

5155

Original

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



State: WASHINGTON

DESCRIPTIVE REPORT

*Topographic* } Sheet No. 5155  
*Hydrographic* } Field No. 27

LOCALITY

~~Washington Coast~~

~~East of Cape Flattery~~

Strait of Juan de Fuca

Cape Flattery to Sail Rk., and Vicinity

1931

CHIEF OF PARTY

K. T. Adams

5155

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5155

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 27

REGISTER NO. 5155

State WASHINGTON

General locality Strait of Juan de Fuca

Locality Cape Flattery to <sup>Sail RK, and Vicinity</sup> ~~Triangulation Station Beach~~

Scale 1:20,000 Date of survey June - July, 1931

Vessel U.S.C. & G.S.S. GUIDE

Chief of Party K. T. Adams

Surveyed by J. C. Partington and J. C. Mathisson.

Protracted by J.H. Brittain, J.N. Jones and E.H. Sheridan.

Soundings penciled by J. H. Brittain

Soundings in fathoms ~~feet~~

Plane of reference M.L.L.W.

Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated May 7 and 21, 1931

Remarks:

## DESCRIPTIVE REPORT

to accompany

Hydrographic Sheet, Field No. 27

U.S.C. and G.S.S. GUIDE,

K.T. Adams, Chief of Party

Season 1931

### INSTRUCTIONS:

The authority for this survey was contained in the Director's instructions dated May 7, 1931, and supplemental instructions dated May 21, 1931.

### LIMITS AND LOCALITY:

This sheet comprises a complete resurvey, with the exception of Neah Bay, of the area from Cape Flattery to Triangulation Station Brush - 1931 and offshore to a junction with the ship work. The sheet joins Sheet Field No. 26 at Cape Flattery and Sheet Field No. 28<sup>5158</sup> at the eastern limit. It makes an offshore union with Ship Sheets Field Nos. 45<sup>5148</sup> and 47<sup>5157</sup>, and joins Sheet Registry No. H-3894 around Neah Bay.

Neah Bay was surveyed during a previous year on Sheet Registry No. 3894 and the supplemental instructions dated May 21, 1931, did not require a resurvey.

### ORGANIZATION:

The hydrography on this sheet from Cape Flattery to Topographic Signal Bar was completed by Lieutenant (j.g.) J. C. Partington working in the motorsailer from a camp in Neah Bay. Before the survey was completed Lieutenant Partington was detached from duty aboard the Ship GUIDE and the sheet was completed by the writer working in the motorsailer and gig from a camp in Sekiu, Washington.

### SURVEY METHODS AND EQUIPMENT.

The general system of sounding lines were run 200 meters apart and for most of the sheet, parallel to the shore line. Attempts were

made to run the lines normal to the beach but it was found to be more economical to run them parallel. Strong currents were encountered along this stretch of coast that made it exceedingly difficult to run straight lines. In picking up a line near the camp and running it the length of the sheet it avoided a long run to and from work and a saving of time.

A hand lead line of No. 8, mahogany tiller line with phosphor-bronze center was used. The line was graduated to fathoms and feet up to six fathoms and to fathoms above this. This line was used in depths up to eleven or twelve fathoms. In deeper water it was very difficult to get accurate soundings because the launch would not go slow enough to allow time for the lead to sink. The launches were equipped with a hand sounding machine for sounding in deeper depths. The machine was rigged with stranded sounding wire and a 16 pound lead. The sheave was tested at the beginning and end of the season and found to be correct.

Experience on a previous sheet showed that it was impossible to run sounding lines on compass courses. For this reason the lines were run on ranges. In some places ranges were not available and lines were run by estimation. This was particularly true in the area between Neah Bay and Cape Flattery.

The rocks to the west of Wadday Island in Neah Bay were located by sextant fixes on top of or very near the rock.

#### DISCREPANCIES:

No serious discrepancies exist on the sheet. Just outside of Neah Bay the outside sounding line shows less water than the one next immediately inshore. A comparison indicated that the bottom is very uneven in this locality and that such a formation is probable.

#### DANGERS:

Few additional rocks and offshore dangers were located.

