

6255

U. S. COAST & GEODETIC SURVEY
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Rev. April 1935
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic }
Hydrographic } Sheet No. II2336

**DECLASSIFIED BY NOAA
PURSUANT TO DOC SYSTEMATIC REVIEW
GUIDELINES AS DESCRIBED IN SECTION
3.3(a), EXECUTIVE ORDER 12356.**

State ~~ALASKA~~ Aleutian Islands

LOCALITY

Umnak Pass

~~ALEUTIAN ISLANDS~~

~~Cape IMPERIAL~~ to Pustoi Island

~~NORTHERN APPROACHES TO UMNAK~~

~~PASS~~

Cape Aspid

193 6-7

CHIEF OF PARTY
A. M. SOBIERALSKI
COMMANDING OFFICER
U.S.C.&G.S.S. SURVEYOR

U. S. GOVERNMENT PRINTING OFFICE

213 1A

6255

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. U2336

REGISTER NO. H 6255

State ~~Alaska~~ Aleutian Islands

General locality ~~Aleutian Islands~~ Umnak Pass

Locality ~~Cape Neff to Pustoi Island~~
~~ASPID~~

Scale 1:20000 Date of survey July, Aug., Sept., Oct. '36

May, June, Aug., Sept. 1937

Vessel SURVEYOR

Chief of Party A. M. Sobieralski

Surveyed by A. M. S., G. L. B., W. E. M., I. T. S., J. L.

Protracted by William F. Deane

Soundings penciled by W. F. D.

Soundings in fathoms ~~feet~~

Plane of reference M. L. L. W.

Subdivision of wire dragged areas by

Inked by W. A. Bruder

Verified by W. A. B.

Instructions dated April 13, 1934

Remarks:

DESCRIPTIVE REPORT

To Accompany

HYDROGRAPHIC SHEET FIELD NO. U2336 H-6255

NORTHERN APPROACHES TO UMNAK PASS

AUTHORITY: This survey was made in compliance with the Director's Instructions dated April 13, 1934, Project HT-176.

LIMITS: This sheet covers the inshore area north of Unalaska Island from Nellie Juan Cape to Boulder Bay; the inshore area east of Umnak Island from Lat. $53^{\circ} 29.5'$, south of Cape Idak, to Lat. $53^{\circ} 23.3'$, southwest of Pustoi Island; and an area that spans Umnak Pass near Ship Rock. Chernofski Harbor, Unalaska Island, was surveyed on a sheet of larger scale, and the area between the two inshore areas was surveyed on a sheet of smaller scale.

SURVEY METHODS: The outer lines of this survey were run by the SURVEYOR using the fathometer No. 1, Type 312, Serial No. 312 104 AB., for sounding and sextant fixes for control. The inshore lines were run by the WILDCAT and launches using wire and hand lead for sounding and sextant fixes for control. All launch soundings were corrected as prescribed by the Hydrographic Manual, the only correction being for tide variation. Fathometer soundings for that part of the work on this sheet done during the 1936 season were corrected for index, temperature, salinity, etc., in accordance with the Hydrographic Manual, and in the manner set out in the Fathometer Report for the 1936 Season. Copies of the correction tables used have been secured in the front of Vol. 1 for this sheet.

Fathometer soundings for that part of the work on this sheet accomplished during the 1937 field season were corrected in accordance with the Hydrographic manual and Field Memorandum No. 3, dated June 11, 1936. Index corrections were not necessary as the draft setting was adjusted to eliminate these corrections. Copies of the correction tables used have been secured in the front of Vol. 5, for this sheet.

Where two soundings occur on the same launch position the shoalest should be charted. The soundings were taken simultaneously from opposite sides of the launch, and in no case more than 12 ft. apart.

The overlap with the work on Sheet ^{H-6257} 4336 which occurs between Lat. $53^{\circ} 26.5'$, and Lat. $53^{\circ} 28.5'$, and between Long. $167^{\circ} 32.0'$, and Long. $167^{\circ} 35.0'$ was made to develop this area on U2336 closer than was conveniently possible on Sheet ^{H-6255} 4336. _{H-6257}

Little difficulty was incurred in obtaining fixes although weather conditions sometimes impeded work. On the lines run by the ship west of Boulder Bay an occasional weak fix had to be employed, but there were enough stronger fixes to control the lines.

