

# FE 121

## WIRE DRAG

FE 121  
WIRE DRAG

Diagram No. 8700

NOAA FORM 76-35A

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

### DESCRIPTIVE REPORT

(HYDROGRAPHIC)

Type of Survey .. Wire Drag .....

Field No. .... SU-2253 .....

Office No. .... FE-121WD .....

#### LOCALITY

State ..... Alaska .....

General Locality .. Alaska Peninsula, South Side .....

Locality ..... North Side of Korovin Island .....

1953

CHIEF OF PARTY

J.C. Bose .....

#### LIBRARY & ARCHIVES

DATE ..... December 29, 1953 .....

☆ 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 in the new format is the actual date of survey. This material was previously registered as; FE No.11 1953WD

# FE No. 11 WIRE DRAG 1953

FE-121

Diag. Cht. No. 8700

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey WIRE DRAG

Field No. SU-2253 Office No. F.E.No. 11 (1953)

### LOCALITY

State ALASKA

General locality Alaska Peninsula, South Side

Locality North Side of Korovin Island

1953

CHIEF OF PARTY

J. C. Bose

LIBRARY & ARCHIVES

DATE DEC 29 1953

8-1870-1 (1)

FE No. 11 WIRE DRAG  
1953

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WIRE DRAG  
~~HYDROGRAPHIC~~ TITLE SHEET

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

REGISTER No. ....

Field No. ...SU-2253 WD

State ...Alaska.....

General locality ...Alaska Peninsula, South Side.....

Locality ...North Side of Korovin Island.....

Scale ...1/20,000..... Date of survey ...7/22/53 to 8/17/53.....

Instructions dated ...8 March 1951, 17 March 1952, and 5 February 1953.....

Vessel ...SURVEYOR'S Launches #1, #3, and #4.....

Chief of party ...J. C. Bose.....

Surveyed by ...John C. Bull.....

~~Soundings taken by fathometer, graphic recorder, hand lead, wire~~ ...Wire drag.....

Fathograms scaled by ...Does not apply.....

Fathograms checked by ...Does not apply.....

Protracted by .....

Soundings penciled by .....

Effective depths in feet at MLLW  
~~Soundings in fathoms at MLW, MLLW~~

REMARKS: .....

.....Dual control, visual fixes.....

DESCRIPTIVE REPORT  
to accompany  
WIRE DRAG SHEET FIELD NO. SU-2253WD  
Project No. CS-344  
USC&GSS SURVEYOR  
1953

INSTRUCTIONS:

Authority for this work is found in Instructions for Project CS-344 dated 8 March 1951, Supplemental Instructions for Project CS-344 dated 17 March 1952 and Supplemental Instructions for Project CS-344 dated 5 February 1953.

CHARACTER AND LIMITS OF THE WORK:

The work on this sheet consists of wire drag investigations of the following spots:

1. Reported location of Scotland Rock, latitude  $55^{\circ}-28'.5$  N., longitude  $160^{\circ}-04'.8$  W.
2. Area centering on a point at latitude  $55^{\circ}-28'.05$  N., longitude  $160^{\circ}-05'.65$  W., of 300 meter radius.
3. Area centering on a point at latitude  $55^{\circ}-27'.75$  N., longitude  $160^{\circ}-07'.30$  W., of 400 meter radius.
4. Area centering on a point at latitude  $55^{\circ}-28'.40$  N., longitude  $160^{\circ}-07'.50$  W., of 300 meter radius.
5. The 9 fathom spot at latitude  $55^{\circ}-28'.5$  N., longitude  $160^{\circ}-09'.8$  W.
6. Reported rock (ED) north of Karpa Island, latitude  $55^{\circ}-32.0$  N., longitude  $160^{\circ}-03'.5$  W.

The scale of this sheet is 1:20,000.

Positions were taken at five minute intervals.

Dual control on visual fixes was used throughout.

Resulting effective depths range from 51.0 feet to 68.5 feet.

CONTROL AND DATUM:

This sheet is on the North American 1927 Datum. The positions of the triangulation control used on this sheet were obtained from the "List of Geographic Positions on Triangulation Stations, Anchorage to Attu, Volume V," except station VIN (BIG PINNACLE, 1913), which was obtained from Accession No. of computation - 70061, page 12. This station is on approximate Unalaska Datum. Field corrections were applied to station VIN to bring it into approximate agreement with the NA 1927

Datum. Signals INT and LAK were located by sextant cuts from the SURVEYOR; signals DOG, LIZ, NIP, QUO, and RUM, by photogrammetry.