The sunken pile in Neah Bay at Latitude  $48^{\circ} - 22'$  plus 1506 meters, Longitude  $124^{\circ} - 36'$  plus 660 meters, was discovered by the Ship GUIDE and later located by the party in the motorsailer. This pile was located at low water and it was just awash. Lieutenant Partington reported that it was very rotten and for this reason it probably does not constitute a very serious danger for large vessels, but it is thought that if a small fishing craft struck it at low tide it would do considerable damage. This danger is located by position 4, "e" day.

1386  
The area in the vicinity of Duntz Rock was searched for less water. The least depth found in this vicinity was five fathoms one foot at Latitude 48°-24' plus 386 meters, Longitude 124°-44' plus 754 meters, position 35 "e" day. It was very difficult to sound in this area because of the strong current. Shoal spots were found, but before a least depth could be determined the launch would drift off of the spot. There is undoubtedly less water here because in a heavy swell there is a large breaker at this spot.

CHANNELS:

Small fishing craft, when making the entrance of the Strait of Juan de Fuca from the south, usually use the channel between Tatoosh Island and Jones Rock. This channel has a controlling depth of  $8\frac{1}{4}$  fathoms at M.L.L.W., but has an impaired overhead clearance. There is a telephone line from Tatoosh Island to the mainland across this channel that will clear about 125 feet. Jones Rock is bare about three feet at M.L.L.W., and breaks heavily in a moderate sea.

COMPARISON WITH PREVIOUS SURVEYS:

The area in Neah Bay and westward to Cape Flattery was surveyed in 1888 on Sheet Registry No. 1881. The remaining area covered by Sheet Field No. 27, was surveyed in 1893 on Sheet Registry No. 2170, on a 1:80,000 scale. The former work compares favorably with the present survey and shows that very little natural change has taken place. The former work is poorly controlled and lacking in detail and for this reason an accurate comparison is impossible.

GEOGRAPHIC NAMES:

Well Established Local Names.

For a list of local names see Descriptive Report for Topographic Sheet Field No. B - 1931.

Names Assigned By Field Officers:

The westerly rock of two rocks between Tatoosh Island and the mainland was called Jones Rock by the hydrographic party. The topographic party under Lieutenant (j.g.) Jones was washed off of this rock by a sudden and unexpected sea and since the incident the rock was known by the officers on the Ship GUIDE, as Jones Rock.

Respectfully submitted,

*John C. Mathisson*

John C. Mathisson,  
Jr. H & G Engineer,  
U.S.C. & G. Survey.

Respectfully forwarded,  
approved:

*Fred. L. Peacock*  
Fred. L. Peacock,  
H & G Engineer, C & G S.,  
Commanding Ship GUIDE.

STATISTICS

Sheet Field No. 27 - 1931

DAY	DATE	VOL.	BOAT USED	STA.MIS.OF S'ND'G LINE	NO. S'ND'GS.	NO. POSITIONS
a	June 26	I	Motorsailer	5.5	102	34
b	June 27	I	"	16.4	224	72
c	June 28	I	"	13.8	251	75
d	June 29	I	"	11.5	174	69
e	June 30	I	"	3.8	36	37
f	July 1	I&II	"	21.2	408	106
g	July 2	II	"	10.5	257	56
h	July 15	II	"	17.9	398	94
a	July 10	III	Gig	11.9	143	51
b	July 11	III	"	11.9	171	57
T O T A L S				124.4	2164	651

STATEMENT

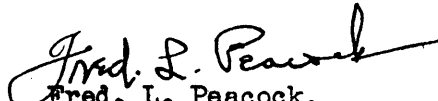
TO ACCOMPANY

HYDROGRAPHIC SHEET FIELD NO. 27 - 1931

U.S.C. & G.S.S. GUIDE

At transfer of command on November 30, 1931, the pro-  
tracting was completed on the Smooth Sheet.

I have exercised general supervision over the com-  
pletion of the sheet and have inspected the sheet on  
completion and it is hereby approved.

  
Fred. L. Peacock,  
H & G Engineer, C & G S.,  
Commanding Ship GUIDE.

Oakland, California,  
March 17, 1932.

