

6488

6488

Form 504
Rev. April 1935

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic
Hydrographic } Sheet No. 2239-40
H-6488

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

MAR 3 1941

Acc. No.

State S.W. Alaska

LOCALITY
to northward,
Cherni Island & ~~Vicinity~~ Sandman

Reefs, Alaska

1940

CHIEF OF PARTY

L. D. Graham

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. 2239-10

H6488

REGISTER NO. H-6488

State S.W. Alaska

General locality Alaska Peninsula Sandman Reefs

Locality Sandman Reefs - Cherni Island to northward

Scale 1:20,000 Date of survey Summer, 1939
1940

Vessel DISCOVERER

Chief of Party G. C. Jones - L. D. Graham

Surveyed by G. C. Jones, V. M. Gibbens, J. T. Jarman

Protracted by W. Weidlich

Soundings penciled by W. Weidlich

Soundings in fathoms ~~FEET~~

Plane of reference M.L.L.W.

Subdivision of wire dragged areas by

Inked by G. F. Jordan

Verified by G. F. Jordan

Instructions dated March 18, 1938

Remarks: Project HT-219

NOTES FOR DESCRIPTIVE REPORT

HYDROGRAPHIC SHEET

FIELD NO. 2239-40 (1940)

REGISTER NO. H-6488

Foreward:

Work on this sheet was begun during the 1939 season with a camp party under Lieut. V. M. Gibbens, based at Cherni Island. It was continued during the 1940 season with a camp party based in the same locality under Lieut. J. T. Jarman. The 1940 Cherni Island Camp was established June 14, 1940. Weather was extremely poor. The following tabulation, showing days worked and work accomplished by months, bears out the above statement:

	<u>Stat. Mi. Sdg.</u>	<u>Days Worked</u>
June	70.8	$3\frac{3}{4}$
July	195.9	$7\frac{1}{2}$
August	111.7	$5\frac{1}{2}$
September	84.2	$4\frac{1}{2}$

In 1939 Lieut. Gibbens made a practice of running 200 meter lines over the entire sheet with splits being inserted where necessary. By the end of the season it was apparent that development would reach a maximum. With the hope of eliminating some of the development in 1940, it was decided to run 300 to 400 meter lines in depths above 20 fathoms, 200 meter lines in depths 15 to 20 fathoms, and 150 meter lines in depths below 15 fathoms. Enough development was included with the above system of lines so that all depth curves could be completely drawn. (In areas around reefs and islands where the bottom slope is steep, information

for the 5 fathom and lesser curves is sometimes missing due to the danger of getting the sounding launch in too close to the rocks.) Originally it was the intention to feel over all shoals of 10 fathoms or less with the hand lead. Due to lack of decent weather, only a few (about 1/3) of the shoals have been felt over for least depth. This sheet as it now stands is complete except for obtaining the least depth by feeling, and it is doubtful if the importance of the area warrants spending any more time in the vicinity. The writer feels that a few of the shoals which are less than 5 fathoms should be felt over, but that the majority of them should be accepted without any additional work.

1. Date of Instructions:

Project HT-219, March 18, 1938. ✓

2. Survey Methods:

Triangulation stations and Topographic signals recovered and built in advance furnish the necessary control. ✓

Standard survey methods of the Service were used throughout the survey. However, it should be noted that the machine method of sounding was used in some cases in depths ordinarily reserved for the hand lead where heavy kelp existed. In such areas, it is practically impossible to manipulate the hand lead properly, and the slow hand lead speed allows the intake to the launch motor cooling system to become clogged with kelp. The above statement applies particularly to the area about 1⁶ Longitude in width, which begins at signal WEST and extends due north for about 4 miles. ✓

No notes are available for work completed during the 1939 season. However, it is definitely known that no courses were entered in the 1939 sounding volumes. An attempt will be made to explain but not necessarily to justify the above action. To begin with, Lieut. Gibbens had an exceptional Coxswain. In general, his N'ly courses were 345° mag. and S'ly courses 165° mag. Plotting was accomplished in a dog house located on the stern of the sounding vessel. The Coxswain was able to look ✓

Topographic detail and Signals from T 6698, T 6699, T 6702 (1939)

over the Plotter's shoulder and note the progress of the boat from Fix to Fix. He was intelligent enough to estimate distances on both the Sheet and over water, and therefore, made changes in the vessel's course when ever he felt it necessary. Furthermore, he kept close watch on the vessel at each stop, noting how she fell off and making proper allowances when starting up after each sounding. The recorder was forward, and acoustics being poor, it would have been impossible for the Coxswain to inform the recorder of all changes.

