4517a
4517b

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. ..... Office No. 4517 b 28

LOCALITY

State S. E. Alaska

General locality Table Bay

Locality to Port Malmesbury

194 5

CHIEF OF PARTY

F B T, Sievers

LIBRARY & ARCHIVES

DATE .....

B-1870-1 (1)++

4517a
4517b

4517a

4517a

Form 504

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

State: S.E. Alaska

11—5613

DESCRIPTIVE REPORT.

Hydrographic *Sheet No.* (3) 4517a

LOCALITY:

~~Port Malmesbury, Table Bay and~~

~~Part of Chatham Straits~~

Table Bay to Port Malmesbury

1925

CHIEF OF PARTY:

F.B.T. Siems

DESCRIPTIVE REPORT
to accompany the
HYDROGRAPHIC SHEET from TABLE BAY to PORT MALMESBURY.

Extent: The topography and hydrography were accomplished for the first time in 1925. This sheet includes the inshore hydrography along Kuiu Island, Chatham Strait from Point Crowley to Point Harris and detailed hydrographic survey of Table Bay and Port Malmesbury.The offshore hydrography along the coast is plotted on sheet #4,scale 1:40,000.This sheet also joins sheet #2 on the south.

Methods of Survey and Plotting: The Explorer was used in mid channel and offshore soundings,the Scandinavia and Tender being used on the inshore work.The Tender and Scandinavia were employed for both machine and hand lead soundings.

Sea anchors or canvas drags were used to reduce the speed of these boats in the hand lead work.

The first portion of the work,south of Port Malmesbury,was done by both the Scandinavia and the Tender,the boats sounding on different dates,and were recorded in one set of volumes marked on the smooth sheet in red with small letters. The work done by the Explorer was also recorded in this set of volumes.In the survey of Port Malmesbury,the Scandnavia and Tender were used on the same dates,and the work of the Tender was recorded in a seperate set of volumes,the positions are marked in blue ink on the smooth sheet with small letters. The title sheets of the volumes are marked ,for the first set of volumes; Boat-Explorer,Scaninavia,Tender and for the second set, Tender.

Sounding lines through the narrow channel leading to the basin at the head of the Second Arm on the eastern side of Port Malmesbury were plotted a second time on the Wire Drag sheet having the same limits as this sheet. This was done so as to aid in the verification of this particular area.

Anchorages: The northern arm of Table Bay provides a good anchorage for steamers. It has been dragged. Anchorage is made in 13 to 16 fms. of water,soft bottom,abreast of the southern part of the island situated in the middle western part of the arm so as to avoid getting too close to rocks just awash at high tide in the north central part of the arm.very little swell is experienced here.Anchorage for small vessels may be had in the southeast arm of Table Bay.A good place to beach a vessel in this locality in case of extreme necessity is the northernmost part of the northern arm.

The small arm on the western side of Port Malmesbury has a rather narrow entrance with dangers on either side. The channel has been dragged but only small steamers should attempt entering without local knowledge or navigational aids.

The head of the southern arm on the eastern side of Port Malmesbury offers anchorage in 17 or 18 fms. Favor the southwest side of arm to avoid shoal before reaching the anchorage. Fifteen feet of water was obtained on this shoal as published in the Coast Pilot. The least depth obtained in this survey was 22 ft.

The second arm on the eastern side of Port Malmesbury has an anchorage in 16 fms. about a mile from its entrance. The channel to the basin at the head of this arm is very narrow and is not recommended for steamers.

Anchorage in Port Malmesbury during northerly winds is also available in 15 fms. of water in the bight about one mile East,true, from Point Harris. The bottom is soft.

SHOALS AND ROCKS FROM POINT CROWLEY TO POINT HARRIS.

1. Shoal 375 m.N87W from signal Far.Least water 5fms.Located by position #10 H day,sheet 3,vol.11,page 25.

2. Rock 430 m. S25E from signal End. Located by topography.

3. Rock 520 m. S16E from signal End. Located by topography.

4. Rock 530 m. S75W from signal Car. Located by topography.

5. Rock ~~450~~ 450 m. S75W from signal Sou. Located by topography.

6. Rock bares at lowest tide and breaks at half tide 650 m. S21E from signal Harris.Located by cuts,Pos.1 &2,J day,Vol.2,page 39,sheet 3.

