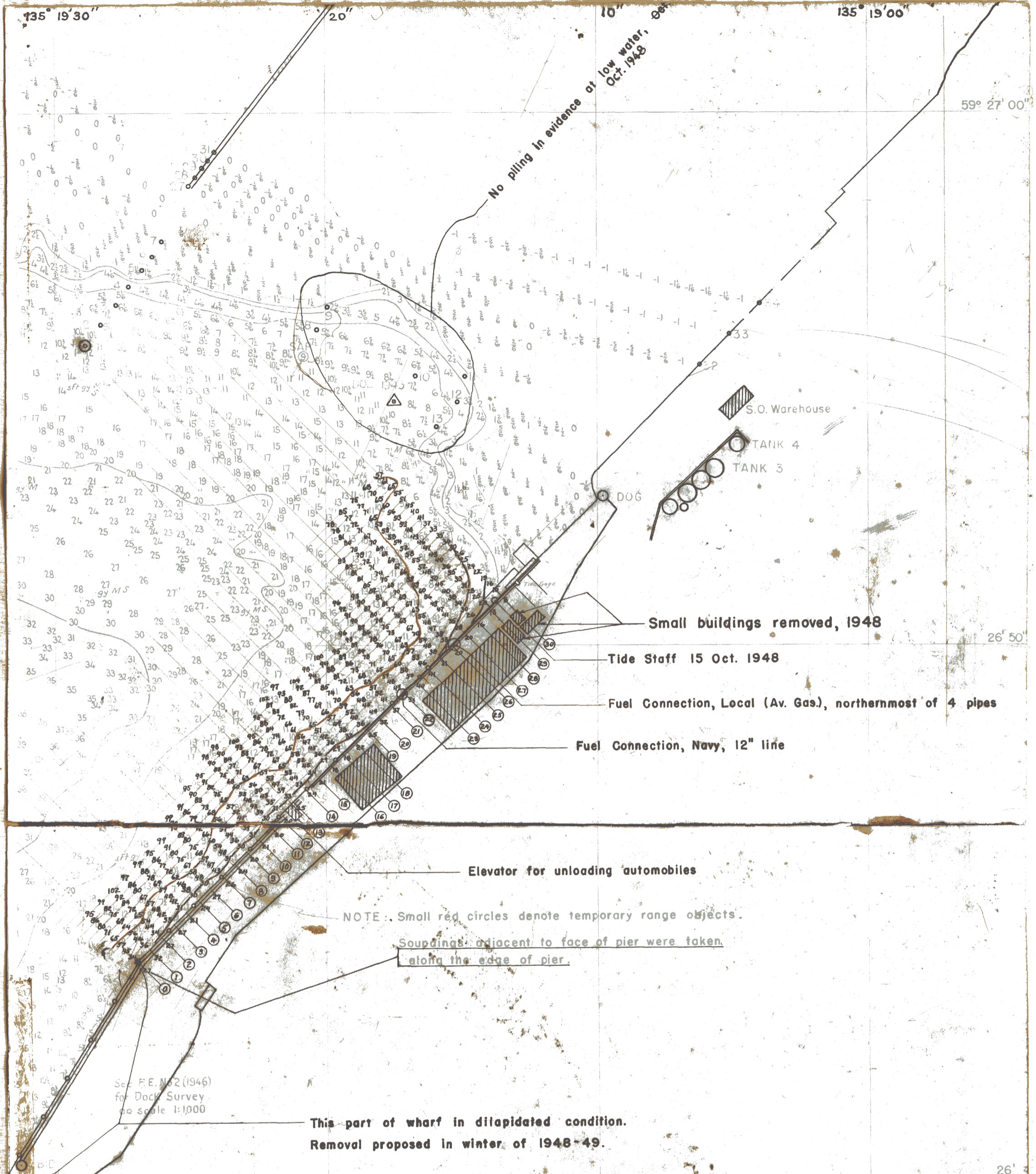
See
Review
F.E. No 2
1950

The field examination complies adequately with the Director's letter of instructions.

January 31, 1950

G. F. Jordan

Approved by: R. H. Carstens



See F.E. No. 2 (1946)
for Dock Survey
on scale 1:1000

NOTE: Small red circles denote temporary range objects.
Soundings adjacent to face of pier were taken
along the edge of pier.

This part of wharf in dilapidated condition.
Removal proposed in winter of 1948-49.

U. S. COAST AND GEODETIC SURVEY
L. O. COLBERT, Director
HYDROGRAPHIC SURVEY No. 6945
F.E. No. 8, 1948
SOUTHEAST ALASKA
TAIYA INLET
SKAGWAY HARBOR
Tagline Survey 15 & 17 Oct. 1948
USC & GSS PATTON
Date of Survey . . . Aug. 28 - Sept. 7, 1943
Scale 1 : 2,000
Chief of Party Chas. Pierce
Surveyed by Chas. Pierce

1948 SOUNDINGS IN FEET

✓ Verified by *E M Pragonje* 4-4-49 14 ms

FE NO. 8 1948