

6467

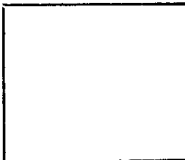
6467

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

L. Q. Colbert, Director



State: ALASKA

DESCRIPTIVE REPORT

Topographic } Sheet No. H 6467
Hydrographic }

LOCALITY

Bering Sea

Northwest Coast of Unimak Island

BROAD RIVER Cove Pt. to Olsson Pt.
Latitude 54-43 to Nipper Cove

1939

CHIEF OF PARTY

E. W. Eickelberg

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

HYDROGRAPHIC TITLE SHEET **H6467**

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. 22

REGISTER NO. H-6467

State *Alutian Islands*
Southwestern Alaska

General locality *Northwest Coast of Unimak Island*

BROAD RIVER COAST Pt. to OLSEN Pt.
Locality *Latitude 54-43 to Nipper Cove.*

Scale 1:20,000 Date of survey July 27--Sept. 13 1939

Vessel Port and Starboard Launches from Ship GUIDE

Chief of Party E. W. Eickelberg

Surveyed by G. M. Marchand and R. C. Rowse

Protracted by R. W. Lowe

Soundings penciled by R. W. Lowe

Soundings in fathoms ~~1551~~

Plane of reference MLLW

Subdivision of wire dragged areas by

Inked by Harold W. Murray

Verified by

Instructions dated March 8 1939

Remarks: Smooth prepared by Oakland Processing Office

DESCRIPTIVE REPORT
to accompany
HYDROGRAPHIC SHEET H 6467 (1939)
Project HT 231
Bering Sea
Northwest Coast Unimak Island
U.S.C. & G.S.S. GUIDE
1939

AUTHORITY- SURVEY METHODS-AREA

The authority for this work is contained in Instructions, Project HT 231, dated March 8, 1939. ✓

The sounding on this sheet was done by the launches of the Ship GUIDE. The inshore work was done by the Port Motorsailer, using the hand lead for all soundings. The offshore work was done by the Starboard Motorsailer, which used the sounding machine for about 70% of the work and hand-lead for the remaining 30%. ✓

The general system of sounding lines runs parallel to the shoreline. ✓

The area covered by this sheet is bounded on the north by a line running 320° True from Triangulation Station Casco, 1939; Latitude 54-43' on the south; the inshore limits of the sheet (which is as close to shore as was safe for launch navigation) on the east; and by a line on the west approximately one statute mile offshore, and running parallel to the shore. ✓

CONTROL

The triangulation stations were from the Geographic Positions of the 1939 scheme; datum Unalaska 1901. The Topographic control for this sheet consists of signals transferred from Topographic Sheets C, D, and E of the 1939 season; GUIDE.

Six Hydrographic signals were cut in, and one (Eye) was transferred from H 6465. All of these, with the exception of Eye, were used a number of times.

DISCREPANCIES

Soundings obtained on "e" day, starboard motorsailer, from positions 49 to 52 (Lat. 54-52.7' Long. 164-34.6) are apparently too deep. These soundings were plotted on the smooth sheet, as they had not been rejected in the field. Soundings from 21-35g, Starboard Motorsailer, were rejected by the field party because of inexperienced leadsman, and soundings 35-36g, same launch, were also rejected in the field because they were later disproved on j day. The rejected soundings have not been plotted. ✓

A list of discrepancies follows:

Latitude	Longitude	Position		Discrepancy (to nearest whole fm.)
		Starboard Motorsailer (Red)		
54 48.2	164 37.0	106 - 107	d	1 fm.
54 47.0	164 38.2	8 - 9	f	1 "
54 47.5	164 38.4	11 - 12	f	1 "
54 47.6	164 38.3	12 - 13	f	2 "
54 47.6	164 38.0	13 - 14	f	1 "
54 47.7	164 37.6	15 - 17	f	1 "
54 54.6	164 31.5	90 - 91	j	1 "
54 48.3	164 36.7	45 - 46	f	1 "
54 48.8	164 36.5	57 - 58	f	2 "
54 53.9	164 34.0		4 g	1 "
54 51.9	164 34.4	63 - 64	g	1 "
54 52.1	164 34.2	119 - 120	g	1 "
54 50.8	164 34.5		135 g	1 "
54 52.7	164 34.6	49 - 52	e	1-2 "
54 53.5	164 34.2		37 h	1 "
54 53.3	164 33.9	6 - 7	k	1 "

Port Motorsailer (Blue)

54 47.1	164 37.3		113 b	3 "
54 50.7	164 34.0	149 - 150	g	1 "
54 45.6	164 38.6	88 - 89	d	1 "
54 48.5	164 35.4	42 - 43	e	1 "
54 47.3	164 37.7	111 - 114	e	1 "
54 49.0	164 35.9	11 - 12	f	1-2 "
54 48.9	164 35.9		31 f	1 "
54 47.9	164 36.8		101 a	1 "

The above table shows that the majority of discrepancies occurred on f day of the starboard motorsailer (Red) particularly between positions 8 to 17 f inclusive. There was a light choppy swell on this day, which may account for the differences in soundings.