$\phi 53^{\circ} 23.1$ $\lambda 167^{\circ} 39.7$

⊙ Mar is located on a rock of about 8 ft. elevation. The original tracing of the topographic sheet ^{T-4937} UF 36 showed the signal on the rock, but when the topographic sheet was inked the signal was shown on the beach by mistake. This error was undoubtedly caused by blurred shoreline and the hydrographic sheet should be accepted as showing the true position of ⊙ Mar. *Appropriate note placed on topographic sheet. H.W.M.*

DANGERS: In Lat. $53^{\circ} 23.7'$, Long. $167^{\circ} 47.0'$ a bank with least depth of 17 fms. was found. Development showed this shoal to be ridgelike.

In Lat. $53^{\circ} 26.4'$, Long. $167^{\circ} 34.1'$ a shoal with a least depth of 10 fms. was found and developed.

In Lat. $53^{\circ} 26.1'$, Long. $167^{\circ} 29.4'$ a shoal with a least of $10\frac{1}{4}$ fms. was found and developed.

In Lat. $53^{\circ} 25.7'$, Long. $167^{\circ} 32.9'$ a shoal was developed and a least depth of 12 fms. found.

In Lat. $53^{\circ} 25.3'$, Long. $167^{\circ} 33.6'$ a least depth of $10\frac{1}{4}$ fms was found after a very comprehensive development.

In Lat. $53^{\circ} 25.5'$, Long. $167^{\circ} 33.8'$ a least depth of 11 fms was found by the ship. Extensive development by launches showed no shoaler sounding.

In Lat. $53^{\circ} 21.8'$, Long. $167^{\circ} 44.4'$ a shoal with least depth of $3\frac{1}{2}$ fms was found.

In Lat. $53^{\circ} 25.5'$, Long. $167^{\circ} 30.8'$ there is a rocky shoal marked by kelp on which least depth obtained was ~~4~~^{4 1/2} fathoms. It is proposed to develop this area more thoroughly in 1938.

The 9 fathom sounding ^{on H-6303 (1936-37)} in Lat $53^{\circ} 22.3'$, Long $167^{\circ} 49.1'$ is developed on the adjoining sheet U2436. _{H-6303}

ANCHORAGES: During the season of 1936 the ship anchored $\frac{1}{2}$ mile southward of Δ Nork, Uமாக Island, in 14 to 16 fms., sand bottom. This area offered good shelter in westerly weather. High cliffs along the shore are responsible for the calm water even in heavy weather.

An anchorage in 6 to 8 fms., rocky bottom, for small craft is found in Boulder Bay. There is shelter here from all except northerly weather. The best anchorage is 300 yards northeastward of ⊙ POT.

Some shelter for small craft from northerly and westerly weather is afforded by the small cove on the west side of No Name Bay. Anchorage may be had 150 yards off ⊙ Chic and ⊙ Sale in 2 to 3 fms., sand bottom. These topographic signals are tumble-down shacks.

Shelter from all except northerly weather may be had in the west arm of Station Bay. The anchorage is about 500 yards from the head of the arm in 5 fms., rocky bottom.

In the east arm of Station Bay shelter from all weather may be had in the center of the small bight on the west at head of arm. Anchorage may be had in 5 fms., mud bottom.

Some shelter for small craft from easterly and southerly weather is afforded by a small bight 400 yards southward of Δ WEDGE in 4 to 5 fms., rocky bottom. This is not recommended as the land directly east of it is very low and wind sweeps across from Chernofski Harbor.

CURRENTS: The effect of the ebb current towards Umnak Pass increases from ~~Hollie Juan Cape~~ ^{Asp. Id.} westward and from Cape Idak southward, until it attains a velocity estimated at 3 knots in the vicinity of Ship Rock.

✓
30
✓
✓

Tide rips are noticeable eastward of Ship Rock especially on the flood. Off the various points along the Unalaska Island shore, the current causes tide rips which are particularly noticeable in the vicinity of Boulder Bay.

CHANNELS: The sounding lines in the channel between Umnak & Pustoi Islands are rather widely spaced but the channel has little importance. The only occasion to use it would be by small vessels.