3. Discrepancies:

Breaker: Latitude $54^{\circ} 39.6'$ or $54^{\circ} 39.85'$ } $2\frac{5}{8}$ fms in 9 fms
 Longitude $162^{\circ} 24.7'$ } $162^{\circ} 25.10'$

The Topographer shows one cut (dotted line) to this breaker and requested that the Hydrographer investigate it. No location of this breaker was secured, but it is approximately in the vicinity of the above Latitude and Longitude. The above area is covered with heavy kelp and was too dangerous to investigate except at high tide with a calm sea. Breaks in moderate or heavy swell; least depth secured nearby, $2\frac{1}{2}$ fathoms.

Penciled cut
erased from
T-6699.
 $2\frac{5}{8}$ sounding
satisfactory.
J.A.M.

Danger: Breaker: Latitude $54^{\circ} 40.95'$
 Longitude $162^{\circ} 19.4'$

Located by two sextant cuts (see Vol. 21, P. 12, positions 10 dd and 11 dd).

Breaks only in a moderate or heavy swell; kelp in vicinity. Too dangerous to investigate except at high tide with a calm sea, a combination which was not available during the season.

Breaker: Latitude $54^{\circ} 40.5'$
 Longitude $162^{\circ} 21.2'$

Located by the Topographer; breaks in any swell; see Boat Sheet for area affected. Not felt over due to lack of favorable conditions. One

Boat Sheet retained in field. Penciled breaker on T-6699 too indefinite, so erased. * and shoal soundings sufficient indications of danger. J.A.M.

small breaker, ^{1/2 fm plotted as *} near the south edge of the area was located by sextant fix (see Vol. 21, P. 24, Pos. 69 ee) Kelp in the vicinity.

Breaker: Latitude 54° 41.95' ✓
Longitude 162° 26.7'

~~located by the Topographer;~~ breaks in light swell; surrounded by kelp. Not felt over due to lack of favorable conditions.

Breaker: Latitude 54° 46.48' ✓
Longitude 162° 22.4'

~~located by the Topographer.~~ Not possible to feel over the area except at high tide with a calm sea. Breaks in a light swell; surrounded by kelp.

The following are spots which should have been investigated (felt over) for least depth but were not due to a lack of good working days.

Latitude 54° 40.7') - ⁴ 3 5/6 fm. spot, kelp. ✓ | ✓
Longitude 162° 24.55')

Latitude 54° 41.1') - 4 5/6 fm. spot, kelp. ✓ | ✓
Longitude 162° 24.5')

Latitude 54° 39.7') - 1 1/2 fm. spot, kelp. ✓ | ✓
Longitude 162° 24.1')

Latitude 54° 40.05') - 4 1/2 fm. spot, kelp. ✓ | ✓
Longitude 162° 23.75')

Latitude 54° 40.4') - 5 fm. spot, kelp. ✓ | ✓
Longitude 162° 23.65')

Latitude 54° 40.35') - 4 5/6 fm. spot, kelp. ✓ | ✓
Longitude 162° 24.2')

Latitude 54° 42.3') - ^{4 5/8} 5 fm. spot, kelp. ✓ | ✓
Longitude 162° 20.3')

Latitude 54° 42.3') - 4 1/8 fm. spot, kelp. ✓ | ✓
Longitude 162° 19.4')

In Latitude 54° 45.5', Longitude 162° 25.9' the Ship^{H6485} found ¹⁰ 9 fms. while the launch in feeling over the spot for least depth, could not find

anything under 11 fathoms (see note Vol. 12, P. 56, "b" day) *did not investigate correct location - boat sheet position in error 150 m.*

The launch hydrographic party does not believe that the ¹⁰ 9 fathom sounding exists. This sounding was obtained with the 312 type ^{on H6485} fathometer and it is possible that the reader mistook a stray for a sounding.

Retain - not investigated

Crossings on this sheet are good with one exception. (see note, Vol. 17, P. 58 and 59, which recommends that soundings between 135 s and 138 s be rejected.) Beginning with Pos. 138 s and there after, soundings are satisfactory. Launch #37 is one-man control, that is, the duties of Engineer and Coxswain are combined into one job. The operator can not see the wire. Furthermore, there is no absolute neutral on this launch, there being a slight tendency for the boat to move ahead when the control lever is in a neutral position. The above factors, coupled with a following sea plus slight lapse of attention by the operator, caused the wire to lead aft at times.