On the whole, the crossings are very good. The bottom covered by this sheet is generally rough in configuration and most discrepancies may be attributed to this characteristic, and to the choppy seas.

DANGERS-SHOALS

A shoal sounding of $7\frac{3}{4}$ fathoms, between positions 33 and 34 f (Red) was plotted on the smooth sheet, although it was not verified after 40 minutes of drift sounding by the Port Motorsailer, 50-64 f. (See pages 36, 37, Vol. 2). This sounding was not rejected in office H.W.M.

$\phi 54^{\circ} 47' 8''$ $\lambda 164^{\circ} 57' 4''$

A shoal sounding of 8 3/4 fms. obtained between pos. 114-115 e, port motorsailer, was rejected by the field party and therefore was not plotted on the sheet. After 40 minutes of drift sounding over the area of questionable sounding, no indication of shoaling was found.
This sdg was questioned by leadsmen as due to excessive speed.

The shoreline is generally rocky, and two areas of foul ground were located at the north end of this sheet off signals Brush and Hard, the former extending about 100 meters offshore.

A shifting of the mouth of Broad River was noted by the personnel of the port motorsailer, and is shown on the smooth sheet, with a note.

CHANNELS-ANCHORAGES

There are no channels or anchorages in the area covered by this sheet.

COMPARISON WITH PREVIOUS AND CONTEMPORARY SURVEYS

There have been no previous surveys of the area covered by this sheet.

This sheet is joined on the north by sheet Field No. 23, 1939, of the Ship GUIDE, This sheet is incomplete, and no comparison can be made at this time. H 6465⁽¹⁹³⁹⁾ joins on the west, and H 6466⁽¹⁹³⁹⁾ joins on the south. The junction with H 6468⁽¹⁹³⁹⁾ is satisfactory. The tracing of H 6465⁽¹⁹³⁹⁾ was taken by the GUIDE and is not available for a comparison. A comparison can be made in the Washington Office.

GEOGRAPHIC NAMES

The Geographic names as shown on the sheet were taken from the GUIDE'S Topographic Sheets. See "Descriptive Report for Topographic Sheets" C,D,E, 1939; GUIDE.

H-6682, F-6683 (not rec'd)

STATISTICS
to accompany
HYDROGRAPHIC SHEET H 6467 (1939)

PORT MOTORSAILER

Date 1939	Day Letter	No. of Positions	Number of Soundings Hand Lead	Wire	Statute Miles
July 27	a	161	364	--	17.9
" 28	b	122	530	--	22.7
Aug 19	c	80	336	--	18.9
" 21	d	141	616	---	31.2
" 23	e	157	622	--	28.5
" 28	f	137	444	--	21.2
Sept 5	g	66	230	--	11.2
" 13	h	89	243	--	12.0
Totals		893	3385	--	163.6

STARBOARD MOTORSAILER

Date 1939	Day Letter	No. of Positions	Number of soundings Hand Lead	Wire	Statute Miles
Aug 7	a	32	---	99	4.5
" 9	b	91	---	245	12.9
" 10	c	70	161	95	10.3
" 18	d	140	361	192	19.5
" 19	e	71	37	170	10.7
" 21	f	113	167	227	18.4
" 23	g	161	368	232	22.6
" 28	h	127	85	292	17.8
Sept 5	j	92	--	199	10.9
" 13	k	45	--	104	5.1
Totals		942	1179	1855	122.7

TOTALS OF BOTH LAUNCHES

Statute Miles of Sounding Lines	286.3
Number of Soundings	6,419
Number of Positions	1,835

Area covered by this sheet is 16.9 square statute miles.

STATEMENT
to accompany
HYDROGRAPHIC SHEET H 6467 (1939)

The smooth plotting on this sheet was done by Mr. R.W.Lowe, Assistant Engineering Draftsman, under the general supervision of Lieutenant (j.g.) W.J.Chovan, and Lieutenant(j.g.) G.R.Fish, at the Oakland Processing Office.

The soundings and depth curves were penciled by R.W.Lowe.