DATES OF SURVEY:

Four days were required to complete this investigation. Work was done on 22 July, 11 August, 12 August and 17 August 1953.

TIDAL REDUCERS:

The tide reducers for this work were obtained from the portable tide gage at Sand Point, Popof Island, Alaska. Comparisons show no appreciable differences in time or range of tide between Sand Point, Fox Bay, or Dent Point.

JUNCTIONS:

There are no junctions with previous work.

SPLITS:

There are no splits between adjacent strips. An overlap of one section was held as a minimum on the boat sheet.

GROUNDINGS AND SHOALS:

There are no groundings on this sheet.

GENERAL:

The drag was set out and picked up by the SURVEYOR. A short description of the procedure used is as follows. A platform and roller was made and installed on top of the steering engine house on the stern of the SURVEYOR. A reel, constructed on board the ship, was mounted on the inboard end of the platform in line with the small electric winch on the after end of the deck house. When taking in the drag the reel was run by a rope belt to the electric winch. Photographs of the apparatus are to be found in the Season's Report for 1953. To set out the drag, the ship was maneuvered into position and one of the launches would pick up the end of the drag and pull it from the ship until the set-out was complete. The rate of pull was regulated by signals with the ship's steam whistle which instructed the launch when to stop and when to go ahead.

The following items were investigated:

1. An area centering at the reported location of Scotland Rock, latitude  $55^{\circ}-28'.5''$  N., longitude  $160^{\circ}-04'.8''$  W., of 300 meter radius was cleared with an effective depth of 66.8 feet.

2. An area centering on a point at latitude  $55^{\circ}-28'.05$  N., longitude  $160^{\circ}-05'.65$  W., of 300 meter radius was cleared with an effective depth of 66.0 feet.
3. An area centering on a point at latitude  $55^{\circ}-27'.75$  N., longitude  $160^{\circ}-07'.30$  W., of 400 meter radius was cleared with an effective depth of 64.0 feet.
4. An area centering on a point at latitude  $55^{\circ}-28'.40$  N., longitude  $160^{\circ}-07'.50$  W., of 300 meter radius was cleared with an effective depth of 66.5 feet.
5. An area centering at the 9 fathom spot at latitude  $55^{\circ}-28'.5$  N., longitude  $160^{\circ}-09'.8$  of 400 meter radius was cleared with an effective depth of 54.0 feet.
6. An area centering at the reported ED rock north of Karpa Island at latitude  $55^{\circ}-32'$  N., longitude  $160^{\circ}-03'.5$  W., of 400 meter radius was cleared with an effective depth of 66.0 feet. *H.O.M.7*  
*2/18/54*

Since items 1, 2, 3, 4, and 5 were in the same general area the drag strips were laid out so that the entire area would be covered. This gave a solid area coverage of 3.5 square miles rather than spot coverages for each item. This area was dragged to effective depths ranging from 51.0 feet to 68.5 feet.

Item 6, the ED rock north of Karpa Island, was covered by a separate strip.

On "C" day, the southern strip, from position 16 to 76 is continuous. During the set up between positions 55 and 62 the launches were run at a very slow speed to hold position and to keep a strain on the drag so that the ground wire would not lift. Since little or no forward movement was made between positions 55 and 62 it is recommended that an effective depth of 51.0 feet be shown for the entire drag to position 55, as indicated by the dashed line in the effective depth diagram on page 32, of the wire drag record.

#### COMPARISON WITH PREVIOUS SURVEYS AND CHARTS:

There are no previous surveys of this area. *See Review of this field examination*

No evidence of Scotland Rock or the ED rock north of Karpa Island was found.

Based upon the hydrography accomplished on Sheets H-8046 (SU-2253) and wire drag accomplished on SU-2255 <sup>FE 1110731</sup> WD it is recommended that Scotland Rock, latitude  $55^{\circ}-28'.5$  N., longitude  $160^{\circ}-04'.8$  W., and the ED Rock north of Karpa Island, latitude  $55^{\circ}-32'$  N., longitude  $160^{\circ}-03'.5$  W., be expunged from charts No. 8700, 8802, 8859, and 9302.


PERSONNEL AND EQUIPMENT:

Commander John C. Bull was in charge of this work and the guide launch. Commander A. Newton Stewart, Commander Dorland H. Konichek, and Lt. Commander Francis X. Popper alternated as officer in charge of the end launch. Lieut. (j.g.) Steven L. Hollis, Jr. was in charge of the tender. Lt. Commander Francis X. Popper, Lieut. (j.g.) Omar H. Quade, Jr. and Ensign James D. Hodges exchanged positions on the guide launch, end launch and tender for training.