4. Dangers:

The entire area covered by this sheet is a danger to deep sea navigation. In general, the area has a very irregular bottom with many shoals of 10 fathoms or less which are usually marked by kelp. There are also many rocky islets and rocks awash visible. There is usually deep water between shoals or between rocky islets so that a navigator with local knowledge can take a vessel of shallow draft thru the area safely. There is good water for small boats of the type used by local fisherman.

The bare area due north of signal GAP is covered with heavy kelp. The water is shoal and it was not practical to sound over it with the launch. On "c" day after position 8 c, the line turned right, and the launch was on course 90° T. for 200 meters to pick up a new line. At approximately Latitude 58° 38.2', Longitude 162° 24.35',

the launch struck a submerged reef (low tide) and bent the propellor and shaft. It was noted after striking that the area appeared to be shoal over considerable area.

The area between the 2 fm. spot, (Lat. $54^{\circ} 43.4'$, Long. $162^{\circ} 22.7'$) and signal ~~LKS~~^{TEE} is shoal, kelp-covered and should be avoided. It is believed that the above 2 fm. spot is on the under-water extension of the north end of the island.

Two additional dangers to be avoided by small boatmen are as follows:

- a. Breaker: Latitude $54^{\circ} 37.45'$
Longitude $162^{\circ} 22.75'$
(See Vol. 20, P. 3, Pos. 1z) plotted *
- b. Rock Awash: Latitude $54^{\circ} 39.3'$
Longitude $162^{\circ} 22.3'$
(See Vol. 18, P. 3, Pos. 39s)

5. Channels:

None.

6. Anchorage:

Excellent small boat anchorage in bight formed inside the Topo signals VIM, US and TAN is available. (Lat. $54^{\circ} 39.08'$, Long. $162^{\circ} 22.25'$). Bottom is rocky but kelp on bottom decreases chances of dragging. Protection from the seas is good, any direction.

A fair small-boat anchorage is found in Lat. $54^{\circ} 37.78'$, Long. $162^{\circ} 22.4'$. Bottom is sandy; protection from the seas any direction except the S. W.

An emergency anchorage for larger vessels may be had in Lat. $54^{\circ} 38.1'$, Long. $162^{\circ} 23.35'$. Protection is good from the S. E. or N. E. and poor from the N. W. or S. W. Bottom is rocky, depth 16 fms. and holding ground is fair. Difficult to enter without local knowledge. In approaching, avoid the $4 \frac{1}{6}$ fm. spot marked by kelp, Lat. $54^{\circ} 36.8'$

Long. 162° 24.0'.

A similar emergency anchorage may be had in Lat. 54° 37.8',
Long. 162° 20.3'. Protection is fair from the N. W. or S. W.; bottom
is rocky; holding ground is fair. This anchorage is more accessible
to a stranger than the one mentioned above.

7. Comparison with previous Surveys:

No previous surveys exist of this area.

8. Wire-Drag Groundings:

None.

9. Geographic Names:

None.

10. Statistics:

<u>Date.</u>	<u>Day Letter.</u>	<u>Soundings.</u>		<u>Positions.</u>	<u>Miles of Sounding.</u>	
		<u>H.L.</u>	<u>Machine.</u>		<u>H.L.</u>	<u>Machine.</u>
7-27-39	a (red)		495	149		37.9
28	b		261	74		15.7
29	c		182	70		17.5
8-1-39	d		288	108		39.0
2	e		415	138		26.6
3	f	461	192	167	10.3	9.5
4	g		182	48		15.6
7	h		15	5		0.7
8	j		38	14		2.7
9	k		466	130		35.2
10	l		397	124		28.2
12	m		227	72		14.1
15	n	34	435	156		28.4
16	p	434	10	90		10.9
18	q		346	97		30.2

<u>Date.</u>	<u>Day Letter.</u>	<u>Soundings.</u>		<u>Positions.</u>	<u>Miles of Sounding.</u>	
		<u>H.L.</u>	<u>Machine.</u>		<u>H.L.</u>	<u>Machine.</u>
8-21-39	r (red)		416	121		34.3
22	s	22	393	135		32.5
23	t		62	27		3.1
24	u		477	153		35.7
28	v	10	422	146		27.1
9-1-39	w		183	49		10.0
2	x		73	24		3.2
7	y	9	144	50		8.2
9	z	17	415	125		27.8
12	aa		496	160		20.3
13	bb		332	111		16.7
14	cc	117	31	36		3.0
18	dd		487	169		25.4
19	ee		147	39		7.4
Totals, Port M.S.		1104	8027	2787	10.3	566.9

