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

DESCRIPTIVE REPORT

Reg. No. H-6575
Sheet No. 2140
Topographic
Hydrographic

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

JUN 25 1941

Acc. No.

State ~~Alaska~~

LOCALITY

~~Southeastern Alaska~~
East Side Glacier Bay, Beartrack Cove
to Sandy Cove.

1930

CHIEF OF PARTY

Richard H. ...

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

HYDROGRAPHIC TITLE SHEET

H6575

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. 2140

REGISTER NO. H-6575

State ~~Alaska~~ Southeast Alaska

General locality ~~Southeastern Alaska~~ East side of Glacier Bay

Locality ~~East side Glacier Bay~~ Beartrack Cove to Sandy Cove

Scale 1:20,000 Date of survey May 7 to Sept. 30, 1940

Vessel WESTDAHL

Chief of Party Benjamin H. Rigg

Surveyed by Benjamin H. Rigg, J.C. Bose, William F. Deane

Protracted by R. H. Woodcock

Soundings penciled by R. H. Woodcock

Soundings in fathoms ~~feet~~

Plane of reference M.L.L.W.

Subdivision of wire dragged areas by

Inked by C. E. Dennis

Verified by do

Instructions dated March 10, 1938 & April 19, 1939, 19

Remarks: Smooth sheet & plotting by Seattle Processing Office.



Sturgess Island, looking west. Fairweather Range
in left background.



Sturgess Islands, looking southwest from a
high point above Δ GOOSE.



Looking southeastward toward Sandy Cove.
Cliff Island in left foreground.

DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC SHEET

(Field) No. 2140

Register No. H-6575

GLACIER BAY, ALASKA

M. V. WESTDAHL

PROJECT HT - 221
Season of 1940.

Benjamin H. Rigg,
Chief of Party.

INSTRUCTIONS:

The survey was made under instructions from the Director dated March 10, 1938 and April 19, 1939.

LIMITS:

The area covered by this sheet includes the eastern half of Glacier Bay from Beartrack Cove to Sebree Island. It extends from latitude $58^{\circ} 34'$ to latitude $58^{\circ} 46'$ and from longitude $135^{\circ} 50'$ to longitude $136^{\circ} 08.5'$.

A small area, centered in Lat. $58^{\circ} 43'$, Long $136^{\circ} 01'$, including Sturgess Island and Sandy Cove, was surveyed on a larger scale (1:10,000) on sheet (Field) No. ^{H6574 (1940)} 1140.

SURVEY METHODS:

Standard methods were used for measuring depths and fixing positions.

Triangulation stations and topographic signals located by plane-table were used for obtaining three-point fixes. ^{Five} ~~Four~~ hydrographic signals, located by sextant fixes, were located on North Marble Island, also three signals on South Marble Island.

Soundings in inshore areas and on shoals were taken from a launch while those in offshore areas were taken by the WESTDAHL.

The launch party measured depths of 10 fathoms or less with a wire-centered leadline and a twelve-pound lead and greater depths with a stranded wire and twenty five pound lead, operated by a power driven sounding machine. Where the bottom was suspected of having a steep slope, some soundings in depths of less than 10 fathoms were taken with the wire to avoid too many misses with the hand lead.

Soundings taken by the WESTDAHL were obtained, for the most part, by the Dorsey fathometer III. However, the failure of the rotary converter on September 7th rendered the fathometer useless and soundings taken after that date were taken with the ship's sounding machine, using stranded wire and a 35 pound lead.

A separate report on the operation of the fathometer and the method of computing corrections has been submitted. The fathometer corrections determined for the 1940 season are given in the following tables:

Depth in fathoms	Corrections in feet
0 - 1 5/6	0
2 - 9 5/6	-1
10 - 17 5/6	-2
18 - 25 5/6	-3
26 - 33 5/6	-4
34 - 41 5/6	-5
42 - 49 5/6	-6
50 - 56 5/6	-7
57 - 64 5/6	-8

65 - 72 5/6	-9
73 - 80 5/6	-10
81 - 87 5/6	-11
88 - 99 5/6	-12
Depth in fathoms	Correction in fathoms
100 - 105	-2
106 - 148	-3
149 - 197	-4
198 - 225 +	-5

DISCREPANCIES:

No discrepancies of any appreciable amount are known to occur on the sheet. It must be kept in mind, however, that this report is being written before the smooth sheet has been plotted. It is based on the soundings appearing on the boat sheet to which fathometer corrections have not been applied and for which the tide reducers were obtained from predicted tides. It is believed that the only discrepancies which may exist will be due to steeply sloping bottom.

DANGERS:

On account of the glacial origin of Glacier Bay, there are many lumps, reefs, and shoals. Many of the shoals have sufficient water over them to be safe even for vessels of greatest draft; however, some are dangerous for vessels of any size.

Near the ^{west}southeast corner of the sheet is an extensive area containing reefs and shoals. Several of the reefs bare and are located and described on topographic sheet No. T-667¹⁹³⁹8. The most northerly reef is in Lat. 58° 36.7', Long. 135° 59.1'. A close development of

the adjacent area was not made because it contains so many dangers that it should be considered foul ground.

