3793

JUN 30 1927

Add. work on Rept. filed under
Drag. Chi. No. 8102-2 & 8201-2 3686 —
JJW

Form 504

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

State: Alaska

11—5813

DESCRIPTIVE REPORT.

Sheet No.

LOCALITY:

Clarence Strait

Narrow Pt. to Pt.

Harrington

1915

CHIEF OF PARTY:

J. A. Daniels

3793
Add. Wk. on Rept. Filed under H-3686

U. S. COAST AND GEODETIC SURVEY.

Register No. 3793.

STATE S. E. Alaska.

LOCALITY Clarence Strait.

Surveyed by Wire Drag Party No. 3.

Chief of Party JOHN A. DANIELS, Ass't.

Date August 23 --- October 9, 1915.

Scale 1/40000.

SOUNDINGS IN FEET

Plane of reference mean lower low water.

Protracted by C. H. Ober.

Soundings plotted by C. H. O.

Inked by C. H. O., P. F. Benedict.

Verified by _____

Depths from	10	to 19 feet	shown in brown
	20	to 20	green
	30	to 39	blue
	40	up	red

Statistics for hydrographic sheet No. 3793.

Date	letter	volume	Wire Drag positions	drag length	linear statute miles	retained soundings
Aug. 23	a	1	14	11200	2.2	-----
24	b	1	9	4000	1.7	4
26	c	1	44	12400	5.0	-----
27	d	1	54	12800	10.0	-----
Sept. 15	e	1	38	4000	9.4	1
16	f	1	50	4000	10.0	9
17	g	1	43	3600	8.2	3
Oct. 6	h	1	45	9800	3.6	-----
9	j	2	29	10000	7.2	-----
Total			326		57.8	17

Total statute square miles 56.5.

Automatic tide guage at Ketchikan.

3793

Form 504

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

State: Utah

11—5613

DESCRIPTIVE REPORT.

Sheet No. 3793

LOCALITY:

191

CHIEF OF PARTY:

D E S C R I P T I V E R E P O R T

To Accompany

HYDROGRAPHIC SHEET # 3793

GENERAL LOCALITY S. E. ALASKA

Sub Locality Clarence Strait

From

Lemesurier Point to Point Harrington

Surveyed under Instructions of the Superintendent Dated

Feb. 26, 1916

Wire Drag Party #3 Season of 1915-1916

John A. Daniels Assistant Coast and Geodetic Survey

Chief of Party

This sheet extends from Lemesurier Point in Clarence Strait to Point Harrington.

The work on this sheet is bounded in Clarence Strait on the South end roughly by the line Lemesurier Point to Tolstoi Island and in Ernest Sound it extends about one mile east of line Lemesurier Point to Onslow Island.

The work extends into Rocky Bay to include the clear water there and stops at the northern end roughly on a line from Point Harrington to the Southern most of the Kashevarof Islands. The clear portion of Ratz Harbor was dragged to a depth of thirty feet. At the entrance to Kashevarof Passage the work was terminated slightly east of the line from the Kashevarof Islands to the Triplets .

In clear water the drag was taken within $\frac{1}{4}$ mile of shore. In Rocky bay the drag was carried close to the east shore as far as the entrance to Burnett Inlet but the Western part of Bay was not dragged owing to numerous rocks showing at low water.

Ratz Harbor was sounded out with hand lead and later dragged to verify thirty feet. This is shown on an insert on this sheet scale 1:10,000.

Clarence Strait was found to be clear in general. Several rocks were found in Rocky Bay. A rock was discovered off Point Stanhope in 1915. Where possible a depth of fifty feet was verified.

The following rocks were located:

Rock in Rocky Bay with three feet at M. L. L. W. about one mile south of Mommann Point. (Four feet in sounding record RZJ.)

Rock with twelve feet at M. L. L. W. on East side of Rocky Bay two miles north of Quartz rock about three eighths of a mile off shore. H-9404

Rock with ten feet at M. L. L. W. on East side of Rocky Bay about one half mile South of Quartz Rock. (Eleven feet in sounding record RZJ.) H-9404

Rock with six feet at M. L. L. W. one half mile S. W. of Point Stanhope.

The long drag was used in the open water and the short drag was used to cover splits and develope shoal areas.

Difficulties encountered were strong tides and in latter part of August fresh breezes prevailed for several days while working in Rocky Bay.

Unless otherwise noted in the Wire Drag record one foot was subtracted for lift when the hook up was less than sixty feet, and two feet w en the hook up was sixty feet of over.

The signals in Clarence Strait used for this work were all located by secondary triangulation in 1915 by this party except those Plane Table stations in Ratz Harbor used to develope that anchorage . These latter were located by Plane Table in 1916 by this party. The signals in Rocky Bay were located In 1916 by the U. S. S. Patterson, by Tertiary Triangulation

The plotting of the work done this season was done by Mr C. A. Egner aid and Mr. V. A. Endersby D. O. The depth curves for 1915 are entered for every foot while the 1916 work for depths of fifty feet or over has them entered for every five feet only.