✓
✓

Vessels traversing Umnak Pass from the southward bound for Chernofski Harbor should stay about $\frac{3}{4}$ mile off the north shore of Unalaska Island on course 50° true. Maintain this course till the west entrance point of No Name Bay ^{Bay} bears South true then change course to 76° true. Maintain this course till east tangent of West ^{side of Chernofski Harbor} Point bears South true then change to 125° true, which is the approximate mid channel course for entering Chernofski Harbor.

When making Chernofski Harbor from Kashega a course of 240° true passing $\frac{1}{2}$ mile off ~~Hollie Juan Cape~~ ^{Asp. Id.} is clear of all danger. Continue this course to a point 1 mile north of West ^{side of Chernofski Harbor} Point then change to 125° true for entering Chernofski Harbor.

COMPARISON WITH PREVIOUS SURVEYS: Since existing surveys are of a reconnaissance nature no accurate comparison can be made.

OVERLAYS: An overlay was made to clarify soundings and positions in Lat. $53^{\circ} 25.5'$, Long. $167^{\circ} 33.7'$. Essential sdgs plotted on smooth sheet and tracing destroyed. H.W.M.

Respectfully Submitted:

Ira T. Sanders

IRA T. SANDERS
Jr. H. & G. Engr.

Approved & Forwarded:

A. M. SOBIERALSKI
Commanding Officer
U.S.C.&G.S.S. SURVEYOR

STATISTICS

HYDROGRAPHIC SHEET FIELD NO. U2336 H-6255

DATE	VOLUME	DAY	STATUTE MILES	POSITIONS	SOUNDINGS
Ship					
✓ 7-8-36	1	A	45.8	119	487
✓ 7-16-36	1	B	17.5	52	292
✓ 7-17-36	1	C	6.4	22	84
✓ 8-3-36	1	D	4.3	11	37
✓ 9-18-36	1	E	24.4	79	372
✓ 9-19-36	1	F	11.3	48	156
✓ 9-19-36	2	F	5.5	24	66
✓ 9-26-36	2	G	36.7	128	469
✓ 10-3-36	2	H	27.0	97	361
✓ 5-28-37	5	J	16.6	50	183
✓ 6-16-37	5	K	70.9	192	698
✓ 8-24-37	5	L	47.2	158	576
Ship's total			<u>313.6</u>	<u>980</u>	<u>3781</u>
Motor Sailer					
✓ 7-16-36	3	a	29.2	194	527
✓ 7-17-36	3	b	23.4	156	454
✓ 9-18-36	3	c	3.0	27	86
✓ 9-18-36	4	c	12.6	75	240
✓ 9-26-36	4	d	9.0	53	164
✓ 5-28-37	8	e	12.2	86	185
✓ 5-31-37	8	f	2.5	26	59
✓ 6-16-37	8	g	27.6	158	542
✓ 6-29-37	8	h	8.7	66	157
✓ 8-2-37	9	j	22.7	142	382
✓ 8-24-37	9	k	14.9	136	282
Motor Sailer's Total			<u>165.8</u>	<u>1119</u>	<u>3078</u>
WILDCAT					
✓ 8-27-37	6	a	10.3	101	232
✓ 8-30-37	6	b	2.8	30	49
✓ 8-31-37	6	c	8.9	67	184
✓ 9-3-37	6	d	9.8	115	181
✓ 9-4-37	6	e	9.4	190	101
✓ 9-4-37	7	e	0.9	16	18
✓ 9-5-37	7	f	9.5	138	228
WILDCAT'S Total			<u>51.6</u>	<u>657</u>	<u>991</u>
Launch No. 3					
✓ 6-29-37	10	a	8.6	70	131
Launch No. 3 Total			<u>8.6</u>	<u>70</u>	<u>131</u>
Grand Total			<u>539.6</u>	<u>2826</u>	<u>7981</u>

