

3962

C. & G. SURVEY
L. & A.
MAY 2 1918
Acc. No.

Diag. Cht. No. 8201-2

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

State: *Alaska*

11-5613

DESCRIPTIVE REPORT.

Hyd. Sheet No. *3962*

LOCALITY:

Sumner Strait.

Eastern Part.

Highfield Anchorage
and Vicinity.

1917

CHIEF OF PARTY:

C. D. Guillian.

3962

related with descriptive Ref. by the ... 392
of ... in no ... , this ...
the ...

DEPARTMENT OF COMMERCE

Hydrographic Sheet No. 3962.

The work on this sheet was done by two different parties and at two different times as follows;-

Aug., 10th., 1916. W.S.P. Keyes in charge.

Oct., 16th., & 17th., Mr. Kelsh " "

Two boat sheets were turned in; one by each party and both were on the scale of 1/20,000.

The sounding record for "c" day was originally in with the records for #3958 and was copied from that record into the record for #3962 by the Section of Tides and Currents.

In making up the sheet for #3962 a new projection was made and the triangulation stations for which the computations could be found were plotted from the triangulation records. The stations thus plotted were:-

Kahdin.
Green Point
Babbler
Lithograph
Dewey.
Putnam.

The triangulation station of Polk Point was taken from the Topographic Sheet #3848 as the data for plotting it by latitude and longitude could not be found among the data for the other stations.

Shore line from Lithograph northward and eastward around the north end of the island to a point east of Gull was enlarged from topographic sheet # 3946 and transferred to the new projection on the 1/10,000 scale. The shore line southward from Lithograph to signal Gable was transferred from Topographic sheet # 3655.

The signals Kap - Field - Pile - Sel - Goat and the triangulation station Polk Point were all taken from Top. Sheet #3946. The signals Tes - Set - Yellow - Gable., were taken from topographic sheet # 3655. The signals Pak and Gull were taken from the boat sheet for the August work. Pak and Barn as shown on the August boat sheet did not exactly agree with East and West as given on the October boat sheet but differed so slightly from them that they were assumed to be the same signals and the location of East and West was taken as given on the October Boat Sheet and those names retained on the new sheet.

DEPARTMENT OF COMMERCE

The signals ^{Shot} Buoy - Flag - East - West - Tree were taken from the October Boat Sheet.

Considerable confusion was found in the names for the signals;-

Dead, Pak, East evidently are all one and the same signal. Barn and West apparently are identical. The triangulation station Punta is evidently the point corresponding to the name Stern in the sounding record in the August work.

The signal Punta or "Stern" as it is called did not fall on the sheet but about 13cm., S.E., of the S.E. corner of the sheet. As this signal was used only a few times and the sheet was fastened to the table in such a way the the signal could be marked on the table this was done and the signal thus marked was used in plotting the very few positions that occurred in which Punta or "Stern" occurred in the "fix."

The August work does not agree well with the October work, especially in the shoal area about 300 m., northeast of the dock and from there, to a less extent, clear out to the island on which East and West are located.

The August work has a very large percentage of no-bottom soundings and is otherwise faulty. Positions 3c to 10c are badly confused and are doubtful as to their location even though they plot pretty closely as they did on the boat sheet. Positions 77a -78a were apparently wild and were rejected and the soundings spaced by line and time from 76a to 79a.

Taken as a whole the sheet is of rather doubtful accuracy for the reasons that the signals which controll the hydrography were taken from four different sources; two rather unreconcilable systems of sounding lines cover the same ground and poor fixes occurred frequently. Many of the lines ended where no fix would be obtained and the line had to be ended by plotting on course and at an estimated distance from the shore.

When the time came for the joining up with sheet # 3938 it was found that there was a discrepancy between the horizontal locations on the two sheets of about fifty meters in a N.W. and S.E. direction.

On investigating this it was found that 3938 was correct and also that the red projection on Top. Sheet #3655 was correct. These had been based on new positions resulting from 1916 work and given in cahier 73057 945 GTZ 1916 D.

DEPARTMENT OF COMMERCE

This correction can be expressed in terms of adding 37 meters to both the D.M. and the D.P. of the station Lithograph.

This correction was indicated on both 3962 and Top Sheet #3946.

Soundings from sheet 3938 that join 3962 are shown in red on the sheet # 3962.

Howard S. Rapplye

Draftsman.

Soundings in fathoms.

*Pencil Soundings by H.S. Rapplye
Inked & verified by S. G. Rowley.*

VEC

July 24, 1917

J.S.S.

*R.P.
1109*

HYDROGRAPHIC SHEET 3962.

Eastern Passage, Alaska, by parties of L.O. Colbert and
C.G. Quilliam in 1916.

C. & G. SURVEY
L. & A.
AUG 4 1917
Acc. No.

TIDES.

	St. John Harbor	Wrangell
	Feet.	Feet.
Mean lower low water, or plane of reference on staff	4.2	4.8
Mean range of tide	12.5	13.8