

6507



Form 504  
Rev. April 1935  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

**DESCRIPTIVE REPORT**

Topographic }  
Hydrographic } Sheet No. H-6507  
Field No. 2238

U. S. COAST & GEOD. SURVEY  
LIBRARY

MAR 19 1940

Acc. No. \_\_\_\_\_

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State Alaska

LOCALITY

South side Unalaska Island

Cape Aiak, Eastward

To Tower Point

---

1938 & 1939

CHIEF OF PARTY

A. M. Sobieralski & Ray L. Schoppe

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



6507

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. 2238

REGISTER NO. H-6507

State Alaska ALUTIAN IS.

General locality South side Unalaska Island

Locality Cape Aiak, Eastward To TOWER POINT

Scale 1:20,000 Date of survey 7/25/38 to 8/23/39, 19

Vessel Ship SURVEYOR, WILDCAT, and Launches

Chief of Party A. M. Sobieralski and Ray L. Schoppe

Surveyed by RLS, CAE, JMS, EBR, JB, JDT, HJO, DES

Protracted by J.B. & H.C.P.

Soundings penciled by H.C.P.

Soundings in fathoms FSSX

Plane of reference M. L. L. W.

Subdivision of wire dragged areas by

Inked by R.H. Carstens

Verified by R.H. Carstens

Instructions dated February 3, 19 38

Remarks:

DESCRIPTIVE REPORT

to accompany

Field Sheet No. 2238

Register No. H-6507

U.S.C. & G.S.S. SURVEYOR and Launches

Ray L. Schoppe, H. & G. Eng., Comdg,

Project HT - 176

S. Side Unalaska Island,

Aleutian Islands, Alaska,

General vicinity of Cape Aiak,

Scale 1: 20,000

INSTRUCTIONS

This survey was executed under authority of the Director's Instructions to the Commanding Officer of the U.S.C. & G.S.S. SURVEYOR dated February 3, 1938, for project HT-176.

GENERAL LOCALITY

The area covered by this sheet is bounded by Cape Aiak, a point 12 miles northeast of same, and about 2 miles southeast of these points, on the south side of Unalaska Island.

LIMITS OF SHEET

The sheet joins field sheet No. 2537, Register No. H-6378 to the northeastward, field sheet No. 2136 to the southwestward, and offshore sheet field No. 8136, Register No. H-6377.

(1931-32)

H 6229 (1936-37)

(1936-37-38)

GENERAL DISCUSSION

Due to the many rocks, islands, reefs and pinnacles, the waters along the entire shoreline to a distance of a mile offshore is typical pinnacle country and should be avoided by ships. Because of the crookedness of the shoreline, landings can be made in bights behind islands, reefs, rocks, etc., from small boats in fairly heavy weather. However, should this area ever be important enough to have large ships enter these waters, the area should be wire dragged to establish positively the location or absence of sunken pinnacles.

The beach is generally rocky with occasional sandy bights. Vertical rock cliffs of several hundred feet in elevation are conspicuous along parts of the beach area.

Deep water is encountered fairly close to shore, the 20 fathom curve running about a mile to a half mile offshore.

The currents along the coast within the limits of this sheet were

comparatively light, judging from currents encountered close inshore ✓  
at other parts of Unalaska and Umnak Islands.

A southerly swell beats into the coast at all times except when ✓  
flattened out by northerly or northwesterly winds.

GEOGRAPHICAL NAMES

*Long. Report description*

LANCE POINT - This name has been designated for the point at Lat. 53° 20', Long. 167° 19'. Reference to this point is made on page 357 ✓  
of Part II, Coast Pilot, Alaska, - 1938. 25

SURVEY METHODS

The position of all soundings on this sheet were determined by sextant ✓  
fixes on objects or signals ashore. All signals were located by plane table  
or theodolite in accordance with standard practice.

Depths were determined by fathometer, wire or hand lead. On the  
SURVEYOR fathometer No. 1, type 312, Ser. No. 312104AB was used. All ✓  
fathometer soundings were corrected for temperature, salinity, etc., in ✓  
accordance with the Hydrographic Manual and Field Memorandum No. 3, dated  
June 11, 1936. These corrections were computed as set forth in the fatho- ✓  
meter reports for the years 1938 and 1939. Copies of the corrections are ✓  
attached to the front of Volume No. 1 of this sheet.