Area.62.6 sq. statute miles

LIST OF SIGNALS USED FOR CONTROL

HYDROGRAPHIC SHEET FIELD NO. U2336 H-6255

Triangulation Locations

Top 1935	Deer 1936	Wet 1935
Pass 1935	Wash 1936 (see note in)	Ward 1936
Nork 1936	Unala 1936 (desc report)	State 1936
Sork 1936	Juan 1935	Lum 1936
Skee 1935	Wedge 1935	How 1936
Otter 1935	Churn 1935	Spear 1935
Pustoi 1935	Chernofski Entr. Lt. 1936	Crow 1936
Sheep 1935	Noff 1935	Fast 1936
Ship Rock 1935	To 1936	Loose 1936
Hump 1936		Tax 1936

Topographic Locations

Topographic Sheet Field Letter UJ36 T-6550

Zak	Sil	Fum
Vol	Liz	Ho
Pot	Fo	Fi
Sam		Mel

Topographic Sheet Field Letter UI36 T-6549

Ava	Ide	Bil	2	Dry
Bat	Jo	Lam	3	Gin
Cook	Kil	Pat	4	Bet
Can	Lax	Tap	5	Gav
Ten	Gas	Rag	6	Jag
Dub	Oil	Cra	7	Nig
Ap	Est	Did	8	Pal
Red	Hic	Cab	9	Ken
Eve	Yar	Tar	A	Par
Fug	Doc	Pig	N	Edge
Gut	Mob	Dog	Don	Mid
Hov	Bum	Gor		

Topographic Sheet Field Letter UF36 T-4937

Uno	Sat	Tal	Ira	Sho
Dos	Sun	Tos	Gulp	Girl
Tres	Moon	Lit	Mar (see note)	Nip
Quat	Star	Gam	Tol desc rep)	Irk
Cinc	Plan	Mag	Walk	Bus
Sex	Jupe	Lug	Chic	Tur
Sept	Nep	He	Sale	Key
Oct	Ven	Big	Elm	Low
Nov	Mars	Ran	Eas	In
Deck	Turn	Mad	Fir	Poi
Jan	Ace	Dam	Bug	Ho
Feb	Ion	Red	Lab	So
Mare	Cig	Yor	Spy	Pot
Wed	Vot	Roy	Man	Off
Thur	Pad	Gow	Lux	Zip
Fry	Bal	Wag	Zil	Pit

Topographic Sheet Field Letter CH37 (Photo Comp.)

May	} Also on T-4937	Her	Clar	Side	Head
June		Toot	Bac	Cor	Rig
We		Grave	Win		

Hydrographic Stations

White Rock	Cuts in Vol.	5
Pea	do	6
Ate	do	8

APPROVAL SHEET

to accompany

HYDROGRAPHIC SHEET FIELD NO. U2336 H-6255

This sheet and the records have been examined and are approved.

A. M. SOBIERALSKI
Commanding Officer
U.S.C.&G.S.S. SURVEYOR

ac

TIDE NOTE FOR HYDROGRAPHIC SHEET

March 24, 1938

Division of Hydrography and Topography:

✓ Division of Charts: Attention: Mr. E. P. Ellis

Plane of reference

~~Tidex Reducers~~ approved in
10 volumes of sounding records for

HYDROGRAPHIC SHEET 6255

Locality ^{Aspid} Cape ~~Walla~~ ~~Wan~~ to Pustoi Island, Aleutian Islands

Chief of Party: A. M. Sobieralski in 1936 & 1937

Plane of reference is mean lower low water reading

3.3 ft. on tide staff at Chernofski Harbor

8.8 ft. below B.M. 1

3.3 ft. on T. S. at Kashega Bay *off Limit of H-6255*

10.4 ft. below B. M. 1

Height of mean high water above plane of reference is 3.4 feet at Chernofski Harbor; 3.7 feet at Kashega Bay.

Condition of records satisfactory except as noted below:

Ham
Chief, Division of Tides and Currents..

