2499

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DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic
Hydrographic } Sheet No. 2499

State Alaska

LOCALITY

1930

CHIEF OF PARTY

Pratt

U. S. GOVERNMENT PRINTING OFFICE: 1934

2499
2499

(Title & 6 Pages)

U. S. COAST & GEODETIC SURVEY,

DR. HENRY S. PRITCHETT, SUPERINTENDENT.

DESCRIPTIVE REPORT

OF THE

HYDROGRAPHY

OF

COAST OF BERING SEA

FROM

ROCKY CAPE TO TAPKOK,

ALASKA.

SCALE, 1/40,000.

BY THE PARTY UNDER CHARGE OF J. F. PRATT, ASSISTANT,

COMMANDING U. S. C. & G. SURVEY STEAMER PATTERSON.

Pages 1 & 2 — Statistics removed
J.F.W

(Title & 6 Pages) Page (3)

DESCRIPTIVE REPORT

HYDROGRAPHIC SHEET, SCALE 1/40,000.

EXTENDING FROM

ROCKY CAPE TO TAPKOK.

NORTHERN SHORES OF BERING SEA,

ALASKA.

SURVEYED BY THE PARTY ATTACHED TO THE U.S.S. PATTERSON

IN

JULY-1900.

The Geographic Positions are from the triangulation carried from the Astronomical Station of 1899 on Carolyn Island and executed by R.B.Derickson and H.W.Rhodes, Aids, during July 1900.

The Shore Line is from the topographic survey by R.L.Faris and J.F.Pratt, Assistants, in the party during July 1900.

The Hydrographic Points were determined topographically.

The vessel and boat used were the U.S.C.& G.S.S.Patterson and its

steam launch "Vixen".

The Observers were

J.F.Pratt, Assistant; W.G.Appleton, 1st. Watch Officer; W.I.Nisler, 2nd. Watch Officer; L.M.Furman, 3rd. Watch Officer and A.L.Giacomini, Chief Yeoman, U.S.N.

The Recorders were

W.G.Appleton, 1st. Watch Officer; R.B. Derickson, Aid and A.E.Brisman, Yeoman 1st. class, U.S.N.

The Leadsmen were

the crew of the Steamship Patterson, all being rotated in watches as fast as they were trained, with the exception of the launch crew, where the same two Seamen were usually used.

The Datum Plane

corresponded to 2.5 feet on the Tapkok Tide Staff and is adopted from a few selected lowest, low waters.

The Mean Rise and Fall of the Tide

is a very uncertain and fluctuating quantity, all depending upon the winds. Baffling wind of a good deal of force will create greater daily fluctuations; while calms or continuous wind from one locality will produce the lesser daily fluctuations.

The Extreme Rise and Fall of the Tide

is dependent entirely upon the winds. Strong northerly ones, prevailing for a few days, will produce extreme low waters; while strong southerly ones,

prevailing for a number of days, will produce extreme high waters. The range of the extreme high and the extreme low depends upon the violence and directions of the winds. Taking an average of the tides observed at Carolyn Island in 1899 and those observed at Tapkok and Nome, which cover different months of the year, the mean and extreme rise and fall is about as follows:

Mean Rise and Fall about	2.1	feet
Extreme Rise and Fall about	6.8	feet.

Dangers-

The most important danger on this sheet is the rock off "Hail"(Hydrographic Station), S.E.Corner of Rocky Cape. This rock, about 150 yards off the shore, is bare and low and at times partially white from bird lime. No vessel should stand this close in shore and when in rounding Rocky Cape in foggy and snowy weather, as the water deepens rapidly along the outer end of this head-land, great care should be exercised not to run on this rock.

There is a rock awash about 150 yards off shore about West of the S.W.Corner of Rocky Cape. This is out of the track of all vessels.

There is another rock awash on the West side of the bluff at "Act" Station. This is also out of the track of all vessels.

Rocky Point,

at the West side of the entrance to Golofnin Bay, is a high, bold promontory, rising abruptly about 500 feet with

irregular, rocky cliffs; while its summit and the high back ridge are covered with tundra.

Tapkok Head,

whose seaward face rises abruptly from the water, nearly 600 feet, is the first high land along the coast line East of Cape Nome. It is a well known and very conspicuous land-mark.

Yellow Bluff,

on the East side of Bluff City, is a conspicuous land-mark, but not as much so as Tapkok Head.

For detail

of the shore line See Descriptive Report of the Topographic Sheet on the same scale and covering the same stretch of country.

J. E. Craft

Assistant C.& G.Survey,

Chief of Party.

In connection with Verification of 2499, 2505-07-08
Projections, transferred shore-line and over-lapping
margins defective
Bottom curves drawn at unusual depths -
Soundings should have been plotted all fms
or all fathoms -
Tide plans seemingly mere formality -
Distribution of sounding work not good -
Reported Shoal shown on Charts, off Nome and
N.E. Sledge Id., not examined -
Two important positions, location wrecks awash
off Nome Water-Front, could not plot - of
Three Sigs. used at 79/L only one Sig determined
of " " " " 80/L " two " "
Important "remarks" often obscure - Boats course
North describes wreck as abeam and bearing
N. N. W. Significant indications ignored -
Developed "Refuge Anchorage" at Sledge Id - with 70 pos-
" referred to shore line, 10 depended upon undetermi-
ined Signal - 17 others could not plot - 10 questioned
Total 48 leaving balance 22 possibly reliable about 30%
2505 & 2508 required Sndgs erased and replotted - 2499
and 2507 should have been treated similarly - As a whole the
work is very imperfect - causing needless delays and expense
J. D. Watkins -

Treasury Department,

OFFICE OF THE COAST AND GEODETIC SURVEY,

Washington, D. C., _____, 1

SUBJECT:

NAUTICAL CHARTS BRANCH

SURVEY NO. H-2499

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
1956	Reconstr. 9380	G.H.E.	~~Before~~ After Verification and Review SMG
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After 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.