DISCREPANCIES

About 6% of cross lines were run and the following discrepancies ✓  
were noted:

Pos. 1A to 5A -- Lat.  $53^{\circ} 17.2$  to  $16.4$  Long.  $167^{\circ} 25.2$  to  $26.0$   
 failure to cross by as much as 2 fathoms, in a depth of 35 fathoms.  
 Some of this discrepancy is caused by dropping 3 feet from the shoaler  
 sounding and nothing from the deeper.

Pos. 221A - Lat.  $53^{\circ} 17.5$  Long.  $167^{\circ} 24.2$  Difference 2 fms. in 35  
 " 139 to 143C - "  $53^{\circ} 18.5$  "  $167^{\circ} 18.4$  " 2 " " 34

From 139 to 143C the soundings seem to be from 1 to 2 fathoms deeper  
 than the ones they cross. There would be better agreement if these  
 soundings were reduced 1 fathom.

The junction of the launch work with the ship work, on the whole,  
 showed very good agreement, except at the following:-

Before Pos. 65C (SURVEYOR) Lat  $53^{\circ} 21.3$  Long  $167^{\circ} 16.0$  Diff. 2 fms. in 20  
 Pos. 12c (Launch 3) Lat.  $53^{\circ} 19.0$  Long  $167^{\circ} 18.1$  Diff. 2 fms in 30  
 Pos. 14B (SURVEYOR) "  $53^{\circ} 18.1$  Long  $167^{\circ} 22.6$  " 2 " " 34  
 " 126c (Launch 4) "  $53^{\circ} 19.5$  "  $167^{\circ} 18.5$  " 2 " " 18

no adjustment of discrepancies was made. etc

on turn irregular bottom

DEVELOPMENTS

Attention is called to unusual soundings listed, on which extra  
 development was done, and the least depths that were found.

Position No.	Latitude	Longitude	Depth (fms)
after 1A, 17A & 21A (Wildcat)	$53^{\circ} 16.5$	$167^{\circ} 26.9$	23
45h (Motor Sailer)	$17.05$	$28.0$	11
129d " "	$17.36$	$27.0$	18
76h " "	$17.8$	$27.6$	$8 \frac{3}{4}$
105h " "	$17.86$	$27.2$	13
28j " "	$18.1$	$26.34$	$10 \frac{1}{2}$
125g " "	$18.7$	$26.5$	2

DEVELOPMENTS (Continued)

	Position No.	Latitude	Longitude	Depth (fms.)
	152h (Motor sailer)	53° 19.65' ✓	167° 24.6' ✓	5 ✓✓
after	68j " "	19.57' ✓	24.18' ✓	9-3/4 ✓✓
	162j " "	20.2' ✓	22.8' ✓	1-1/6 ✓✓
	218j " "	19.7' ✓	22.28' ✓	10-1/4 ✓✓
after	217B (SURVEYOR)	18.82' ✓	19.82' ✓	13 ✓✓
after	97c (Launch #4)	19.27' ✓	19.7' ✓	8 ✓✓
	21c and 29c "	19.15' ✓	17.9' ✓	14 ✓✓
	107c (Motor sailer)	22.77' ✓	13.42' ✓	3-1/6 ✓✓
(after 82b Launch #4)	45c (Motorsailer)	22.55' ✓	13.3' ✓	10-1/4 ✓✓
	129C (SURVEYOR)	19.95' ✓	14.4' ✓	29 ✓✓
	187B (SURVEYOR)	18.54' ✓	17.7' ✓	24 ✓✓
after	149A (SURVEYOR)	18.45' ✓	19.44' ✓	29 ✓✓

It should be noted that the development of shoal spots was hindered by rough water. On more than one occasion, the SURVEYOR had to run close inshore, in the bight north of Triangulation Station CLAIRE, to get out of the swell sufficiently to permit hoisting of launches. On account of the swell, the launches never had a chance to sound close inshore at Triangulation Station HOPE nor along the south side of Lance Point from Triangulation Station TAC to the vicinity of Triangulation Station SOL.