The SURVEYOR'S launches were used on this work, ML #4 as guide launch, ML #3 as end launch, and ML #1 as tender.

Standard wire drag equipment and methods were used.

Respectfully submitted:

  
JOHN C. BULL  
Commander, USC&GS

Approved and Forwarded:

  
J. C. BOSE, Comdr., USC&GS  
Comdg., USC&GSS SURVEYOR

STATISTICS TO ACCOMPANY  
WIRE DRAG SHEET SU-2253WD

| <u>Date</u> | <u>Day Letter</u> | <u>Vol. No.</u> | <u>Statute Miles</u> | <u>Positions</u> | <u>Drag Length Feet</u> | <u>Tender Soundings Position</u> |   |
|-------------|-------------------|-----------------|----------------------|------------------|-------------------------|----------------------------------|---|
| 7/22/53     | A                 | 1               | 0.6                  | 11               | 4000                    | -                                | - |
| 8/11/53     | B                 | 1               | 2.3                  | 29               | 4000                    | -                                | - |
| 8/12/53     | C                 | 1               | 4.4                  | 76               | 4000                    | -                                | - |
| 8/17/53     | D                 | 1               | 1.4                  | 19               | 4000                    | -                                | - |
| Total       |                   | 1               | 8.7                  | 135              |                         | -                                | - |

Area 4.0 Square statute miles total



LIST OF STATIONS  
WIRE DRAG SHEET 2253 WD

| <u>Hydro. Name</u> | <u>Sources</u>  |
|--------------------|---|
| DOG                | Photo-hydro. SURVEYOR, 1953                                       |
| GAD                | PINNACLE 42, KARPA ISLAND<br>(GAD) 1946                           |
| INT                | Hydrographic method using<br>sextant cuts by SURVEYOR,<br>in 1953 |
| KAR                | PINNACLE 41, KARPA ISLAND<br>(KAR) 1946                           |
| LAK                | Hydrographic method using<br>sextant cuts by SURVEYOR,<br>in 1953 |
| LIZ                | Photo-hydro, SURVEYOR 1953  |
| NIP                | Photo-hydro, SURVEYOR 1953  |
| PAW                | <u>PAW</u> , KARPA PINNACLE, 1944                                 |
| QUO                | Photo-hydro SURVEYOR 1953   |
| RUM                | Photo-hydro SURVEYOR 1953   |
| VIN                | BIG PINNACLE (VIN) 1913<br>changed to approx. 1927 datum          |
| WAR                | WAR 1914 Note: Top<br>of waterfall used in 1953                   |

TIDE NOTE - 1953

Tide reducers for this work were obtained from the Sand Point, Popof Island, Alaska, tide gage; latitude  $55^{\circ}-20'.2$  N., longitude  $160^{\circ}-30'.1$  W. MLLW on the staff was 4.0 feet.

It is interesting to note that the tides for the entire area in which the SURVEYOR has worked for the past two years are so near the same that information from any of the four gages' sites listed below could have been used for tide reducers.

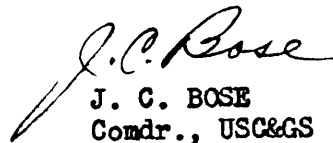
|                            | <u>Ratio of Ranges<br/>(on Womens Bay)</u> | <u>Difference, time of<br/>tide (on Womens Bay)</u> |
|----------------------------|--|---|
| Fox Bay (1952)             | 0.81                                       | + 30 min.   |
| Dent Point (1952)          | 0.81                                       | + 30 min.   |
| Sand Point (1953)          | 0.78                                       | + 35 min.   |
| Albatross Anchorage (1953) | 0.80                                       | + 35 min.   |

APPROVAL SHEET

The boat sheet and sounding volumes have been given a final inspection of a general nature and are approved.

The boat sheet was inspected at the end of each day's work while the field work was in progress.

I consider the survey adequate and complete.



J. C. BOSE  
Comdr., USC&GS  
Comdg., USC&GSS SURVEYOR

R4C

# TIDE NOTE FOR HYDROGRAPHIC SHEET

~~XXXXXXXXXXXX~~

10 February 1954

Division of Charts: R. H. Carstens

Plane of reference approved in  
3 volumes of ~~soundings records for~~ wire drag records for

~~HYDROGRAPHIC SHEET~~ FE NO 11 1953

Locality South Side of Alaska Peninsula

Chief of Party: J. C. Rose in 1953  
Plane of reference is mean lower low water, reading  
4.0 ft. on tide staff at Sand Point  
18.5 ft. below B. M. 5 (1943)

Height of mean high water above plane of reference is 6.5 feet.