April 20, 1932.

Division of Hydrography and Topography:

✓ Division of Charts:

Tide Reducers are approved in  
3 volumes of sounding records for

HYDROGRAPHIC SHEET 5155

Locality **Cape Flattery to Sail Rock, Strait of Juan de Fuca**

Chief of Party: **K. T. Adams in 1931**

Plane of reference is **mean lower low water, reading**

**4.1ft. on tide staff at Neah Bay**

**22.3ft. below B. M. 3**

**4.6 ft. on tide staff at Tatoosh Island**

**22.0 ft. below B. M. 4**

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 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.



Chief, Division of Tides and Currents.



May 5, 1932

Section of Field Records  
Report on H-5155  
Cape Flattery to Sail Rock and Vicinity  
Instructions dated May 7 & 21, 1931 (Guide)  
Hand Lead and Machine Soundings

Chief of Party - H. T. Adams  
Surveyed by - J. C. Pastington & J. C. Matheson  
Protected by - J. N. Brittain, J. N. Jones & E. H. Sheridan  
Soundings plotted by - J. N. Brittain  
Verified and Inked by - Harold W. Murray

1. The records conform to the requirements of the N. M.
2. The plan and character of development satisfy the requirements of the Hydrographic Manual.
3. The plan & extent of development satisfy the specific instructions with the exception of shoal development.
4. There are few, if any, crossing lines on this sheet.
5. The 20, 10 and part of the 5-fm curve can be completely drawn. Information is not sufficient to develop fully the 1, 2 & 3 fm. curve. This is especially true in the area between signals BAR & SAIL ROCK

in long  $124^{\circ}32.4$

6. The field projecting & plotting was fair. The use of green ink for position nomenclature is not recommended unless the ink is fresh.
7. The verifier plotted all information relative to rocks.
8. No junctions may be effected with Sheets H-5146, 5147, 5148, 5156 & 5157 until these sheets have been verified in this Office.
9. The following rocks were located from information in the records:

#1	Pos	Lat	Long
1	42g	$48^{\circ}21.2$	$124^{\circ}31.78$
2	" 41g	" 21.07	" 32.11
3	" 28g	" 21.47	" 32.28
4	" 100f {	" 21.59	" 32.71
		" 21.62	" 32.8
5	" 3e	" 22.86	" 36.29
6	" 2e	" 22.9	" 36.32
7	" 1e	" 22.94	" 36.35
8	" 4e	" 22.82	" 36.55 (pile)
9	" 58b	" 23.58	" 40.98

Rocks # 7, 8 & 9, in particular, should appear on the forthcoming chart. The latter rock is confirmed on T-4633 (1931) as a breaker indication.

10. In lat  $48^{\circ}24.76$ , long  $124^{\circ}44.6$  a least depth of  $5\frac{1}{2}$  fms. (pos 35e) was found over Dontze Rock. (See Field

Partis Report on drifting). The 34' fm sounding on the chart obtained from H-1881 (yr. 1888) should be retained.

The area between this rock and the mainland is dangerous. It would seem logical that current development should appear on this sheet but such is not the case. Where does development appear to be on the junction sheets H 5147 & 5148. However, this area is fairly well developed on H-1881 (yr. 1888) and H-3895 (yr. 1916).

The least depth of 17 fm. (pos 11c) about 300 m SE of Dantz Rock is confirmed by development on H-1881.

11. Soundings in pencil were transferred from H-1881 and present interesting problems. In the absence of further information, the forthcoming chart will doubtless be composed of the two surveys.