The completed smooth sheet has been inspected and is approved.



W.J.Chovan
Jr. H & G Engineer
Officer in Charge
Oakland Processing Office

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **H6467**

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

Number of positions on sheet	1835
Number of positions checked	15
Number of positions revised	4
Number of soundings recorded	6419
Number of soundings revised	46
Number of soundings erroneously spaced	11
Number of signals erroneously plotted or transferred	✓

Date: *Aug. 16, 1940*

Verification by *Harold W. Murray*

Time: *35 hrs*

Review by ..

Time: *3 "*

HYDROGRAPHIC SURVEY NO. H6467

Smooth Sheet Yes

Boat Sheet Yes

Records; Sounding 5 Vols., Wire Drag Vols., Bomb Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes

Landmarks for Charts (Form 567) No

Statistics Yes

Approved by Chief of Party Yes

Recoverable Station Cards (Form 524) ---

Special Chart for Lighthouse Service No
(Circular Nov.30, 1933)

Hydrography: Total Days 12; Last Date Sept. 13, 1940

Remarks _____

Remarks

Decisions

	Remarks	Decisions
1	(or Ragged Pt.)	545645
2	Do not ink pending U.S.G.B. decision	545645 OK 9/4/40
3		545640 USGB
4	Do not ink pending U.S.G.B. decision	545645 OK 9/4/40
5	"	"
6	"	"
7	"	"
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GEOGRAPHIC NAMES

Survey No.

H6467

Name on Survey

	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D. From local information	E. On local Maps	F. P. O. Guide or Map	G. Rand McNally Atlas	H. U. S. Light List	K.
<u>Cave Point</u>									1
<u>Oksenof Point</u>				US & M decision					2
<u>Unimak Island</u>									3
<u>Broad R. Paganini R.</u>									4
<u>Sixty R. Winding Cr.</u>									5
<u>Nipper Cove</u>									6
<u>Nipper Cr.</u>									7
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Names underlined in red approved
by L. Heckon 7/20/40

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY DESCRIPTIVE REPORT PHOTOSTAT OF	}	No. H H6467 No. I	{	received May 29, 1940 registered June 5, 1940 verified reviewed approved
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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			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	T. B. Reed
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✓ JBR

LAC
HRC

TIDE NOTE FOR HYDROGRAPHIC SHEET

June 6, 1940

Division of Hydrography and Topography:

✓ Division of Charts: Attention: Mr. H. R. Edmonston

Tide Reducers are approved in
5 volumes of sounding records for

HYDROGRAPHIC SHEET 6467

Locality Northwest coast of Unimak Island, Cave Point to Oksenof Point, Alaska

Chief of Party: E. W. Eickelberg in 1939
Plane of reference is mean lower low water reading
4.4ft. on tide staff at Cape Sarichef
13.4ft. below B.M. 1
1.2 ft. on tide staff at Cape Mordvinof
6.5 ft. below B.M. 1

Height of mean high water above plane of reference is 4.7 feet at
Cape Sarichef; 5.9 feet at Cape Mordvinof.

Condition of records satisfactory except as noted below:


Chief, Division of Tides and Currents.

VERIFIER'S REPORT OF HYDROGRAPHIC SURVEY NO. H-6467(1939)

Verified and Inked by *Harold W. Murray*

Date *Aug. 16, 1940*

1. ✓ The descriptive report was consulted and appropriate action taken.
2. ✓ ^{important} Soundings originating with the survey and mentioned in the descriptive report have been verified, including latitude and longitude.
3. ✓ All references to survey sheets mentioned in the descriptive report include the registry number and year.
4. ✓ Geographic names of hydrographic features are in slanting lettering and of topographic features in vertical lettering.
5. All items effecting the plotting of the survey which are entered ✓ in the remarks columns of the sounding records were noted and check marked. In all cases appropriate action was taken.
6. ✓ All positions verified instrumentally were check marked in the sounding records.
7. ✓ All critical soundings are clear and legible.
8. ✓ The metal protractor has been checked within the last three months.
9. ✓ The protracting and plotting of all bad crossings were verified.
10. ✓ All detached positions locating critical soundings, rocks or buoys were verified.
11. ✓ The boat sheet was compared with the smooth sheet.
12. ✓ The spacing of soundings as recorded in the records was closely followed.
13. ✓ The bottom characteristics were shown on outstanding shoals.
14. ✓ The reduction and plotting of doubtful soundings were checked.