GEOGRAPHIC NAMES
 Survey No. **H6255**

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
✓ <u>Umnak Island</u>	✓										1
✓ <u>Ship Rock</u>	✓										2
✓ <u>Pustoi Island</u>	✓										3
✓ <u>Boulder Bay</u>	GNS										4
✓ <u>No Name Bay</u> ^{cove}	GNS										5
✓ <u>Stablon Bay</u>	GNS										6
West Point											7
✓ <u>Chernofski Harbor</u>	✓				✓						8
Wells ^{gap} Juan Cape	✓										9
✓ <u>Umnak Pass</u>	✓										10
✓ <u>Otter Point</u>	✓										11
✓ <u>Unalaska Island</u>	✓										12
✓ <u>Cape Idak</u>	✓				✓						13
East Point											14
✓ <u>Otter Bight</u>											15
<u>Paso Pt.</u>											16
✓ <u>Bering Sea</u>											17
											18
											19
											20
											21
											22
											23
											24
											25
Names underlined in red printed											26
by <u>JHE</u> on 4/14/38											27

Remarks

Decisions

1		USGB decision
2		see T-6549
3		" "
4		see T-4937
5		" "
6		" "
7	applied to west point of Chernofski Hbr. a desc. name	
8		
9	changed by U.S.G.B. to Cape Aspid (see below)	
10		see T-6549
11		" "
12		USGB decision
13		
14	a desc. name - applied to East Pt. of Chernofski Hbr.	
15		U.S.G.B. decision
16	omit name on this sheet	later reports
17		USGB decision
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

Field Records Section (Charts)

H6255

HYDROGRAPHIC SHEET NO.

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

Number of positions on sheet 2826
Number of positions checked 117
Number of positions revised 6
Number of soundings recorded 7981
Number of soundings revised 42
Number of signals erroneously plotted or transferred 0

Date: Aug. 1938

Verification by Wallace A. Bruder

Time: 114^h 0^m

Review by Harold W. Murray

Time: 8½ hrs.

Ver. Corrections by ..

" ½ "

HYDROGRAPHIC SURVEY NO. H6255

Smooth Sheet Yes

Boat Sheet Three

Records; Sounding 10 Vols., Wire Drag Vols., Bomb Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals In D.R.

Landmarks for Charts (Form 567) None

Statistics In D.R.

Approved by Chief of Party Yes not signed

Recoverable Station Cards (Form 524) None

Special Chart for Lighthouse Service None
(Circular Nov.30, 1933)

Hydrography: Total Days 22 ; Last Date Sept. 5, 1937

Remarks _____

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

No. H - 6255
~~No. 17~~

{ received Mar. 7, 1938
 registered Mar. 19, 1938
 verified
 reviewed
 approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
25			
26			
30	✓	ms	Page 3 Hought
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	T. B. Reed
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VERIFIER'S REPORT

Report on H-6255
 Chief of party A.M. Sobieralski
 Extracted by W.F. Deane
 Verified & inked by Wallace A. Bruder

Surveyed in { July-Oct, 1936
 May-Sept, 1937
 Surveyed by A.M.S., G.L.B., W.F.M., I.T.S., J.L.
 Soundings plotted by W.F.D.

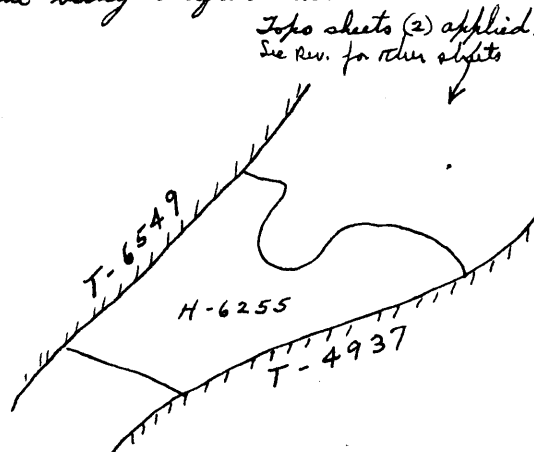
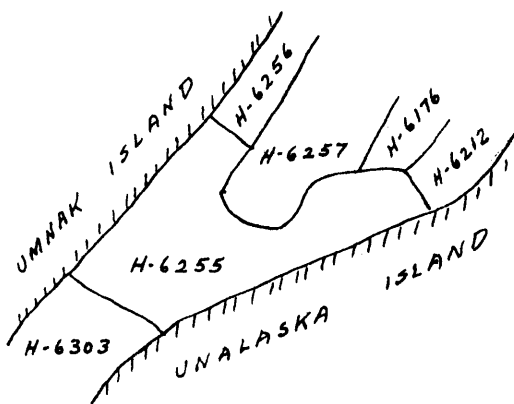
- ① The records conform to the requirements of the General Instructions, with the following exceptions:
- a. The colors of the day letters on the covers of volumes 4 and 5 were changed * ✓ from black to blue as per inside. (Change made by verifier)
 - b. Use of a period to separate degrees from minutes throughout every volume gives the appearance of degrees and tenths. A dash to replace the period hereafter is * recommended.
 - c. "Turning about" instead of just "turning" is recommended for the remarks * ✓ column whenever a line turns 180°.