7. Shoal 250 m. N6E from signal Tin, Located by pos.21,N day, Vol.3,page 13. Least water 6 fms.3 ft.

8. Shoal 455 m. N62E from signal La. Located by hydrography between pos. 14 and 15,Q day,Vol.3,page44. Least water 3 fms. 4ft.

9. Low water line not shown on topographic sheet forrocks southwest from signal N Nun.

10. Rock 110 m. S73E from signal Kin. Located by topography.

11. Small shoal and kelp patch 5 fms 5 ft. rocky. Located by pos. 73,N day, Vol. 3,sheet 3,Scandinavia, Lies about 250 m. SW from signal Nor.(see boat sheet.)

12. Rock breaking at low tides about 300 m. NW from signal Sou. Located from sounding boat,pos. 39,N day,Vol. 3, sheet 3,Scandinavia (see boat sheet.)

13. Rock 5ft, above M.L.L.W. lying in the south entrance to the arm on the western side of Port Malmesbury. Located by fix 1 A day, Vol.1,sheet 3,Tender.

Respectfully submitted,

F.B.T.Siems.

STATICTICS FOR HYDROGRAPHY OF CHATHAM STRAITS (inshore)

DATE 1925	DAY	POSITIONS	SOUNDINGS	MILES (Statute)	VOLUME	VESSEL
June 20	A	33	33	8.0	I	Plotted as X Day Scandi - Sheet 4
22	B	88	88	19.3	I	Positions 4-31 plotted Scandi - Z Day
23	C	118	122	16.1	I	On Sheet 4 - Scandi
24	D	66	270	7.2	I	Tender No. 1
25	E	108	287	11.5	I	Tender No. 1
30	F	62	139	7.8	I	Tender No. 1
July 1	G	126	144	14.5	II	Scandi
10	H	11	11	0.5	II	Tender No. 1
Sept. 8	J	39	39	6.5	II	EXPLORER
9	K	58	58	9.2	II	EXPLORER
10	L	31	31	4.6	II	EXPLORER
18	M	104	173	12.7	II & III	Scandinavia
23	N	84	188	8.6	III	Scandinavia
24	P	155	284	13.8	III	Scandinavia
25	Q	77	158	6.9	III	Scandinavia
28	R	34	110	2.5	III	Scandinavia
18	A	86	309	7.5	I	Tender
23	B	95	109	10.3	I	Tender
24	C	131	282	16.2	I	Tender
25	D	57	103	7.7	I	Tender
28	E	26	99	2.8	I	Tender
TOTAL		1589	3037	194.2		

June 5, 1926.

~~Division of Hydrography~~ and Topography:

Division of Charts:

Tide reducers are approved in
5 volumes of sounding records for

HYDROGRAPHIC SHEET NO. 4517A

Locality: S. E. Alaska

Chief of Party: F. B.-T. Siems in 1925.

Plane of reference is MLLW
8.0ft. on tide staff at Port Malmesbury
6.5 do Table Bay
7.7 do Port Walter

For reduction of soundings, condition of records satisfactory
except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted
3. Time meridian not given at beginning of day's work.
4. Time (whether A. M. or P. M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of each day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings instead of "Remarks".
12. Logibility of record could be improved.
13. Remarks.

G Rude

Chief, Division of Tides and Currents.

Report on the
Verification of Hydrographic Sheet No. 4517a.

The sounding records of this sheet are mixed up with H. 4516 and H. 4515. They are complete except for the following:

1. No compass headings were given. (D.I. Para. 293(b) Page 110)
2. The location of the beginnings and endings of lines are not properly described. (D.I. Para. 293(a) Page 110)
3. Parts of the sounding records were confused because of corrections made in pencil and the time, place, and person making these corrections were not indicated (D.I. Para. 304 Page 112)
4. The names of many of the signals used in the same fixes sound too near alike and have been mistaken for each other even when written.

Examples: Tan-Ton-Tat-Tad-Fan-Kin-Fin-Hen-Din-Pin etc.