Remarks:

- a Lat.  $48^{\circ}23'15$ , long.  $124^{\circ}43'91$ . A 44' sdg. with rock indication was not verified in this survey.
- b Lat.  $48^{\circ}23'25$ , long.  $124^{\circ}43'95$ . The 52' fm sdg. (pos 396) of this sheet may be part of the 54' fm. shoal indication of H-1881 about 85 m N.W. The two rocks to the East differ ~~rather~~ in position by about 85 m in a

- westerly direction from that of H-1881. A  $3\frac{1}{2}$  fm. sdy. was obtained to the east of these rocks on H-1881.
- c. The inlet at Jatorok Island is not sufficiently developed. The present 10 fm. curve ignores the 16 fm. sdy. of H-1881.
- d. Lat.  $48^{\circ}23'51$ , long.  $124^{\circ}43'8$ . The  $5\frac{1}{4}$  fm shoal indication of pos. 31b falls between an 8 & 11 fm sdy. on H-1881.
- e. Lat.  $48^{\circ}23'58$ , long.  $124^{\circ}43'8$ . The shoal with a least depth of  $4\frac{1}{2}$  & 5 fm of H-1881 was not investigated in this survey.
- f. Lat.  $48^{\circ}23'5$ , long.  $124^{\circ}43'3$ . No sdy. could be obtained from H-1881 to support the extension in the 10 fm. curve.
- g. Lat.  $48^{\circ}23'53$ , long.  $124^{\circ}41'7$ . It is probable that the termination of the rocky extension is not as abrupt as shown.
- h. Lat.  $48^{\circ}23'62$ , long.  $124^{\circ}40'8$ . The  $2\frac{1}{2}$  & 5 fm. sdy with rock indication of H-1881 was not developed sufficiently.
- i. Lat.  $48^{\circ}23'62$ , long.  $124^{\circ}40'06$ . The  $3\frac{1}{2}$  fm sdy of this sheet is confirmed by a  $3\frac{1}{4}$  fm sdy on H-1881. The 1 fm indication of H-1881 was not sufficiently developed on this sheet.
- j. Lat.  $48^{\circ}23'73$ , long.  $124^{\circ}39'$ . The  $4\frac{3}{4}$  &  $5\frac{3}{4}$  fm sdys. of

of H-1881 lends strength to the suggestion that this submerged ledge is more marked than the present curves & development indicate.

k. Lat.  $48^{\circ}23'.6$ , long.  $124^{\circ}38'.84$ . The rock transferred from H-1881 was not found in this survey nor its existence verified.

l. Lat.  $48^{\circ}23'.5$ , long.  $124^{\circ}38'.46$ . The same is true of this rock as in "k" above. Neither of these rocks were seen by the topographic party on T 386 & 4633. It is suggested that the low water line be extended to include the latter rock.

m. Lat.  $48.23$ , long.  $124^{\circ}36'$  to  $37'$ . This area merits special consideration and the Reviewer can best make a study of this area by having an enlargement of this sheet, H-5155, imposed upon H-1881 which is twice the scale of the former.

12. Several shoal indications of depths of 30ft or greater are as follows:-

(1)	pos 6b	Lat. $48.19.3$	Long. $124.26.26$	Depth 17fm.	✓
(2)	" 78f	" 21.95	" 33.19	" 5 <sup>5</sup> / <sub>6</sub> "	✓
(3)	" 72d	" 23.27	" 35.78	" 6 <sup>4</sup> / <sub>6</sub> "	✓

13. The lat. & long. values given in P 11 & 12 above are to be considered approximate as H-1881 does not possess adequate control within the sheet. Several of the items listed above will check within 80-90m.

14. The reviewer's attention is called to a 17 ft sdy. & a sunken rock symbol (apparently) in approximate lat.  $48^{\circ}23'7$ , long.  $124^{\circ}39'$  of H-1881. Also an apparent discrepancy of 4 fm. of pos 40 & 47d in lat.  $48^{\circ}23'36$ , long.  $124^{\circ}35'3$
15. In lat.  $48^{\circ}23'48$ , long.  $124^{\circ}35'97$ , pos. 1 & 2a fall within about 25 m. of each other. The soundings tend to define a shelf & ledge. The proximity of pos. 1 & 2a may be accounted for by a marked current.
16. Topography from T-4633 & 4630 was checked by the verifier.

17. Respectfully submitted:

Harold W. Murray

AND REFER TO No. 82-DRM

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

SECTION OF FIELD RECORDS

Review of Hydrographic Sheet No. 5155

Cape Flattery to Sail Rock and vicinity, Strait of Juan de Fuca, Wash.