Date	Day Letter	Launch #87 Sounding		Positions		Miles of Sounding	
		H.L.	Machine	H.L.	Machine	H.L.	Machine
6-19-40	a (blue)		303		94		17.4
24	b		348		124		19.3
25	c		19		9		1.1
26	d		244		102		15.1
27	e		168		61		11.2
29	f		101		40		6.7
7-1-40	g		354		126		24.1
2	h		455		184		31.0
13	j	94	51	30	25	3.4	3.5
14	k		125		66		8.6
18	l	62	282	24	136	1.6	20.7
22	m		224		96		15.5
23	n		303		155		19.4
24	p		325		138		21.2
25	q		315		134		21.7
29	r		386		158		25.2
8-1-40	s	211	50	45	18	3.5	3.2
12	t		107		40		7.5
14	u	14	350	5	142	0.4	28.2
15	v		363		151		28.2
19	w		409		169		28.6
23	x		19		19		---
24	y		184		93		10.8
29	z		29		17		1.3
9-3-40	aa		317		160		18.4
4	bb		367		170		22.1

Date	Day Letter	Sounding		Positions		Miles of Sounding	
		H.L.	Machine	H.L.	Machine	H.L.	Machine
9-8-40	cc (blue)		162		77		9.8
10-	dd		17		11		0.9
11	ee	115	260	44	132	3.8	16.6
13	ff		244		117		12.6
Total #87		496	6881	148	2964	12.7	449.9

Totals, Both Launches:

Number of Hand Lead Soundings	1600
" " Wire	15908
" " Positions	5899
" " Statute Miles, Hand Lead Soundings	23.0
" " " " Wire	1016.8
Area Square Statute Miles	63.5

Note:

Statistics for Launch #87 are complete and correct. Records covering work by the Port Motor Sailer have been submitted to the Processing Office and consequently, there is no check on the statistics for this launch. They should be checked before they are included in the smooth descriptive report.

Respectfully submitted,

J. T. Jarman
 J. T. Jarman
 Jr. H. & G. E.

Approved & Forwarded

L. D. Graham

L. D. Graham
 H. & G. E.
 Comdg. Ship DISCOVERER

Remarks:

The signal in Latitude $54^{\circ} 45.3'$, Longitude $162^{\circ} 22.9'$ was originally unnamed on the boat sheet. The Hydrographer first called it PIP but later noticed that the Topographer had called it TEE. The records were revised but the above note is included with this report in case some of the changes were overlooked.

Originally, it was the intention for this Sheet to extend eastward to a Meridian passing through Goose Island. Since there are 21 volumes for this Sheet as it now stands, it is recommended that it be considered a complete Sheet, and a new sheet be made to cover the unfinished area between the present eastern limit and Goose Island.

GEOGRAPHIC NAMES:

THE CLUBBING ROCKS:

This name applies to three islets at the western limits of Sandman Reefs. They are at:

	(1)	(2)	(3)	
Latitude	54° 44.25'	54° 42.85'	54° 42.10'	✓
Longitude	162° 28.20'	162° 26.65'	162° 26.65'	

and carry triangulation stations DAY 1936 and TOP 1936 and topographic signal SLIP.

The name was furnished by the field party who acquired it on questioning informed local citizens. The name was established by the ancient custom of resorting to these rocks to kill seal by clubbing. ✓



Geo. L. Bean,
Officer in Charge,
Seattle Processing Office.

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **H6488**

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

Number of positions on sheet	<u>5899</u>
Number of positions checked	<u>176</u>
Number of positions revised	<u>08</u>
Number of soundings recorded	<u>17,508</u>
Number of soundings revised	<u>51</u>
Number of soundings erroneously spaced	<u>0</u>
Number of signals erroneously plotted or transferred	<u>0</u>

Date: *Aug. 8, 1941*

Verification by *G. F. Jordan*

Time: *140 hrs*

Review by *J. A. McCormick 8/26/41*

Time: *8 hrs.*

HYDROGRAPHIC SURVEY NO. H6488

Smooth Sheet One

Boat Sheet Retained by Ship DISCOVERER

Records; Sounding 21 Vols., Wire Drag Vols., Bomb Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes

Landmarks for Charts (Form 567) Yes

Statistics Yes

Approved by Chief of Party Yes

Recoverable Station Cards (Form 524) None

Special Chart for Lighthouse Service -----
(Circular Nov.30, 1933)

Hydrography: Total Days 59; Last Date Aug, 8, 1940

Remarks _____

Remarks

Decisions

1		545620 U.S.G.B.
2		
3	Do not link pending US&B decision.	
4		
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M 234		

