

3810

C. & G. SURVEY
L. & A.
MAR 7 1916
App. No.



JUN 30 1927

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under 3686 — JBR
Diag. Cht. No. 810Z-2

3810

Add. Work on Report filed under
H-3686

Form 504
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: Alaska
11-5613

DESCRIPTIVE REPORT.

Hydrograph Sheet No. 3810

LOCALITY:

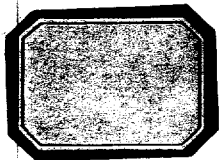
Clarence Strait

Guard Island

Semesvick Point

1916

CHIEF OF PARTY:
John A. Daniels



U.S. G.S.
JAN 25 1917
Acc. No.

3810

3810

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

E. Lester Jones
Superintendent.

State: *Alaska*

DESCRIPTIVE REPORT.

Hydro Sheet No. *3810*

LOCALITY:

1916

CHIEF OF PARTY:

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The finished Hydrographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

Register No. 3810

State S.E. Alaska

General locality Clarence Strait

Locality Tongass Narrows to Ernest Sound

Chief of party John A. Daniels, Assistant

Surveyed by J.A. Daniels, T. Jamison, H.R. Bartlett

Date of survey 1915, April 21 to April 29, 1916

Scale 1:40000

Soundings in Feet

Plane of reference Mean Lower Low Water

Protracted by L.P.R., C.A.E. Soundings in pencil by L.P.R.

Inked by L.P.R., C.A.E. Verified by J.A.P., H.R.B.

Records accompanying sheet (check those forwarded):

Des. report, Tide books, Marigrams, Boat sheets,

Sounding books, Wire-drag books, Photographs.

Data from other sources affecting sheet

Remarks:

U. S. COAST AND GEODETIC SURVEY
Register No. 3870

STATE S. E. Alaska

GENERAL LOCALITY Clarence Strait

LOCALITY Guard Island to Lemesurier Point

Surveyed by Wire Drag Party No. 3

Chief of Party John A. Daniels, Ass't.

Date July 20 to Sept 14, 1916

Scale 1:40,000

DRAG DEPTHS IN FEET
At mean lower low water

Protracted by L. P. R.

Drag lines inked by L. P. R.

Tides inked by L. P. R.

Verified by

COLOR SCHEME.

Red 40 ft. +
Blue 30 - 39
Green 20- 29
Brown 10- 19

DESCRIPTIVE REPORT

To Accompany

HYDROGRAPHIC-SHEET #3810

S. E. A L A S K A

Clarence Strait

From Guard Island to Lemesurier Point

Surveyed under instructions from the Superintendent

Dated February 26, 1916

Wire Drag Party No. 3

Season of 1915-1916

John A Daniels, Assistant Coast and Geodetic Survey

Chief of Party

13

This sheet extends from Guard Island in Clarence Strait to Ernest Sound. At the southern end of the sheet the work includes the area immediately around Guard Island and a narrow strip from there to Caamano Point. The main body of the sheet embraces Clarence Strait, from the line Caamano Point--Grindall Island to the line Tolstoi Island--Lemesurier Point.

In general the drag was taken within $\frac{1}{4}$ mile of shore and a depth of fifty feet ^{or more} verified in most cases.

This portion of Clarence Strait is clear water except for occasional reefs or rocks close to shore as follows;

Rock- Within 300 meters N. E. of Guard Island Light House

Rock- Inside of Streets Island

Reef- Close to Lyman Point

Rock- About 1 mile-S. E. of Ships Island Light House

Shoal soundings around Ship Island.

In all cases except where specially noted in the record one foot is taken off for swell when the drag is hooked less than sixty feet and two feet when the hook up is sixty feet and over.

In this work the long drag was used exclusively except in covering small splits. The greater part of the sheet was completed by this party in 1915 but several splits were covered in 1916 and the north end completed.

In the open waters of Clarence Strait it was found to be

impracticable to work with a fresh breeze blowing. This work was done in April and May and very little fog encountered.

The shore line around Meyers Chuck was taken from Topographic sheet A of this party but the remainder of shoreline was transferred from charts (broken line)

The signals used were located by secondary triangulation by this party in 1915. In most cases the tripods were still standing and needed no repair. Exception--"Lem" cut in by Plane table.

The table of statistics appended contains only the work done on the sheet this season

Respectfully Submitted

H. Ras Bartlett

Assistant C. & G Survey

Approved

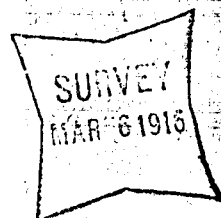
John A. Daniels

Assistant C & G Survey

Chief of party

DESCRIPTIVE REPORT.

SHEET NO. 3810



This sheet shows work done in Clarence Strait, July 20 to Sept. 14, 1915; by Wire Drag Party No. 3. The area covered extends from Guard Island to Lemesurier Point.. Except for a number of small scattered areas not covered by the drag, a general safe depth of 50 feet was verified, and least depth was 44 feet, in the main channel. No especially important dangers to navigation were found, tho, several shoals as noted later in this report, were located. The drag was carried between Ship Island and the main shore and a depth of 25 feet verified. Between Streets Island and Prince of Wales Island, a depth of 22 feet was verified. The drag caught on a 25 ft. shoal, 360 meters west of Streets I. This sounding was not gone over again by the drag as it was thought to be merely an extension of the main shore. When passing from the north, between Streets Island and the shore to the west keep 200 meters from the shore of the Island and head for the eastern tangent of Grindall Island until about a half mile beyond Streets Island. The shore line which is dotted is taken from chart 8100 and amounts to a reconnaissance only.