Condition of records satisfactory except as noted below:

*E. C. McKay*  
Section of Tides

Chief, Division of Tides and Currents.

# GEOGRAPHIC NAMES

Survey No. F.E.No.11(1953)  
Wire Drag

| Name on Survey | On Chart | On previous survey | On U. S. quadrangle | From local  | On local Maps | P. O. Guide or Map | Rand McNally Atlas | U. S. Light List |   |    |
|----------------|----------|--------------------|---------------------|-------------|---------------|--------------------|--------------------|------------------|---|----|
|                | No.      | No.                | Maps                | information |               |                    |                    |                  |   |    |
|                | A        | B                  | C                   | D           | E             | F                  | G                  | H                | K |    |
|                |          |                    |                     |             |               |                    |                    |                  |   | 1  |
|                |          |                    |                     |             |               |                    |                    |                  |   | 2  |
|                |          |                    |                     |             |               |                    |                    |                  |   | 3  |
|                |          |                    |                     |             |               |                    |                    |                  |   | 4  |
|                |          |                    |                     |             |               |                    |                    |                  |   | 5  |
|                |          |                    |                     |             |               |                    |                    |                  |   | 6  |
|                |          |                    |                     |             |               |                    |                    |                  |   | 7  |
|                |          |                    |                     |             |               |                    |                    |                  |   | 8  |
|                |          |                    |                     |             |               |                    |                    |                  |   | 9  |
|                |          |                    |                     |             |               |                    |                    |                  |   | 10 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 11 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 12 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 13 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 14 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 15 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 16 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 17 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 18 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 19 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 20 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 21 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 22 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 23 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 24 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 25 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 26 |
|                |          |                    |                     |             |               |                    |                    |                  |   | 27 |

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E.No.11(1953) Wire Drag

Records accompanying survey:

Boat sheets ..<sup>1</sup>...; sounding vols. ....; wire drag vols. ..<sup>3</sup>...;  
 bomb vols. ....; graphic recorder rolls ....;  
 special reports, etc. Descriptive Report;.....  
 .....

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

|   |            |     |
|---|------------|-----|
| Number of positions on sheet                            | .....      | 135 |
| Number of positions checked                             | .....      | 21  |
| Number of positions revised                             | .....      | 0   |
| Number of soundings revised<br>(refers to depth only)   | .....      | 0   |
| Number of soundings erroneously spaced                  | .....      | 0   |
| Number of signals erroneously plotted<br>or transferred | .....      | 0   |
| Topographic details                                     | Time ..... | 0   |
| Junctions   | Time ..... | 0   |
| Verification of soundings from<br>graphic record        | Time ..... | 0   |

Verification by *Am Jeskeind* ..... Total time ..18.. Date *May 16, 1954*

Reviewed by *Am Jeskeind* ..... Time ..4... Date *May 17, 1954*

REVIEW OF FIELD EXAMINATION NO. 11, 1953

This wire-drag field examination was accomplished in accordance with Supplemental Instructions for Project CS 344, dated 5 February, 1953.

The purpose of the field examination was to investigate the shoal indications located on H-7926 (1951-52) and H-8046 (1953) north and northeastward of Scotland Point, Korovin Island, and the charted position of "E D Rock" northwestward of Karpa Island. These shoals were to be wire-dragged to a depth of 60 ft., or to clearance, if shoals having less than this depth were found during wire-drag operations. The following specific shoals were investigated:

1. Reported location of Scotland Rock  
Lat.  $55^{\circ}28.5'N$ , Long.  $160^{\circ}04.8'W$ .
2. Area centering on a point at  
Lat.  $55^{\circ}28.05'N$ , Long.  $160^{\circ}05.65'W$ ,  
of 300 meters radius.
3. Area centering on a point at  
Lat.  $55^{\circ}27.75'N$ , Long.  $160^{\circ}07.30'W$ ,  
of 400 meters radius.
4. Area centering on a point at  
Lat.  $55^{\circ}28.40'N$ , Long.  $160^{\circ}07.50'W$ ,  
of 300 meters radius.
5. The 9 fm. shoal at Lat.  $55^{\circ}28.5'N$ ,  
Long.  $160^{\circ}09.8'W$ .
6. Reported rock (ED) north of Karpa Island,  
in Lat.  $55^{\circ}32.0'N$ , Long.  $160^{\circ}03.5'W$ .