GEOGRAPHIC NAMES
 Survey No. **H6488**

Name on Survey											
	A	B	C	D	E	F	G	H	K		
Cherni Island											1
Sandman Reefs											2
The Clubbing Rocks											3
											4
											5
											6
			L Heck		4(15)4)						7
											8
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											27

VERIFIER'S REPORT OF HYDROGRAPHIC SURVEY NO. H **H6488**

Verified and Inked by *G. F. Jordan*

Date *Aug. 8, 1941*

1. The descriptive report was consulted and appropriate action taken. ✓
2. 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. *Boat sheet was withheld by "Discoverer"*
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. *H6485 (1939-1940) not verified.*
Junction made. J.A.M.
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: *noted in report* ✓

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:

~~Lat. 51° 37.55'~~
~~Long. 102° 21.51'~~ *Rock location changed on advance print*

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT
~~PHOTOSTATIC~~

No. H **H6488**
~~No. H~~

received Mar. 3, 1941
 registered Mar. 4, 1941
 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	✓	<i>WJH</i>	Pages 6 + 7
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	T. B. Reed
----	------------

✓ *TBR*

RAC
H.P.

TIDE NOTE FOR HYDROGRAPHIC SHEET

March 21, 1941

Division of Hydrography and Topography:

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

Tide Reducers are approved in
21 volumes of sounding records for

HYDROGRAPHIC SHEET 6488

Locality Cherni Island to Northward, Sandman Reefs, S. W. Alaska.

Chief of Party: G. C. Jones in 1939-1940.

Plane of reference is mean lower low water

1.0 ft. on tide staff at Cherni Island

14.8 ft. below B.M. 1

6.2 ft. on tide staff at King Cove

23.0 feet below B. M. 2

Height of mean high water above plane of reference is 5.9 feet at
Cherni Island; 6.0 feet at King Cove.

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF HYDROGRAPHIC SURVEY NO. 6488 (1939-40)
FIELD NO. 2239-40

S. W. Alaska; Sandman Reefs; Vicinity of Cherni Island
Surveyed in 1939-40, Scale 1:20,000
Instructions dated March 18, 1938 (DISCOVERER)

Soundings: Hand Lead
and Machine Type 312
Fathometer

Control: Sextant Fixes on
Shore Signals

Chief of Party - G. C. Jones; L. D. Graham
Surveyed by - G. C. Jones; V. M. Gibbens; J. T. Jarman
Protracted by - W. Weidlich
Soundings plotted by - W. Weidlich
Verified and inked by - G. F. Jordan
Reviewed by - J. A. McCormick, August 25, 1941
Inspected by - H. R. Edmonston

1. Shoreline and Signal Sources

T-6698, T-6699, and T-6702 of 1939.

2. Sounding Line Crossings

Satisfactory.

3. Depth Curves

Satisfactory.

4. Adjoining Surveys

Agreement of present survey depths with those of H-6485 (1939-40) on the west is remarkably good considering the lumpy nature of the bottom. Other adjoining surveys have not been received from the field.

5. Previous Surveys

The Coast and Geodetic Survey has made no previous surveys of this area.

6. Chart 8860 (New Print of November 25, 1940)

Information now charted in this area is entirely of a topographic nature and is mostly from the 1939 topographic surveys. Hunt Island, charted in Lat. $54^{\circ} 47'$, Long. $162^{\circ} 23'$, a group of four rocks to the east, and a sunken rock to the southwest are holdovers which appeared on the first edition of Chart 8860. The bare rock southeast of Hunt Island is from T-6698 (1939). The sketchy nature of the outside information from which the early charts of the area were compiled is readily apparent when the first edition is compared with the latest print. Non-appearance of Hunt Island on T-6698 is sufficient to disprove that island's existence. Depths of 10 to 40 fathoms on the present survey make its non-existence doubly certain and are accepted as disproving the other questioned features.

7. Condition of Survey

Satisfactory.

8. Compliance with Project Instructions

See following paragraph.

9. Additional Field Work Recommended


The descriptive report, pages 4 and 5, lists principal features which should have been more closely investigated. Several more could be added to that list. Further expenditure of time and funds is not considered warranted in this area. It is not an area recommended for general navigation and should be approached with the realization that considerably shoaler depths may and quite probably do exist in the fouler portions.


20
25

Examined and Approved:


Chief, Surveys Section


Chief, Division of Charts


Chief, Section of Hydrography


Chief, Division of Coastal Surveys

Applied to drawing of Chart 8701 - Sept 8, 1941 - J.W.

" " " " " 8860 - Sept 16, 1941 - J.W.

" " " " " New Chart no 8705 June 23, 1942 J.H.S.