DANGERS

By staying 1-1/2 miles from the shore all of the points developed will be cleared and no dangers to navigation exist.

The bottom for a mile or more due south and southeast of Triangulation Station HOPE is very irregular, as shown by the soundings. The main points were developed, but by putting in a few more sounding lines shoaler depths may be obtained, as some pinnacles may have been missed; for instance at

Lat.  $53^{\circ} 18.05'$ , Long.  $167^{\circ} 19.33'$ , where 32 fms. was obtained; Lat.  $53^{\circ} 18.45'$ , Long.  $167^{\circ} 19.45'$  where 29 fms. was obtained; Lat.  $53^{\circ} 19.07'$ , Long.  $167^{\circ} 17.62'$  where 19 fms. was obtained; Lat.  $53^{\circ} 18.7'$ , Long.  $167^{\circ} 19.6'$  where 19 fms. was obtained; and Lat.  $53^{\circ} 18.93'$ , Long.  $167^{\circ} 17.85'$  where 20 fms. was obtained.

The area close inshore, especially the western half of the sheet, has very uneven bottom. These were enumerated under points developed, and some dangers to navigation exist among them.

There are two small bights between  $\Delta$  NOSE and  $\Delta$  HOPE, but neither one can be recommended as small boat anchorages, due to the rocky bottom and the navigational dangers. There is a 2 fm. rock at the entrance to the westerly bight and a  $1-1/6$  fm. one at the easterly bight. Fresh water can be obtained in either of these places, and signal  $\odot$  WAT in the easterly bight is a large waterfall.

#### ANCHORAGES

About halfway between  $\Delta$  ISLE and  $\Delta$  HOPE and about a mile or so off the beach is a large flat area of from 20 to 25 fms., fine sand bottom. Any of this area can be used for an anchorage from northerly or westerly weather. The SURVEYOR anchored a little closer to  $\Delta$  HOPE while the work was in progress in about 23 fms.

There is no anchorage here for easterly or southerly weather. There is some shelter for small craft northwest of  $\Delta$  NOSE but this bight is open to southeast gales.

#### CURRENTS

No currents were measured during the progress of the survey in this vicinity. Those that exist are not particularly noticeable, and follow the general trend of the shoreline.



COMPARISON WITH PREVIOUS SURVEYS AND JUNCTIONS

There were no other surveys in this area, so no comparison can be made.

The junctions with the sheets made the previous year and two years before are very good. As mentioned before, the junctions are Field Sheet No. 2537, Reg. H-6378 to the northeastward, Field Sheet No. 2136 to the southwestward, and the offshore sheet, Field No. 8136, Reg. No. ~~unknown~~.  
*(1937-38)* *H-6227 (1936-37)* *H-6377. (1936-37-38)*

MISCELLANEOUS

1. At Lat.  $53^{\circ} 15.94'$ , Long.  $167^{\circ} 28'$  a sounding of 31 fms. is shown. It is believed that this is probably in error and should have been 21 fms. *31 fm sdg omitted RHC*
2. At Lat.  $53^{\circ} 19.7'$ , Long.  $167^{\circ} 25.0'$  a reef is shown. This reef should be about 80 meters E of present location. See lf, Vol. 5, page 61 and 142h, Vol. 6, page 64. *Location of reef revised by field party. Plots OK. RHC*
3. In making the smooth sheet, all of the topo signals were put on the sheet, whether or not they were used for this particular piece of hydrography. Several could have been omitted.
4. Depth curves are shown at the 5, 10 and 20 fathom depths only. There is enough information to show these curves and they follow the shoreline. *other usual curves indicated RHC*
5. Two overlays and one subplan accompany the sheet. Although a few soundings were omitted on the smooth sheet, as shown in the record books, the areas for the above developments were too congested and it was deemed advisable to show the soundings as submitted. *overlays and sub-plan transferred to smooth sheet. RHC*
6. This is the first sheet submitted by this draftsman. The work can only be considered fair, as considerable difficulty was experienced in the closer areas and the drafting there is not of the best. His next sheet promises to be much better.
7. For list of signals used on this survey, see sheet attached to front of Vol. No. 1.