Due to this and apparent carelessness the below mistakes were noted in Vol. V:

Position:

26A — ⊙ Tat is called Cat
20b — ⊙ Won is called One
26, 27, 28b — ⊙ Hof is called X
28b — ⊙ Hat is called Tot
29 to 34 bins — were not plotted

31b — ○Fan is called Pan
32b — ○Can is called Pon
33, 34b — ○Can is called Tan or Ton
38b — ○Can is called Pan
53b — ○Nig is called Big
57, 58c — ○Pen is called Ben
122c — ○Tat is called Pat

In another part of the work ○Bud is recorded as Bid and ○Her as Hen.

On P day positions 1 to 11, the following mistakes appear to have been made.

1. Angles erroneous
2. Courses not shown
3. Signals recorded wrong
4. Boat Sheet disregarded by Field Party when plotting smooth sheet.

This poor work however did not exist throughout the sheet.

According to a note in Vol. 2, sounding records, Page 39, △ Tin is called ○Fin throughout the work.

Signal Win and Nin seem to be the same signal.

One of the most misleading features of this work is the change of the letters of day and their color.

Examples: Vol. I

a day { records (green)
called K on boat sheet (green)
" X on H. 4516 (green)
but a on H 4517a (red)

Vol. II, K day — H4517a records, showed K in ink crossed out with a green pencil, and called E in blue on H4515

The protracting was good. Only a few of the positions were numbered however even in dense areas. (D.I. Para 326 Page 119, states that each position must be numbered)

Time intervals were fair although not regular and in some instances they were disregarded entirely when the smooth sheet was being plotted.

The development in channels and on shoals was particularly well done.

Work in the sounding records for H4517a which should be plotted on other sheets follow:

(1.) Vol. I – a day should be plotted on H4516 as X day (Positions 1-33 inc.)

(2.) Vol. I — b day should be plotted on H4516 as Z day (Positions 1-47 inc.)

(3.) Vol. II — What was h day (green) but is now called D day (blue) should be plotted on H4515 (Positions 1-11 inc.)

(4.) Vol. II — What was K day (green) but is now called E day (blue) should be plotted on H4515. (Positions 1-67 inc.)

The group of soundings appearing on T. 4159a - Sub-plan, 1:5000, were not plotted on this sheet, H 4517a, after an interview with Chief of Field Work on Sept. 9, 1926 when it was decided they were not important. No datum upon which to base ~~them~~ small boat anchorages could be found. (see top. sheet.) Plotted in insert of hyd. sht.

The errors and other peculiar features of this work necessitated a most careful verification in the office.

John C MacNab
Cartographic Engineer

ADDRESS THE DIRECTOR
U.S. COAST AND GEODETIC SURVEY

AND REFER TO NO. 11-VEC

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

June 6, 1927.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 4517a

Table Bay to Port Malmesbury, Alaska

Surveyed in 1925

Instructions dated Feburary 14, 1925 (EXPLORER)

Chief of Party, F. B. T. Siems.

Surveyed by F. B. T. Siems, H. D. Horne, F. E. Joekel.

Protracted and sounding plotted by E. B. Latham.

Verified and inked by J. C. MacNab.

1. The records conform to the requirements of the General Instructions except that boat headings were almost entirely omitted and no locations were given for beginnings and endings of lines.

2. The plan and extent of development satisfy the requirements of the General Instructions.

3. The plan and extent of development are in accordance with the specific instructions except that the soubding lines in Port Malmesbury were not run normal to the shore as required by paragraph 10 of the instructions.

4. No system of cross lines was run but in cases where comparisons are possible they are good.

5. The 10 fm. and 20 fm. depth curves can be drawn without difficulty. Shoaler curves, which as a rule occur very close to shore, can be traced only in a few places.

6. The field drafting was good except that very few positions were numbered.

7. The office draftsman found it necessary to replace a number of soundings between positions due to carelesness in spacing.

8. The junctions with contemporary surveys are very good.

9. In as much as the bight at the northeast corner of Port Malmesbury was not covered by the wire drag it should have been developed more closely. All other areas are satisfactorily developed.

10. The records were somewhat confused by reason of erasures, signals with similar sounding names in the same locality, and confusion in day letters.