The above-mentioned localities were wire-dragged to effective depths of 51 to 66 ft. and no shoals or obstructions were found. Therefore, the recommendations of the hydrographer on page 3 of the Descriptive Report are concurred in, i.e.:

1. Scotland Rock charted in Lat.  $55^{\circ}28.5'N$ ,  
Long.  $160^{\circ}04.8'W$ , originating with a sketch  
made by the Alaska Packers Assn. (Bp 10926),  
be deleted from the chart.
2. The sunken rock charted in Lat.  $55^{\circ}32.0'N$ ,  
Long.  $160^{\circ}03.5'W$ , whose origin is not readily  
ascertainable, be deleted from the chart.

The results of the field examination are plotted on the accompanying sections of the boat sheet.

Contemporary surveys H-7926 (1951) and H-8046 (1953) cover the area of the present survey. A comparison between H-7926 and advance information of H-8046 and the present wire-drag work shows the effective wire-drag depths to be in harmony with depths on the contemporary surveys.

The field examination was applied to Chart 8700 (latest print date 8-6-51) prior to verification; the charted information is correct.

The Descriptive Report and attached correspondence adequately cover all other matters pertaining to this examination. No further discussion is considered necessary.

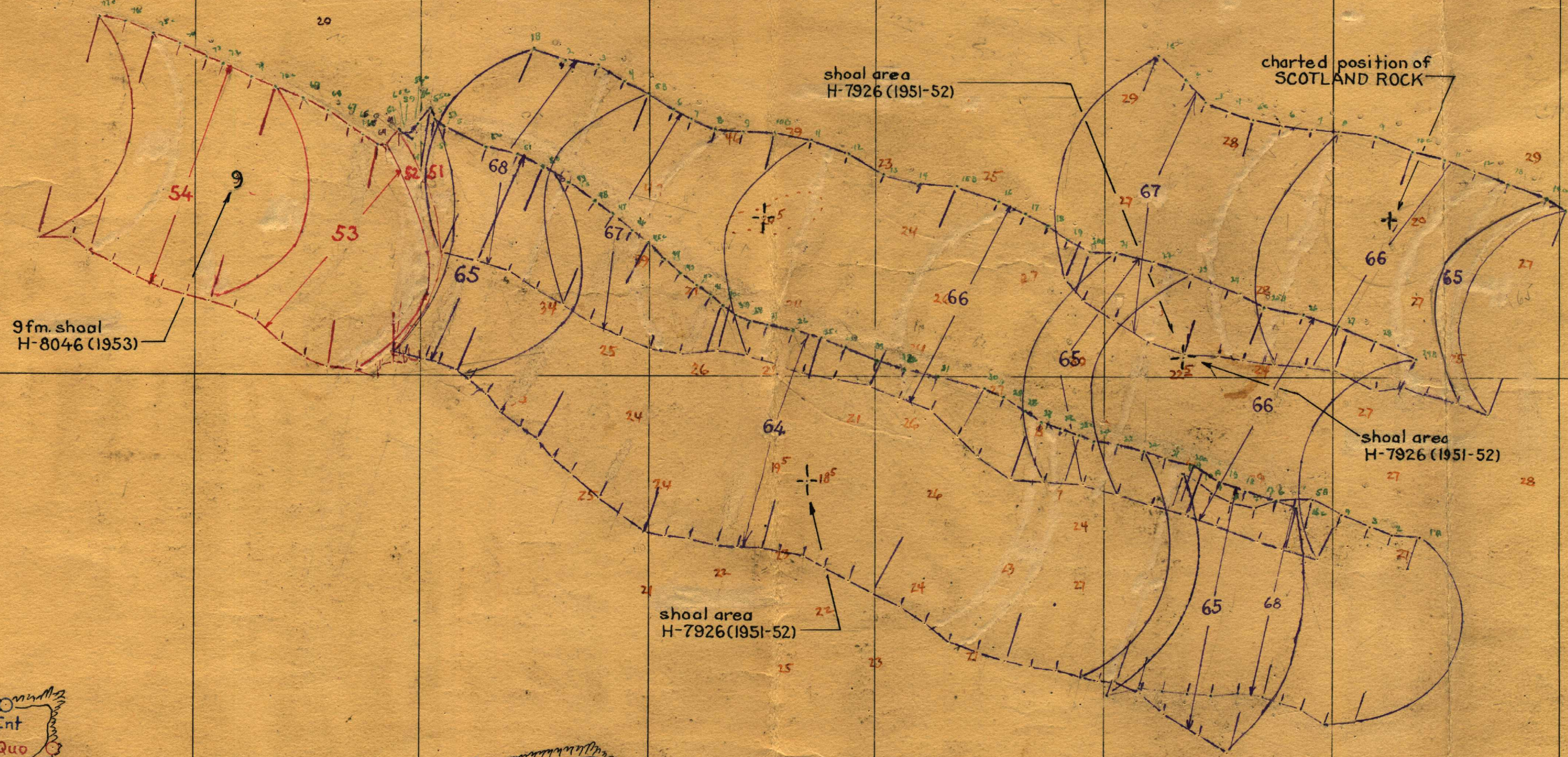
I. M. Zeskind  
3-16-54

Inspected by: R. H. Carstens



11' 10' 09' 08' 07' 06' 160° 05' 04'

26 29'



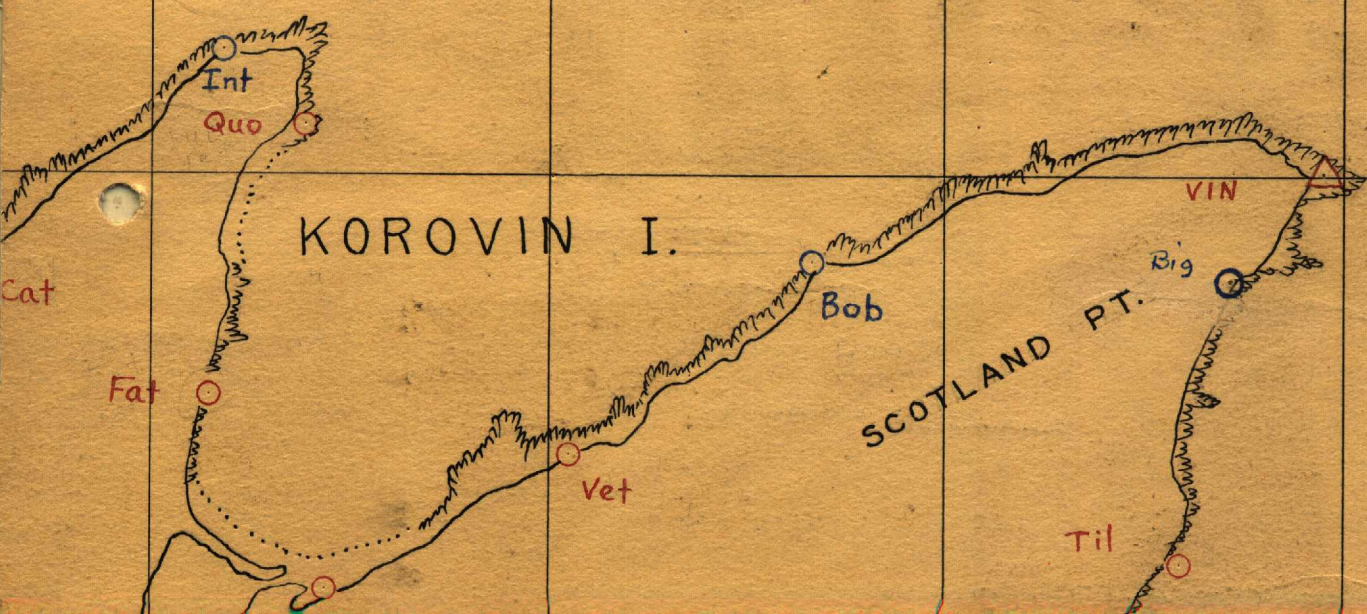
charted position of SCOTLAND ROCK

9 fm. shoal H-8046 (1953)

shoal area H-7926 (1951-52)

shoal area H-7926 (1951-52)

shoal area H-7926 (1951-52)



KOROVIN I.

SCOTLAND PT.

F.E. No. 11, 1953  
 INVESTIGATION OF SHOALS  
 N.E. OF SCOTLAND PT., KOROVIN I.  
 ALASKA  
 Scale: 1-20,000  
 Ship SURVEYOR July-Aug. 1953  
 sheet No. 1 of 2

55° 27'