STATISTICS

Number of statute miles of sounding lines - - - - - 481.5  
Number of positions - - - - - -2888  
Number of soundings - - - - - -8647  
Area in square statute miles- - - - - 38.4

Note: Detailed statistics and tidal sheet are at end of report.

Respectfully submitted,

*J. M. Smook,*  
J. M. Smook, H. & G. E.,  
Officer in Charge,  
Seattle Processing Office.

Examined and approved:

*Ray L. Schoppe*

Ray L. Schoppe, H. & G. E.,  
Comdg. Str. SURVEYOR.

STATISTICS FOR SHEET H-6507 (FIELD NO. 2238)

Date	Vol	Day	Stat. Mi. Sdg. Lines			Number of Positions			Number of Soundings					
			Fath	Wire	H.L.	Total	Fath	Wire	H.L.	Total	Fath	Wire	H.L.	Total
MOTOR SAILER														
7/25/38	1	a		2.7	4.2	6.9		22	35	57		40	121	161
8/25/38	1	b		10.0	11.4	21.4		75	93	168		146	307	453
9/9/38	1	c		8.6	4.6	13.2		77	44	121		140	130	270
5/25/39	2	d		23.0	3.1	26.1		123	54	177		324	153	477
7/1/39	2	e		9.0	13.7	22.7		57	121	178		143	419	562
7/2/39	2&3	f		26.4	4.6	31.0		156	44	200		424	139	563
7/21/39	3	g		8.1	3.2	11.3		67	61	128		162	118	280
8/5/39	3	h		7.0	8.3	15.3		112	84	196		230	226	456
8/6/39	4	j		20.0	6.0	26.0		162	74	236		419	219	638
#3 LAUNCH														
7/25/38	1	a		6.2	2.0	8.2		39	35	74		93	123	216
7/1/39	1	b		16.6	2.0	18.6		74	15	89		313	45	358
7/2/39	1	c		30.1	3.8	33.9		134	37	171		376	89	465
#4 LAUNCH														
7/21/39	1	a		14.9		14.9		102		102		278		278
8/5/39	1	b		14.7	2.8	17.5		123	24	147		347	77	424
8/6/39	1&2	c		25.2	0.8	26.0		217	11	228		585	26	611
Ship SURVEYOR														
7/21/39	1	A	79.7			79.7	225			225	1005	3		1008
8/5/39	1	B	59.6			59.6	188			188	780	1		781
8/5/39	2	B	8.0			8.0	36			36	125			125
8/6/39	2	C	38.8			38.8	143			143	483	1		484
WILDCAT														
8/23/39	1	A		2.4		2.4		24		24		37		37
Totals for 1939:			186.1	197.4	48.3	431.8	592	1351	525	2468	2393	3643	1511	7547
GRAND TOTALS:			186.1	224.9	70.5	481.5	592	1564	732	2888	2393	4062	2192	8647

LIST OF SIGNALS USED ON SHEET H-6507

<u>Hydrographic Names</u>					<u>Source of Information</u>
End	Noise	Rat	Ace	Now	Topo. Sheet Field UL-36
Jo	Zoo	Bis	Duk	Webb	76552 (1936)

<u>Triangulation Stations</u>					
GARGO 1936	CLAIR 1936	PIN 1936			
Bos	Kit	Rug	Hi	End	
Tun	Pup	Zup	Rif	Din	
Cat	Up	Gus	Bal	Gud	Topo. Sheet Field A-38
Dog	Ice	Doc	Ho	Bob	
Pig	Sin	Not	Wat		

<u>Triangulation Stations</u>					
NOSE 1936	WIP 1936	ISLE 1936	SOL 1936		
Rod	Eat	Urn	Liz	Era	
Nix (or Niv)	Did	Tex	Kan	Jos	
Mor	Cup	Sid	Pale	Haw	
Low	Ax	Ped	Run	Gum	Topo. Sheet Field B-38
Kik	Zeb	Quad	Fang		Reg. No. T-6641 (1939)
Jon	Yen	Pur	York		
Gas	Squirm	Non	Sen		
Far	Vat	Min	Luv		

<u>Triangulation Stations</u>			
TAC 1936	PRONG 1936	WE 1936	HOPE 1936
Pun	Near		
			Topo. Sheet Field C-38, Reg. T-6640 (1937-38)

POST-OFFICE ADDRESS: 1519 S. Alaskan Way, Seattle, Wash.