11. Character and scope of surveying; excellent.
Field Drafting, very good.

Reviewed by John A. Bond

Approved:

A. M. Sobieralski
Chief, Field Records Section (Charts).

L. O. Colbert
Chief, Section of Field Work (H. & T.)

Form 537
11—5812

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

45178

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. 3 45178
4517 a

State S. E. Alaska.

General locality . Chatham Strait. ~~(Eastern shore)~~

Locality . Table Bay to Port Malmesbury.

Chief of party . F. B. T. Siems.

Surveyed by . F. T. B. Siems, R. D. Herne and F. E. Jeekel

Date of survey . June 20.- Sept. 28, 1925

Scale . 1/20,000. Anchorage, N. Arm Pt. Malmesbury 1/10,000.

Soundings in . Fathoms

Plane of reference . M. L. L. W, Table Bay and Port Malmesbury

Protracted by . E. B. L. Soundings in pencil by E. B. L.

Inked by . . . . . Verified by . . . . . .

Records accompanying sheet (check those forwarded):

Des. report, ... Tide books, ... Marigrams, 2 Boat sheets,

4 Sounding books, ... Wire-drag books, ... Photographs.

Data from other sources affecting sheet . . . . . .

Remarks: Datum of projection is that of approximate S. E. Alaska, based on triangulation, 1898.

4517b

Form 504

DEPARTMENT OF COMMERCE

U.S. COAST AND GEODETIC SURVEY

State: S.E. Alaska

11—5613

DESCRIPTIVE REPORT.

Wire Drag *Sheet No.* (3) 4517b

LOCALITY:

~~Port Malmesbury, Table Bay and~~

~~Part of Chatham Straits~~

Chatham Strait

Table Bay to Port Malmesbury

1925

CHIEF OF PARTY:

F.B.T. Siems

4517b

~~Division of Hydrography and Topography:~~

Division of Charts:

Tide reducers are approved in
4 volumes of sounding records for

HYDROGRAPHIC SHEET NO. **4517 B**

Locality: **S. E. Alaska**

Chief of Party: **F. B. T. Siems in 1925**

Plane of reference is **M L L W**
6.5 ft. on tide staff at **Table Bay**
10.9 " " " " " **Howard Cove**
8.0 " " " " " **Port Malmesbury**

For reduction of soundings, condition of records satisfactory
except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted
3. Time meridian not given at beginning of day's work.
4. Time (whether A. M. or P. M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of each day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.

G Rude

Chief, Division of Tides and Currents.

DESCRIPTIVE REPORT

to accompany

Wire DRag Sheet of Port Malmesbury, Table Bay &

Part of Chatham Straits.

- 1925 -

EXTENT: This sheet comprises the dragging of that part of the inshore section of Chatham Straits on the Kuiu Island side from Point Crowley to Point Harris including Table Bay and Port Malmesbury. It makes a junction on the south with the sheet from Cape Decision to Point Crowley (Sheet # 2) and on the west with the offshore sheet from Cape Decision to Point Harris (Sheet #4).

METHODS OF SURVEY: Regular drag methods with a 3/16 inch ground wire and wooden toggles were used on this work. No bridles were used on this work. No bridles were used except in the close dragging in Table Bay and the entrance to the Anchorage in Port Malmesbury. Similar tests as in the work on the other sheets were made.

PLOTTING & RECORDS: The launch positions were pricked through the protective tracing cover on the smooth sheet and the towline connecting launch position and large buoy is indicated by a light pencil line. This method of plotting is considered necessary for absolute accuracy and also useful in shaping drag curves, which are generally tangent to the towline. In using the buoy spacers for drawing curves, for normal dragging, the celluloid strip edge of the spacer is then made to pass through the four points namely the two launch positions and the two large buoy positions.

The end launch positions were copied into the guide launch record. It was intended to obtain positions on both launches simultaneously generally every five minutes, this could not always be done. The numbers corresponding to the guide launch positions were indicated on the sheet; those of the end launch were retained in copying but were not shown on the smooth sheet. To differentiate between the end launch and guide launch positions the end launch positions are bracketed and marked **E.L.** in red.