Surveyed June-July, 1931

Instructions dated April 16, 1930, May 7 and May 21, 1931 (GUIDE)

Chief of Party, K. T. Adams

Surveyed by J. C. Partington and J. C. Mathisson

Protracted by J. H. Brittain, J. N. Jones and E. H. Sheridan

Soundings plotted by J. H. B.

Verified and inked by Harold W. Murray.

1. The records generally are well kept and conform to the requirements of the Hydrographic Manual.
2. The plan and extent of development do not fulfill the requirements of the specific instructions (see paragraph 17 of instructions dated April 16, 1930). The details inside the 10 fathom curve over the greater part of the coast line are entirely inadequate for charting purposes. If additional sounding lines were impractical, notes and sketches on the boat sheet should have been made to supplement the information given by the survey.
3. There are practically no cross lines. The apparent inconsistency among some of the soundings may readily be explained when the exposed nature and the character of the coast are taken into consideration. The field party does not believe the least water on Duntz Rock was found by this survey and the 3 1/4 fathoms now on the chart should be retained. The Descriptive Report calls special attention to the condition of the sunken pile in Neah Bay.
4. Depth curves: The information is inadequate for drawing the depth curves. A fair 10 fathom curve was derived by combining this survey with the former survey of this coast. See paragraph 2 above.
5. Junctions: This sheet joins H. 5146, 5147, 5148, 5157 and 5156, all of which are in process of verification at this time. It also joins H. 3894, Neah Bay (surveyed in 1916) which was accepted

without further examination by the field party though the register number is below 4000 and the sheet itself does not show inshore details. (See instructions.)

The sheet (H. 5155) was compared with H. 1881 (surveyed in 1888). The latter is on scale 1:10,000 but poorly controlled. There are many minor differences but the sheet should not be discarded. It may be used to advantage in filling in details especially in the inshore areas.

6. It is recommended that this sheet (H. 5155) be considered as in complete and that until a more complete survey is made, the inshore details be supplemented on the charts by the use of the older survey (H. 1881) where not in direct conflict with H. 5155. A new survey when made, should include the resurvey of Neah Bay to get the desirable inshore details.
7. Reviewed by R. J. Christman, May 1932.

Additional Notes On H. 5155

By A. L. Shalowitz

1. Comparison with old surveys:

- (a) Because of the lack of control on the 1888 survey (H. 1881) none of the shoal soundings were transferred to the new survey as a transfer would only be an approximation since the 1888 survey is found to be out in azimuth and distance. They should, however, be retained on the charts. Chief among these are the following:
  1. The 3 1/4 fm. sounding on Duntze Rock. 5 1/6 fms. is the least depth found on the new survey.
  2. The 5 3/4 fm. sounding in lat. 48°23'500 m., long. 124°44' 40 m.
  3. The 4 1/2 fm. sounding in lat. 48°23'1050 m., long. 124°43' 960 m.
  4. The 12 foot sounding in lat. 48°23'1100 m., long. 124°40'1050 m.
  5. The 6 foot sounding in lat. 48°23'1100 m., long. 124°40'100 m.
  6. The 17 foot sounding in lat. 48°23'1160 m., long. 124°38'1150 m.