MAR 1 1940

80 TELEGRAPH ADDRESS:  
7030R

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

March 1, 1940.

1940 MAR - 6 - PM 1:00

To: The Director,  
U. S. Coast and Geodetic Survey,  
Washington, D. C.

Through: The Inspector, Seattle Field Station.

From: The Officer in Charge,  
Seattle Processing Office.

Subject: Sheet H-6507, Field No. 2238.

After sending in the above mentioned sheet it was remembered that the numbers of the junction sheets were inadvertently omitted, although they are mentioned in the Descriptive Report.

Since the Descriptive Report won't be going forward for a week or so, due to the SURVEYOR being out at sea, the following is quoted from it for use of the office:

"LIMITS OF SHEET

The sheet joins field sheet No. 2537, Register No. H-6378 ✓ to the northeastward; field sheet No. 2136 to the southwestward; H-6229 and offshore sheet field No. 8136, Register No. H-6377". ✓

It is requested that this information please be added to the sheet.

*J. M. Smook*  
J. M. Smook,  
Lieut., U.S.C. & G. Survey,

Forwarded:

*F. H. Hardy*  
F. H. Hardy, Inspector,  
Seattle Field Station.

LAC  
77C.

## TIDE NOTE FOR HYDROGRAPHIC SHEET

March 27, 1940

Division of Hydrography and Topography:

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

Plane of reference approved in  
10 volumes of sounding records for

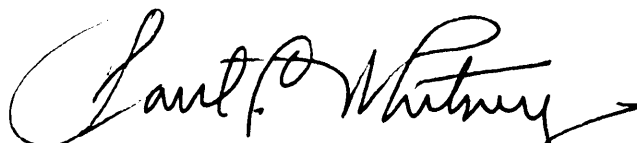
HYDROGRAPHIC SHEET 6507

Locality Cape Aiak to Tower Point, Aleutian Islands

Chief of Party: R. L. Schoppe in 1938-1939  
Plane of reference is mean lower low water reading  
4.8 ft. on tide staff at Kuliliak (1939)  
6.4 ft. below B. M. 1

Height of mean high water above plane of reference is 5.0 feet.

Condition of records satisfactory except as noted below:

  
Chief, Division of Tides and Currents.

GEOGRAPHIC NAMES

Survey No. H-6507 (Conf.)

Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
	A,	B,	C,	D	E	F	G	H		K
<u>Pacific Ocean</u>										1
<u>Unalaska Island.</u>										2
<u>Cape Aiak</u>										3
<u>Huddle Rocks</u>										4
<u>Lance Point</u>										5
<u>Riding Cove</u>										6
<u>Buttress Point</u>										7
<u>Tower Point</u>										8
										9
										10
										11
										12
										13
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										21
										22
										23
										24
										25
										26
										27

Names underlined in red approved  
by L. Heck on 5/14/40

Remarks

Decisions

	Remarks	Decisions
1		
2		USGB
3		530675
4		530670 USGB
5	For locations of these names, see	" USGB
6	T-6552, T6641	" USGB
7		" USGB
8		" USGB
9		
10		
11		
12		
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14		
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17		
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25		
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27		



Field Records Section (Charts)

HYDROGRAPHIC SHEET NO **H6507**

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

Number of positions on sheet	<i>2888</i>
Number of positions checked	<i>.103.</i>
Number of positions revised	<i>..38.</i>
Number of soundings recorded	<i>.8647</i>
Number of soundings revised	<i>..25.</i>
Number of soundings erroneously spaced	<i>...27.</i>
Number of signals erroneously plotted or transferred	<i>...1..</i>

Date:

Verification by *R.H. Carstens*

Time: *107 hrs*

Review by *J.A. McCormick* 5/6/40

Time: *8 hrs.*

HYDROGRAPHIC SURVEY NO. H-6507

Smooth Sheet One

Boat Sheet Three

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

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes Copy in DR and Sounding Vol. 1 (Front)