Grounds recordee are prominently indicated in the record by a red G with a red circle around the letter.

SPECIAL NOTES: C day position 10, Left angle should be 37° 49'
D day position 1, not plotted (End Launch) as Guide Launch did not begin until 2:00 P.M.
G day position 8 to 11 inclusive not plotted as area had been covered to a greater depth.

GROUNDS: A day position 11, ground 280 meters ENE from signal Cir. Drag set at 53 feet. Least water by sounding 9 fathoms. Net passed over as ground occured too close to shore. ✓ Enhance depths.

2. Position ~~38~~ 32B Buoy #2 aground 820 meters SW from signal CAR. Drag set at 60 feet. Least water by sounding ~~6~~ 6½ fathoms. Net dragged ove as ground was too close inshore with plenty of water to the westward. ✓

3. Position ~~25~~ 19C N buoy aground 370 meters SSW from signal HIGH. Drag set at 49 feet. Least water by sounding 8 fm. ~~4~~ 5 feet. Net passed over as ground was near shore. should have been cleared.

4. Position 70E Aground 415 meters NNE from signal TON and also 410 meters E from signal TON. Drag set at 74 feet. Least water by sounding 12 fathoms. Both grounds were dragged over later with an effective depth of 41 feet. ✓

5. Position 13F (end launch) Tow line aground 150 meters SSW from signal TAT. Reversed and cleared, no soundings taken. ✓

6. Position 24F Drag aground at buoy #4 100 meters SSE from signal LSLE and also between buoys #6 and #7 125 meters WNW from signal ISLE. Least water by sounding 7 fathoms. Dragged up to small island to determine limits of deep water. ✓

7. Position 7G Aground 90 meters SE from signal NUN. Drag set at 27 feet. No soundings taken. Also aground 210 meters S from signal NUN. No soundings taken. Passed over lattergrround with an effective of 21 feet. ✓

2

STATISTICS FOR WIRE DRAG SHEET OF PORT MALMESBURY, TABLE BAY AND PART OF CHATHAM STRAITS:

Date 1925	Letter	No. of Positions	No. of Bdgs.	Miles of Drag (statute)	Vessel
July 10	A	12		1.3	Helianthus
		13			Scandinavia
		1	1		Tender # 1
July 11	B	38		8.1	Helianthus
		38			Scandinavia
		6	6		Tender # 1
July 14	C	20		2.0	Helianthus
		25			Scandinavia
		4	4		Tender # 1
Aug. 7	D	18		2.9	Helianthus
		22			Explorer
					Tender # 1
Sept. 17	E	72		9.5	Scandinavia
		52			Explorer
		5	5		Tender # 1
Sept. 25	F	26		2.3	Scandinavia
		25			Explorer
		2	2		Tender # 1
Sept. 26	G	27		0.5	Scandinavia
		30			Explorer
	7	436	18	25.6	

RESULTS: No important rocks or shoals were found in this dragging. Table Bay was proved to be clear of rocks. The entrance to the anchorage in the northwest part of Port Malmesbury was found to be clear for a narrow width to a depth of 22 feet but it would require local knowledge to enter it safely.

Respectfully submitted: H.W. Tyler.

H.W. Tyler
Lt. (J.G.)

APPROVED: F.B.T. Siems

F.B.T. Siems,
Chief of Party
Commanding Str. Explorer.

SPECIAL NOTE: Positions of soundings lines in the narrow channel leading to the basin at the head of the second arm on the eastern of Port Malmsbury were replotted on this sheet as the soundings in pencil on the hydrographic sheet obscure the postions to some extent. It was thought that the replotting would be of assistance to the cartographer in the final verification and in the inking of soundings.

IN REPLY ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY
AND NOT THE SIGNER OF THIS LETTER

AND REFER TO NO.

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON

September 28, 1926.

REPORT ON HYDROGRAPHIC SHEET No. 4517b.

This sheet was well plotted.

The sounding records are complete and according to the General Instructions.

A few changes were made in the drag due to the tide reducers being changed in the Office.

The shoreline was transferred from Topographic Sheet.

H. R. Edmonston.

E.A.