SHOALS LOCATED.

Off Ship Island.

Bearing 200° true from Ship Island Light and 360 meters distant a least depth of 34 feet was found.

South of Ship Island.

Bearing 140° true from Ship Island Light and 2900 meters distant a least depth of 18 feet was gotten. This was near the end of a floating fish trap when the sounding was made. This is well out of the deeper channel.

South of Guard Island.

Bearing 147° true from Guard Island Light and 960 meters distant, a small rocky head with a least depth of 47 feet was found. This was surrounded by from 12 to 13 fathoms.

West of Streets Island.

This shoal has already been noted.

Near Lyman Point.

A shoal north and west of this point is shown on the sheet.

LENGTH OF DRAG.

The greatest length of drag used was 16,000 feet. Except for three days only two launches for towing the drag were used. On these days a launch at the middle of the drag was used with the other two.

Washington, D. C.

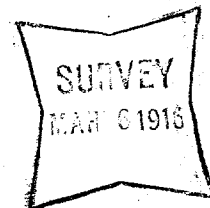
March 4, 1916

Respectfully submitted,

I. P. Raynor, Aid, C. & G. S

for Mr, John A. Daniels, Ass't

Table of Statistics for Sheet-3810



Date, 1915	Letter	Volume.	Positions	Miles statute.	Drag Length	Feet.
July 20	A	1	82	8.5	8740	
21	B	1	35	3.5	9200	
23	C	1	91	8.0	11000	
26	D	1	61	6.3	11000	
27	E	1	35	2.2	10600	
30	G	1	78	7.5	11500	
Aug. 3	H	1	59	5.5	11500	
4	J	1	51	4.0	11500	
5	K	1	45	3.5	11500	
16	L	1	82	7.6	12500	
17	M	2	66	8.0	13800	
18	N	2	89	6.8	14100	
19	O	2	100	9.2	15800	
20	P	2	54	8.3	16100	
21	Q	2	14	1.8	11500	
28	R	2	56	5.0	4600	
Sept. 1	S	2	42	3.0	4600	
3	T	2	56	6.0	4600	
4	U	2	55	6.0	4600	
8	V	3	80	6.0	4100	
9	W	3	51	1.0	14200	
10	X	3	64	4.7	14200	
11	Y	3	64	5.3	14200	
13	Z	3	42	5.8	9200	
14	A'	3	44	4.7	4600	
Total			1514	140.2		

TIDES.

The unit for soundings and drag depths on this sheet is feet and the plane of reference is mean lower low water. A Tide Staff was observed at Hadley to get a comparison with the automatic Tide Gauge at Ketchikan, the latter being used in entering the tide reducers.

	Ketchikan ft.
Mean lower low water, or plane of reference on staff	1.3
Lowest tide observed " "	-2.9
Highest " " " "	21.5
Mean range of tide.	13.1

STATISTICS TO ACOMPANY HYDROGRAPHIC SHEET 3810

Date	Day	Vol. Letter No.	Linear Miles	Angles	Sounding Vol.	Sdgs. S	Angles
April	21	A' 1	2.9	132	1	-	-
	24	B' 1	3.2	150	-	-	-
	25	C' 1	4.0	134	-	-	-
	29	D' 1	4.2	176	-	-	-

VEC
Apr. 25, 1916

CS
DPR
HCH

HYDROGRAPHIC SHEET 3810.

Clarence Strait, S. E. Alaska, by Assistant
J. A. Daniels in 1915.

TIDES.

	Ketchikan ft.
Mean lower low water, or plane of reference on staff	1.4
Lowest tide observed " "	-2.9
Highest " " " "	21.5
Mean range of tide	13.1

Verification Report Hyd 3810.

The whole area embraced by this sheet was well ~~covered~~ covered save for the three splits as indicated. There are several unimportant instances where there was no or a small overlap with adjacent sweeps of the drag. There were no errors found in the plotting.

The color scheme differs a little from the conventional one adopted. All depths from 40 ft and above were shown in red instead of changing to violet at 40 ft. Instead of using the conventional color marking a change of depth due to tide a straight line was plotted; it makes however no practical difference. If the line buoy going positions were plotted as a continuous line in place of one broken as in this case the plotting could be more easily followed.

The large split at the south western end of the work was due to ^a break of drag between center and end launches. It appears that the drag on "V" day at Tongass Narrows should have closed up its loop and so have fully covered this area. As it stands now a section of the inside passage of the narrows remains unswept.

{ There are four days work on this sheet marked A, B, C, D }
done in the 1916 season. As no sounding record was received for this work it was accepted as plotted by the field party.

Book found and work
verified by A.L.S.

Respectfully submitted,

Elmer Bass
Ruth

ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY

AND REFER TO NO. 4-DRM

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

SECTION OF FIELD RECORDS.

Report on Wire Drag Sheet No. 3810.

Surveyed in 1915 and 1916.

Chief of Party: J. A. Daniels.

Surveyed by: J. A. Daniels, T. A. Jamison, H. R. Bartlett.

Projected and Inked by: L. P. Raynor, C. A. Egner.

Verified and Area and Depth Sheet by: A. Baer.

1. The depth and extent of dragging satisfy the specific instructions.
2. The least water was found on the shoals discovered except the 25 foot spot west of Streets I.
3. The overlaps are sufficient except as shown on the Area and Depth Sheet.
4. There are several splits on this sheet that should be covered when opportunity affords. The area between Streets I. and the mainland should also be redragged to determine the least water as a 22 foot drag grounded here and 25 feet was the least water found.
5. Reviewed by A. L. Shalowitz, October, 1923.