- (b) Rocks awash between Cape Flattery and Tatoosh Island - The easternmost of these two rocks coincides with the easternmost of the two rocks shown on the old topographic sheet (T.387) and the old hydrographic sheet (H.1881). A disagreement was, however, found between the old and new survey for the westernmost of the two rocks. The authority for this rock appears to be the topographic survey of 1852 (T.387) and the rock was transferred to hydrographic sheet 1881 (surveyed in 1888) without question. A line of soundings on the 1888 survey (28-29 f) passed close to both of these rocks and it appears that the plotter, accepting the topographic positions of these two rocks, adjusted the soundings accordingly. A replotting of this line of soundings throws the westernmost rock in about the same position where it is shown on the new survey and checks both the old and the new topographic determinations of the easternmost rock. While there is sufficient proof in both the old and the new surveys that the two rocks as determined by the latest topographic survey are correct, there remains some doubt whether these are the only two rocks on this reef or whether another rock exists between these two in the position of the westernmost rock shown on T.387. There is a rather vague note in the old sounding record (pos. 28-29 f, H. 1881) that might be interpreted to refer to a third rock in this vicinity. But since the stage of the tide at this time was the same as it was when the sounding lines on the new survey were run it seems reasonable to assume that the present hydrographer would not have failed to notice this additional rock. Due to the uncertainty, however, it is recommended that only two rocks be charted here but that a danger curve surround both of them. They have been so shown on the hydrographic sheet.
2. Additional work - As mentioned in the reviewer's report, this sheet cannot be considered as a complete survey particularly of the area from Cape Flattery to longitude 124°35'. More development should be done here and the various items in paragraph 1 of these notes should be investigated to the end that this survey may serve as the basic survey for this area. In addition to this the following additional work is recommended:
- (a) Additional lines at the junction with H. 5157 between long. 124° 28' and long. 124°33'.
- (b) A new survey of Neah Bay to include the inshore details so that the 1888 survey can be superseded. *The 1888 survey is entirely unreliable. ams.*
- (c) If practicable, an examination with the wire drag of Duntze Rock should be made. The least depth found on the present survey was 5 1/8 fathoms, although 3 1/4 fathoms was found on the 1888 survey (H. 1881).

- (d) A wire drag examination of the charted 4 fm. rock in lat. 48° 24' 500 m., long. 124° 44' 140 m. This rock was first located in 1893 (H. 1881) but no detailed development was made. It was re-examined in 1916 (H. 3895) but the least depth found was 8 fms. There is a possibility of even less than 4 fms. existing here. (See paragraph e, below.)
- (e) An examination and dragging of the two charted sunken rocks (see chart 6265, edition of 1929) about 1/8 mile south and southeast of Duncan Rock. These rocks were first reported in 1907 (Chart Division letter 203-1907) by the Steamship "SPOKANE" and the tug "TACOMA", both of them having struck these rocks on the same date. It is not unlikely that they both struck the same rock and that they may have struck the 4 fm. rock about 1/3 mile southeast of Duncan Rock (see paragraph d above). The 1916 survey (H. 3895) did not quite cover the locality of the rocks and hence they were retained on the charts. As no further examination has been made in the vicinity of the reported rocks since the 1916 survey they should be continued on the charts.
- (f) A completion of the area between Duntze Rock and Tatoosh Island. This is highly desirable. At the present time there is no complete survey for this area and the chart comprises information from surveys of 1888, 1893 and 1916, none of which can at present be dispensed with.
- (g) A resurvey of the area west of Cape Flattery at the junction of sheets H. 5111 (surveyed in 1930), H. 5147 (surveyed in 1931) and H. 5155 (surveyed in 1931). This area is at present covered by H. 3895 (surveyed in 1916) and contains the charted 7 fms. sounding (lat. 48° 22'.7, long. 124° 45'.8) on which breakers have been reported (see Chart Division letter 179-1916). A thorough examination of this breaker was made in 1916 (H. 3895) and an improvised drag was carried over the area and a least depth of 7 1/2 fms. obtained. As the dragging was done under most unfavorable conditions (a 12 foot swell existed at the time) it seems probable that less water might exist here, especially in view of the suddenness with which the shoal rises from deep water and in view of the fact that breakers have been reported here. If this area is resurveyed as recommended, a reliable drag should be run over the shoal.

Sheet inspected and recommendations of reviewer approved by A.L. Shalowitz

Approved:

*A.M. Solierowski*  
Chief, Section of Field Records.

*J.S. Gordon*  
Chief, Section of Field Work.

Field Records Section (Charts)

HYDROGRAPHIC SHEET No. *5155* .....

The following statistics will be submitted with the  
cartographer's report on the sheet:

Number of positions on sheet	<i>651</i> .....
Number of positions checked	<i>244</i> .....
Number of positions revised	<i>20</i> .....
Number of soundings recorded	<i>2164</i> .....
Number of soundings revised	<i>70</i> .....
Number of signals erroneously plotted or transferred	<i>✓</i> .....

Date: *May 5, 1932* .....

Cartographer: *Harold W. Murray* .....

Applied to chart 6266. Aug. 4, 1942. Sam.