IN REPLY ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY
AND NOT THE SIGNER OF THIS LETTER

AND REFER TO No. 11-DHM

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON June 23, 1927.

SECTION OF FIELD RECORDS

Report on Wire Drag Sheet No. 4517[b]

Chatham Strait - Table Bay to Port Malmesbury

Surveyed in 1925

Instructions dated February 14, 1925 (EXPLORER)

Chief of Party, F. B. T. Siems.

Surveyed by F. B. T. S.

Protracted and inked by G. R. Shelton.

Verified and Area and Depth Sheet by H. R. Edmonston.

1. The records conform to the requirements of the instructions for wire drag work (Special Publication 118) except in the following particulars:

   a. Effective depths should be entered on each page of the record and not merely at the beginning of the day's work.

   b. The end launch data should not be entered immediately below the guide launch data but should be entered in the 3rd and 4th columns of the right hand page of the record.

2. The methods and character of the survey conform to the requirements of the General Instructions.

3. The depth of dragging generally fails to conform to the requirements of the specific instructions, which call for effective depths to meet the requirements prescribed on page 21 of Special Publication No. 56. In only one instance, a strip in Table Bay, was the drag set to greater than 85 feet or over, although almost the entire area covered by this sheet is deep water area. Of course from the standpoint of the tinted charts, the depth is sufficient, but if safeguarding submarine navigation is contemplated, the depths are inadequate. It might also be noted that the depth of the drag work in the anchorage in Port Malmesbury will not permit it to be shown on the tinted charts, should a large scale chart of this locality be published.

4. The extent of dragging generally satisfies the specific instructions except that in many places it does not appear that the work was carried close enough inshore. This is particularly true of the area on the west side of Kuiu Island from Lat. 56°12' to Lat.56°16'.

(See Paragraph 17 of the specific instructions.)

5. A clearance depth was obtained over all important shoals discovered sufficient for surface navigation except the following:

a. The 26 foot sounding (grounding depth) in the anchorage in Port Malmesbury, Lat. 56°18'30", Long. 134°14' should be cleared by a drag or developed with the lead. No soundings were taken here subsequent to grounding.

b. The 49 foot sounding (grounding depth) at the head of Table Bay should be cleared. The least depth obtained here by sounding was 53 feet, but there is deeper water all around.

6. The junctions with the adjoining drag surveys will be taken up in the reviews of those sheets.

7. The overlaps within the sheet are sufficient and there are no splits in the work.

8. Additional work will be required here if conditions warrant, to extend the work as close inshore as practicable, to deepen the effective depth, and to extend the drag work in the two south arms of Port Malmesbury and to clear the two groundings mentioned in paragraph 5. If the drag is carried into the large indentation on the west side of Kuiu Island in Lat. 56° 12 1/2', it should at the same time be carried as close to the offshore rock awash as possible.

9. The results of the survey are acceptable for charting purpose but it is incomplete.

The field drafting was well done.

10. Reviewed by A. L. Shalowitz, June, 1926.

Approved:

_____

Chief, Section of Field Records (Charts)

_____

Chief, Section of Field Work (H. & T.)

Form 537
11—5812

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

45176

~~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. 4517b

4517 b

State . S.E. Alaska . . . . . .

General locality . Chatham Straits . . . . . .

Locality . . ~~Port Malmesbury, Table Bay and part of Chatham Straits~~ Table Bay to Port Malmesbury

Chief of party . F.E.T.Siems . . . . . .

Surveyed by . F.E.T.Siems . . . . . .

Date of survey . July 10 to Sept 26, 1925. . . . . .

Scale . . 1 : 20.000. . . . . .

Soundings in . fathoms. . Wire drag depths in feet. . . . .

Plane of reference . M.L.L.W. . . . . .

Protracted by . C.R.B. . . Soundings in pencil by C.R.Shelton

Inked by . . . C.R.B. . . Verified by . . . . . .

Records accompanying sheet (check those forwarded):

Des. report, 2 Tide books, ____ Marigrams, 2 Boat sheets,

1 Sounding books, 3 Wire-drag books, ____ Photographs.

Data from other sources affecting sheet . . . . . .

Remarks: Two volumes Wire-drag books are guide launch and one end launch records.