② The manual depth curves were completely drawn. The overlapping curves agree very well. ✓

- ③ The field plotting was complete to the extent prescribed in the Hydrographic Manual with the following exceptions:
- a. It is recommended to always pencil the direction the sounding line curves, regardless of whether soundings were taken on the turn. (If not too congested) * ✓ The turns were pencilled in open places by the verifier.

④ The office did not have to do over any part of the drafting done by the field party. It was very well done, with the exception of blurred, uneven rock awash symbols. ✓

⑤ Four of the five adjacent contemporary sheets have their junctions complete and satisfactory. The fifth, H-6303 is at present being verified and inked. ✓



* These items not mentioned in Rev. H.W.M.

6. Remarks

- a. The field draftsman very seldom gave notes of explanation as to why certain original field notes were changed or rejected, or preference given another. ✓
Too much stress could not be put on the importance of a thoroughly detailed discussion and decision being in the remarks column.
- b. It is recommended never to obliterate original notes. A thin colored pencil line other than black with the correction over is the approved method. ✓
Throughout the entire ten volumes the approved method was never followed. ✓
The extreme case is the middle of page 34 in volume 9.
- c. The boat sheet has a red X over a sunken rock symbol that appears to be either a correction to read rock awash, or deletion of rock. The verifier has shown the rock awash symbol as the nearest sounding line is, over 30 meters away. ✓
100 meters S.W. of 50RK $\phi 53^{\circ} 27.6'$ $\lambda 167^{\circ} 50.1'$ Correction due to conflict with T-6549
- d. The verifier does not believe the words "line resumes" should come after "line turns". ✓
The line can resume only after the remarks state it was broken. ✓
- e. A shoal sounding of 11 fathoms outside a 13 seems questionable at long. ✓
 $167^{\circ} 39.1'$, 400 meters N.W. of Gulp. However the verifier checked all surrounding positions and found them to be correct. This is probably a shoal similar to the rest of the sheet. It has been inked as such.
- f. The verifier could not find any authority for the shoreline at $\phi 53^{\circ} 24.6'$ $\lambda 167^{\circ} 32' + 33.5'$ ✓
It is probably on a sheet covering Lhermafais Harbor. The shoreline and reef line were left in pencil as originally put on by field. From Field Sheet # CH37. See page 5 of P.R.
- g. Be careful of using confusing names. This was only done in * one case. That is: ✓
- | | |
|---------------------------------------|--------------------------------------|
| <u>○ Mars</u> $\phi 53^{\circ} 23.9'$ | <u>○ Mar</u> $\phi 53^{\circ} 23.1'$ |
| $\lambda 167^{\circ} 37.4'$ | $\lambda 167^{\circ} 39.7'$ |
- h. The controlling depth should be $4\frac{4}{5}$ instead of $4\frac{1}{2}$ on page 2 of this * descriptive report.
- i. ○ IRK on the hydro. sheet is shown as INC on T-4937. $\phi 53^{\circ} 22.9'$ $\lambda 167^{\circ} 42.7'$ ✓
IRK used in records, so no change. Unimportant! name changed on T-4937 sheet.

* These items not mentioned in Rev. H.W.M.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY H-6255 (1936-37) FIELD NO. U2336

Cape Aspid to Pustoi Island, Umnak Pass, Aleutian Islands
Surveyed in 1936 - 37, Scale 1:20,000
Instructions dated April 13, 1934 (SURVEYOR)

Hand Lead, Fathometer
and Machine Soundings.