Landmarks for Charts (Form 567) Yes

Statistics Yes

Approved by Chief of Party Ray L Schoppe

Recoverable Station Cards (Form 524) None

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

Hydrography: Total Days 10 ; Last Date Aug. 23 1939

Remarks Fathometer Corrections in front of Sounding Volume 1

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
 DESCRIPTIVE REPORT } No. H-6507  
~~PHOTOSTAT OF~~ } ~~No. H-6507~~

{ received 3/19/1940  
 { registered 3/25/40  
 { 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	✓		Pages 2-6
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	Lt. Reed
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Verification report for H-6507 (1938-39)

1. The shoreline and signals originate with T-6552 (1936), T-6640 (1937-1938), T-6641 (1938) and T-6716 (1938-39).
2. The depth curves are satisfactory. The curves of 5 fms and shoaler could in many places only be indicated.
3. In general the sounding line crossings are satisfactory. The discrepancies listed in the descriptive report are of about 2 fms in 30-35 fms of water and are largely on lines run with the 312 type fathometer. No adjustment of the discrepancies was made.
4. Junctions with contemporary surveys are satisfactory except that a small holiday appears in  $\phi$  53-20,  $\eta$  167-13.
5. The condition of the sounding records was satisfactory.
6. The protracting was satisfactory except that in a considerable number of instances the position of number was placed too close to the position dot and had to be erased.
7. The field plotting of sounding was satisfactory.

Respectfully submitted  
R.H. Carstens

DIVISION OF CHARTS

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6507 (1938-39) FIELD NO. 2238

Aleutian Islands, South side Unalaska Island,  
Cape Aiak to Tower Point.

Surveyed in July 1938- August 1939, Scale 1:20,000  
Instructions dated February 3, 1938 (SURVEYOR)

Soundings:

Hand Lead, Machine,  
Type 312 Fathometer.

Control:

Three point fixes on  
shore signals.

Chief of Party - A. M. Sobieralski, R. L. Schoppe.  
Surveyed by - Various Officers.  
Protracted by - Seattle Processing Office.  
Soundings plotted by - Seattle Processing Office.  
Verified and inked by - R. H. Carstens.  
Reviewed by - J. A. McCormick, May 6, 1940.  
Inspected by - H. R. Edmonston.

1. Shoreline and Signals.

Shoreline and topographic signals are from T-6552 (1936), T-6640 (1937-38), T-6641 (1938) and T-6716 (1938-39).

2. Depth Curves.

Satisfactory.

3. Sounding Line Crossings.

Several discrepancies of 2 fathoms at sounding line crossings in depths of 20 to 30 fathoms are listed in the descriptive report, page 4. Such differences are not unusual at crossings of Type 312 Fathometer soundings and hand lead or machine soundings.

4. Junctions with Contemporary Surveys.

a. Junctions with H-6229 (1936-37) on the west and H-6378 (1937-38) on the east are satisfactory.

b. At the junction with H-6377 (1936-38) on the south, additional lines would have been desirable in the vicinity of the 30 and 33 fathom shoal indications in lat.  $53^{\circ}16.9'$ , long.  $167^{\circ}20.9'$  and lat.  $53^{\circ}15.4'$ , long.  $167^{\circ}24.2'$  respectively on H-6377. In lat.  $53^{\circ}20.3'$ , long.  $167^{\circ}13.0'$ , two or three short lines should have been run in the small gap between the two surveys. Additional development would also have been desirable in the vicinity of the 31 fathom sounding in lat.  $53^{\circ}20.7'$

long. 167°13.2'.

5. Comparison with Prior Surveys.

This Bureau has made no previous surveys in this area.

6. Comparison with Chart 8802 (New Print of Dec. 21, 1939).

The scale of the chart is so small that only three or four charted soundings fall within the area of the present survey. Charted depths are in general agreement with the survey.

7. Condition of Survey.

Satisfactory.

8. Compliance with Instructions for the Project.

Satisfactory except as noted in par. 4b.


9. Additional Field Work Recommended.


See par. 4b.


10. Superseded Surveys.


None.

Examined and approved:

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

  
Chief, Section of Field Work.

  
Chief, Division of Charts.

  
Chief, Division of H. & T.

Applied to Chart comp. 9020. May 1940. L.A.M.  
" " " 8802 Nov. " J.M.A.