A small split developed in the smooth sheet plotting one half mile off the Screen Islands, and another one mile S. W. Of double Island.

U' day was plotted on Ernest Sound Sheet (Temporary #1) To take advantage of 1:20,000 scale

The shore line on this sheet from Coffman Island to Tolstoi Island was transferred from Topographic Sheets A. & B. of this party. The full line shoreline on the East side was taken from 1916 Topography of U. S. S. Patterson and broken line indicates shoreline from the charts.

The table of statistics contains only 1916 work

Respectfully Submitted

N. Rae Bartlett

Assistant C. & G. S.

Approved

John A. Daniels

Sounding Work Party No. 3.

Assistant Coast and Geodetic Survey

STATISTICS TO ACCOMPANY HYDROGRAPHIC SHEET 3793

Date		Day Letter	Vol. No.	Linear Miles	Angles	Sounding Volume	Sdgs.	Angles
Apil	26	A'	1	5.7	132	-	-	-
	27	B'	1	3.2	133	-	-	-
	28	C'	1	6.6	303	-	-	-
May	1	D'	1	3.2	88	-	-	-
	2	E'	1	6.8	284	-	-	-
	13	F'	1	4.4	198	-	-	-
	15	G'	1	5.4	369	-	-	-
	;6	H'	2	6.8	320	-	-	-
	23	J'	2	6.4	376	-	-	-
	24	K'	2	7.6	383	-	-	-
	25	L'	2	5.2	312	-	-	-
June	6	M'	2	2,5	138	-	-	-
	7	N'	2	7.0	296	-	-	-
	8	O'	3	4.0	169	-	0	-
	9	P'	3	7.4	283	-	-	-
	10	Q'	3	3.1	114	-	-	-
	14	R'	3	3.4	192	-	-	-
	15	S'	3	6.6	257	-	-	-
	16	T'	3	6.6	312	-	-	-
	17	U'	3	2.0	115	1	16	20
	20	V'	3	5.6	164	-	-	-
Aug	2	W'	4	7.1	248	-1	-3	-6
	3	'	4	6.0	240	-1	-6	13
	4	Y'	4	1.3	89	-1	-3	-6
	17	Z'	4	5.3	280	-	-	-
	18	A"	4	6.1	163	-1	-7	19
	19	B"	4	2.3	215	-1	-3	-8

SUB SHEET RATZ HARBOR

May	27					1	125	92
	28	A	1	.5	36	1	1	2
Total		29	5	138.1	6209	1	164	166

VEC
Aug.11,1917

L.P.D.
H-C

HYDROGRAPHIC SHEET 3793.

Clarence Strait, Alaska, by party of Assistant J. A. Daniels in 1915 and 1916.

TIDES.

	Ketchikan 1915 Ft.	Katz Harbor 1916 Ft.	Lake Bay 1916 Ft.	St. John Harbor 1916 Ft.	Wrangell 1916 Ft.
Mean lower low water or plane of reference on staff	1.4	3.9	3.0	4.2	4.6
Mean range of tide	13.1	13.7	13.6	12.5	13.8

Hyd. Sheet No. 3793

The work shown on this sheet was done partly in 1915 and completed in 1916. The ground is well covered with the exception of a few small splits and spots where the overlap is insufficient.

The sheet has been accurately protracted and fairly well plotted. The depth curves for the 1915 work were shown for every foot while those for the 1916 work were entered for every foot, for depths up to fifty feet and every five feet for depths over fifty feet. It would have been better to have followed a uniform system throughout.

Considerable erasing and replotting was made necessary by the revision of the tide reducers by the Tide Section, after the sheet had been plotted and inked by the field party.

R. L. Johnston

ADDRESS THE DIRECTOR
U.S. COAST AND GEODETIC SURVEY

AND REFER TO No.

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
WASHINGTON

SECTION OF FIELD RECORDS.

REPORT ON WIRE DRAG SHEET No. 3793.

Surveyed in 1915 - 1916.

Chief of Party: J. A. Daniels

Surveyed by Wire Drag Party No. 3.

Protracted and plotted by field party.

Verified and area and depth sheet by R. L. Johnston.

1. The records and plan and character of the surveying conform to the requirements of the General Instructions.

2. The plan and extent of the dragging satisfy the specific instructions.

3. The field plotting was completed to the extent prescribed in General Instructions.

4. The field drafting was good, but the office draftsman had to make extensive correction due to office revision of tide reducers.

5. The junctions with adjoining sheets are satisfactory. See note on review of H-3935

6. There are no splits of importance on this sheet.

7. The area covered by the drag satisfies the specific instructions, and the dangers in the through channels are now known, but it should be noted that there are numerous bights and inlets in which vessels might seek anchorage which were not dragged. These places should be dragged when opportunity offers.

   Attention is called to the lack of hydrography in Mosman Inlet and approach.

8. The surveying and field drafting are excellent.

9. Reviewed by E. P. Ellis, November, 1921.