3 Point fixes on shore signals.

Chief of Party - A. M. Sobieralski.
Surveyed by - Various officers.
Protracted by - William F. Deane.
Soundings plotted by - W. F. D.
Verified and inked by - W. A. Bruder.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual except that original entries in the sounding records which were in conflict with other information were frequently crossed out in such manner that the original entry was obliterated. The accepted practice is to draw a neat line through the conflicting information. (Par. 78).

In about one-third of the sounding volumes a decimal point instead of dash was used to separate the degrees and minutes of angles. (See page 107 of Hydrographic Manual).

The Descriptive Report is clear and comprehensive and satisfactorily covers all items of importance except that the approval sheet was not signed by the Chief of Party.

2. Compliance with Instructions for the Project.

The plan, character and extent of the survey comply with the Instructions for the Project.

3. Shoreline and Signals.

The shoreline and signals originate with plane table surveys: T-4937 (1936), T-6549 (1936), T-6550 (1936) and topographic map Field sheet No. CH 37. The latter sheet has not yet been registered in this office.

4. Sounding Line Crossings.

Agreement of such cross lines as were run or result from the work is satisfactory.

5. Depth Curves.

The usual depth curves may be satisfactorily drawn.

6. Junctions with Contemporary Surveys.

The junctions on the north with H-6256 (1936-37), H-6257 (1936-37) and H-6176 (1936), on the east with H-6212 (1936-37) and on the southeast with H-6303 (1936-37) are satisfactory.

7. Comparison with Prior Surveys.

No prior surveys have been made by this Bureau in this area.

8. Comparison with Charts 8802 (New Print dated Dec. 13, 1937) and 9196 (New Print dated Feb. 3, 1938)

a. Hydrography.

Hydrography shown on the chart is limited to Chernofski Harbor and originates from a reconnaissance in 1929 and soundings in 1925 and 1929 by the U. S. Coast Guard (see note on Chart 9196). This reconnaissance information is very sketchy and should be superseded by the present survey in future charting.

b. Aids to Navigation.

The entrance light in Chernofski Harbor satisfactorily marks the features intended.

9. Field Plotting.

Field protracting and plotting are excellent.

10. Additional Field Work Recommended.

Additional field work is recommended on the following shoals:

- a. On the 9-3/4 fathom sounding at lat. 53°25.3', long. 167° 33.1'.
- b. On the spit defined by the 10 fathom curve at the western approach to Chernofski Harbor in lat. 53°24.8'; long. 167° 35.05'. 3 1/2 fms. on H-6414 (1934 Add'l Work).
- c. On the 12 and 13 fathom spot defined by the 20 fathom curve at the western approach to Chernofski Harbor in lat. 53°24.7', long. 167°35.7'.
- d. On the 10-3/4 fathom sounding in lat. 53°24.2', long. 167°36.7', which defines the end of a spit extending off the point on the east side of Station Bay.
- e. On the 12 fathom spot in lat. 53°23.9', long. 167°38.5' off the point at the western entrance to Station Bay.

- f. On the 8 to 20 fathom spit in lat. $53^{\circ}23.4'$, long. $167^{\circ}50.1'$.
- g. On the 6-4/6 fathom shoal defined by the 7 fathom curve in lat. $53^{\circ}26.1'$, long. $167^{\circ}50.4'$.
- h. It is noted on page 2 of the Descriptive Report that during the current season the field party proposes to develop the 4-4/6 fathom shoal in lat. $53^{\circ}25.5'$, long. $167^{\circ}30.8'$.

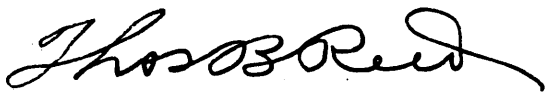
11. Superseded Prior Surveys.

There are no prior surveys made by this Bureau in this area.

12. Reviewed by - Harold W. Murray, Sept. 31, 1938.

Inspected by - E. P. Ellis.

Examined and approved:



T. B. Reed,
Chief, Section of Field Records



Chief, Division of Charts.



Chief, Section of Field Work.



Chief, Division of H. & T.

Applied to Chart Comp. 9022 Dec. 1, 1938. W. M. S. Swen
" " " " 9021 " " S. P. Seari
Applied to chart comp 9020. May, 1940. F. A. M.
" " (new) chart 9009 - Feb. 28 - 1942 P. B. C.