15. ✓ The transfer of contemporary topographic information was carefully examined.
16. ✓ All junctions were transferred.
17. ✓ The notation "JOINS H " was added for all contemporary adjoining or overlapping sheets now registered.
18. ✓ The depth curves have been drawn to include the significant depths.
19. ✓ All triangulation stations and transfer of topographic and hydrographic signals were checked by the field party.
20. ✓ Heights of rocks were checked against range of tide.
21. ✓ Rocks transferred from topographic survey have a dotted curve where shown thereon.
22. ✓ Unnecessary pencil notes have been removed.
23. ✓ Objects on which signals are located and which fall outside of the low water line have been described on the sheet.
24. ✓ The low water line and delineation of shoal areas have been properly shown (see letter of October 20, 1934).
25. ✓ Degree and minutes values and symbols have been checked.
26. ✓ Source of shoreline and signals (When not given in report).
27. ✓ Depth curves were satisfactory except as follows:

28. ✓ Sounding line crossings were satisfactory except as follows:

29. ✓ Junctions with contemporary surveys were satisfactory except as follows:

30. ✓ Condition of sounding records was satisfactory except as follows:

31. ✓ The protracting was satisfactory except as follows:

32. ✓ The field plotting of soundings was satisfactory except as follows:

33. ✓ Notes to reviewer: *None.*

DIVISION OF CHARTS

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6467 (1939) FIELD NO. 22

Aleutian Islands, Northwest Coast of Unimak Island,
Broad River to Oksenof Pt.

Surveyed in July - September 1939, Scale 1:20,000
Instructions dated March 8, 1939 (GUIDE)

Soundings:

Machine and Hand Lead

Control:

Three point fixes on shore signals

Chief of Party - E. W. Eickelberg.

Surveyed by - G. M. Marchand and R. C. Rowse.

Protracted by - R. W. Lowe.

Soundings plotted by - R. W. Lowe.

Verified and inked by - Harold W. Murray.

Reviewed by - Harold W. Murray, August 16, 1940.

Inspected by - H. R. Edmonston.

1. Shoreline and Signals.

The authority for the shoreline and signals is given in the Descriptive Report, page 1. Topographic sheet "E" of 1939 referred to therein has not been received in the office as of this writing.

2. Sounding Line Crossings.

General agreement of sounding line crossings is satisfactory. A more detailed analysis of the cross line agreement is contained in the Descriptive Report, pages 1 to 3.

3. Depth Curves.

The usual depth curves may be satisfactorily drawn.

4. Junctions with Contemporary Surveys.

- a. The junctions on the northwest with H-6465 (1939) and on the south with H-6466 (1939) are excellent.
- b. The junction on the north with Field Sheet No. 23 of 1939 will be considered when that sheet is received in the office.

5. Comparison with Prior Surveys.

No prior surveys have been made by this Bureau in the area covered by the present survey.

6. Comparison with Chart 8860 (New Print dated July 13, 1939)

Several soundings shown on the chart originate with miscellaneous sources and have been charted as far back as the 1909 Edition of Chart 8802. These soundings are all consistently too shoal. One sounding, a 24 fathom depth off Ragged Point on the north falls nearly a half mile inland on the present survey. These soundings should be disregarded.

7. Condition of Survey.

- a. The sounding records are neat, legible and conform to the requirements of the Hydrographic Manual.
- b. The field protracting and plotting were satisfactory.
- c. The Descriptive Report is clear and satisfactorily covers all matters of importance.
- d. The shoreline changes indicated in red on the present survey at the mouth of Broad River was determined on July 28, 1939 (Pos. 71b, blue) and supersedes the delineation on T-6682 of June 1939. The mouth of this river as noted on the topographic sheet frequently changes in position.

8. Compliance with Instructions for the Project.

The plan, character and extent of the survey satisfies the instructions for the project.

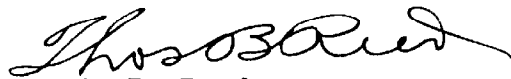
9. Additional Field Work Recommended.

This is an excellent survey and no additional field work is required.

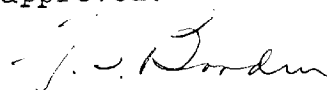
10. Superseded Surveys.

None.

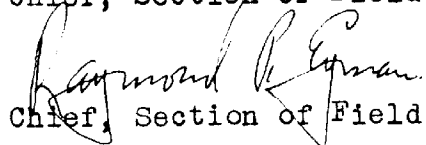
Examined and approved:



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



Chief, Division of Charts.



Chief, Section of Field Work.



Chief, Division of H. & T.

Applied to charts 8860 & 8802 Nov. 1940 J.M.A.