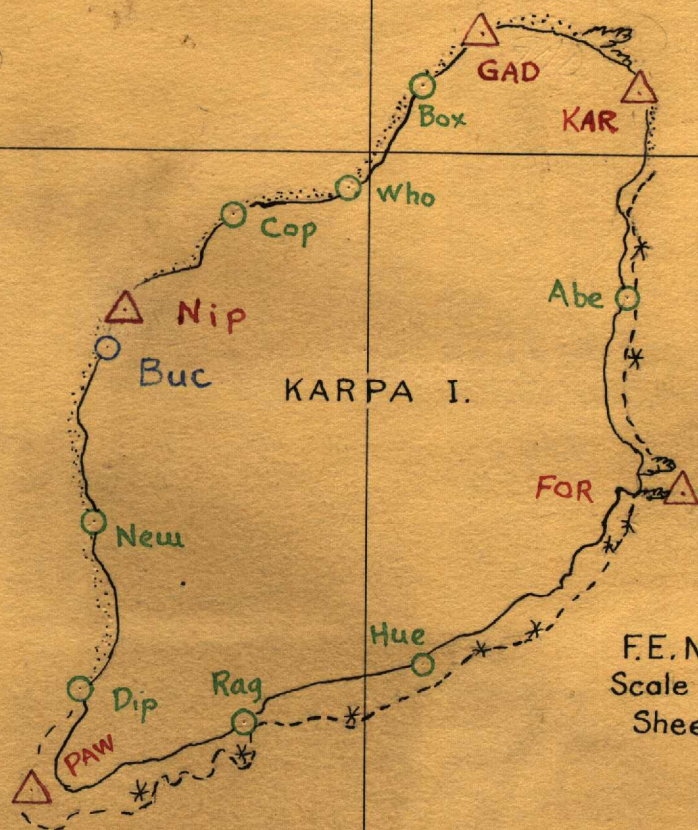
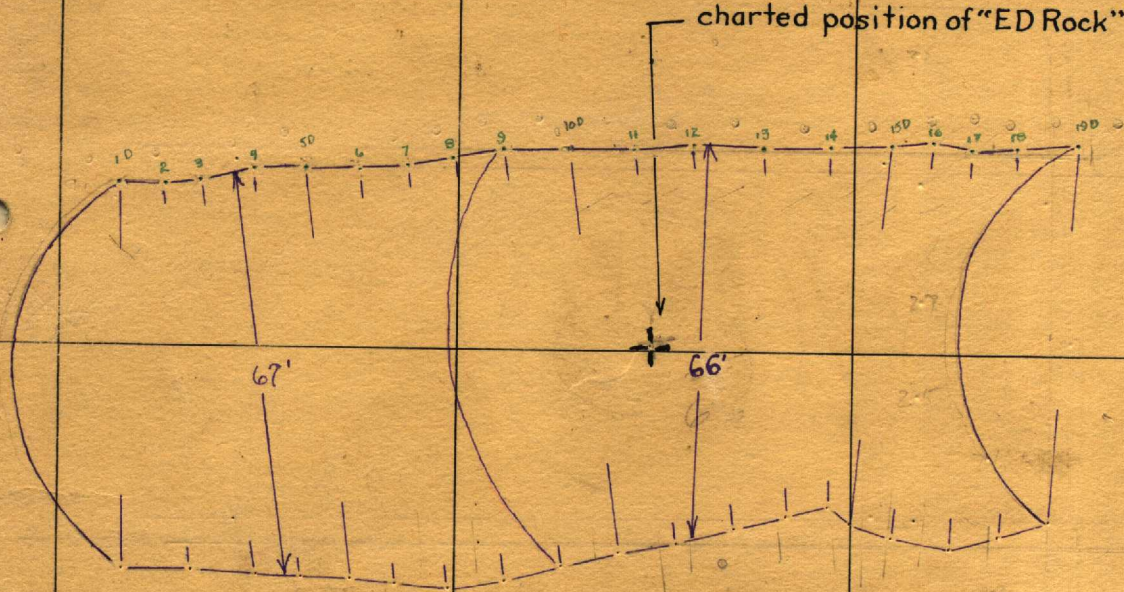
160° 05'

04'

03'

02'

charted position of "ED Rock"

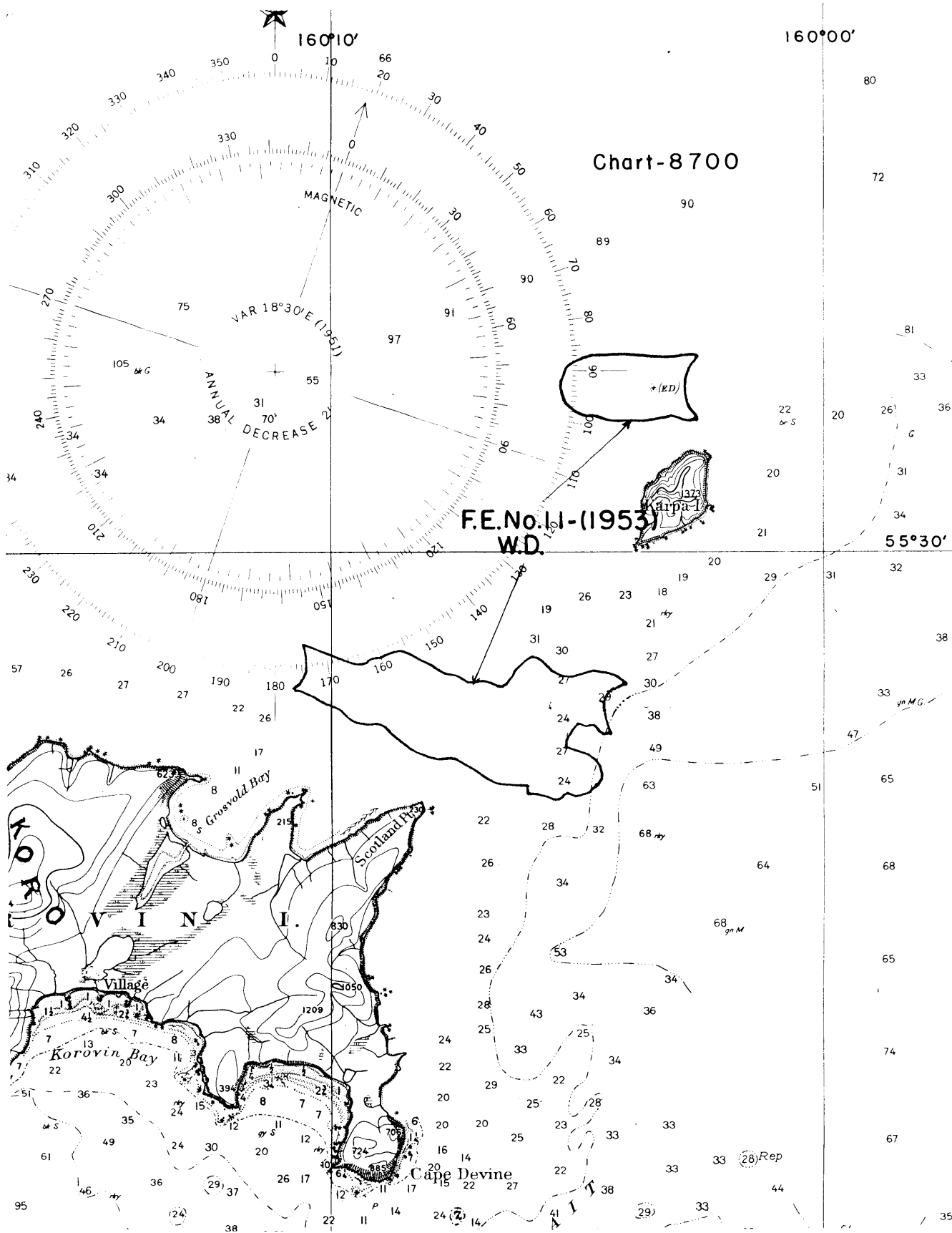


F.E. No. 11, 1953  
Scale: 1-20,000  
Sheet No. 2 of 2

55° 30'

160°00'

# Chart-8700



F.E.No.11-(1953)  
W.D.

55°30'

35

# NAUTICAL CHARTS BRANCH

SURVEY NO. *FE# 11(1953)*

## Record of Application to Charts

| DATE             | CHART       | CARTOGRAPHER  | REMARKS  |
|------------------|-------------|---------------|--|
| <i>1/26/54</i>   | <i>8700</i> | <i>S.M.</i>   | <del>Before</del> <u>After</u> Verification and Review                                 |
| <i>Oct. 1954</i> | <i>9302</i> | <i>G.H.E.</i> | <del>Before</del> <u>After</u> Verification and Review                                 |
| <i>Mar. '55</i>  | <i>8802</i> | <i>G.H.E.</i> | <del>Before</del> <u>After</u> Verification and Review <i>Ver. after review S.M.K.</i> |
|                  |             |               | <del>Before</del> <u>After</u> Verification and Review                                 |
|                  |             |               | <del>Before</del> <u>After</u> Verification and Review                                 |
|                  |             |               | <del>Before</del> <u>After</u> Verification and Review                                 |
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|                  |             |               | <del>Before</del> <u>After</u> Verification and Review                                 |
|                  |             |               | <del>Before</del> <u>After</u> Verification and Review                                 |

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.