The island in Lat. ^{Topaka I.} $58^{\circ} 39.3'$, Long. $135^{\circ} 59.3'$ and the small island just north of it are surrounded by a rocky area bare at low water. The larger island also has an offlying reef 0.4 mile south of it which bares. In addition, there is shoal water for a distance of approximately $1/2$ mile west of the island and about $3/4$ mile south of it. The most dangerous spot is in Lat. $58^{\circ} 39.0'$, Long. $136^{\circ} 00.2'$, with a least depth of 3 feet at MLLW. See Vol. No. 12, Page 42, Pos. 95z. Fifteen minutes were spent in drift sounding on this spot.

A shoal with a depth of $6 \frac{4}{6}$ fathoms in Lat. $58^{\circ} 37.85'$, Long $136^{\circ} 01.6'$. See Vol. 2, Page 59, between positions 122 and 123G. Two fathometer lines were run over this spot with the ship traveling at slow speed. This is the highest point of a narrow ridge about 700 meters long, extending in a north and south direction, and forming an extension of the Marble Islands.

Just off the south end of South Marble Island are some rocks a-wash (shown on Topographic Sheet T-6678¹⁹³⁷) and relatively shoal water extends in a narrow ridge south-eastward for a distance of about 750 meters. A depth of $9 \frac{4}{6}$ fathoms occurs in Lat. $58^{\circ} 38.07'$, Long. $136^{\circ} 02.24'$. See Vol. 11, Page 45, Positions 3-4w,

A 6 fathom shoal exists in Lat. $58^{\circ} 38.45'$, Long. $136^{\circ} 01.9'$. Closely spaced lines were run over this spot and 15 minutes spent in drift sounding. See Vol. 11, Page 7, positions 62 - 63u.

A shoal with a least depth of 8 feet exists in Lat. $58^{\circ} 39.47'$, Long. $136^{\circ} 03.42'$. It lies midway between North Marble and South Marble Island and makes the passage between those islands dangerous.

It is marked by kelp. See Vol. 11, Page 42, position 118u. Ten minutes were spent in driftsounding around a buoy.

Shoal water extends in a northwesterly direction from the north end of North Marble Island. Near the northern extremity of the shoal, 430 meters from the north end of the island, is a rock which bares ~~6~~ ⁷ feet at MLLW. (Lat. $58^{\circ} 40.6'$, Long. $136^{\circ} 04.1'$). ~~It was located by a sextant fix taken by a man standing on the rock. For a location of the rock, see Hydrographic Sheet (field) No. 2239, Vol. 6, Page 11. It was used a few times as a hydrographic signal and given the name~~ ^{H6488 (1940)} ~~Located satisfactorily on present survey, pos. 41x.~~
Bares 7 ft.
R00.

A shoal with a least depth of $9 \frac{2}{6}$ fathoms occurs in Lat. $58^{\circ} 40.25'$, Long. $136^{\circ} 01.95'$. Thirty minutes were spent in drift sounding for the least depth. See Vol. 14, Page 24, Position 50ff.

A shoal with a least depth of 13 feet is 230 meters offshore near triangulation station YAWL in Lat. $58^{\circ} 41.22'$, Long. $135^{\circ} 57.6'$. Thirty minutes were spent developing this shoal. See Vol. 13, Page 39, Position 51dd.

A shoal with a least depth of 6 feet is on the east side of the entrance to the cove near \odot KED. (Lat. $58^{\circ} 41.6'$, Long. $135^{\circ} 57.65'$.) Twenty minutes were spent in drift sounding. See Vol. 13, Page 40, Position 59dd.

There are two rocks awash in Lat. $58^{\circ} 41.45'$, Long. $136^{\circ} 00.1'$. See topographic sheet No. T-6678¹⁹³⁹ and (Field) Letter A, 1940. The southwest rock bares 12 feet at MLLW (See Vol. 13, Page 51) and the northeast rock bares ~~2 1/2~~ 2 feet at MLLW (See Vol. 6, Page 9, Positions 1).

There is a 5 fathom shoal west of Sturgess Island in Lat. 58°

HG574 (1940)

43.0', Long. 136° 04.0'. It was developed on Sheet (Field) No. 1140.
 Not shown on this sheet.

CHANNELS:

Between the mainland, that is, the east shore of Glacier Bay, and the two islands in approximate Lat. 58° 39.5', Long 135° 59.3', is a deep channel with a depth of 140 to 135 fathoms. Its narrowest navigable width is one nautical mile. From the aforementioned islands it extends in a northwesterly direction between Sturgess Island and North Marble Island, becoming shoaler but with no depth less than 55 fathoms. It affords a good passage from Beartrack Cove to Sandy Cove and Muir Inlet.

The channel west of the above island, passing east of the two Marble Islands, is also navigable but greater caution is required to avoid some of the dangers described in the preceding paragraph.

To reach Beartrack Cove from the westward, as from Willoughby Island, a vessel should pass one nautical mile south of the southernmost part of South Marble Island and steer due east until the island in Lat. 58° 39.5', Long. 135° 59.3' is one nautical mile ~~abaft the~~ beam.
 ^{Topeka I}

ANCHORAGES:

31 10-14

The best anchorage within the limits of this sheet is Sandy Cove but, since this anchorage was surveyed on a larger scale on Sheet ^{HG574 (1940)} (Field) No. 1140, it will not be dealt with here.

There is no other good anchorage on the sheet. Small craft occasionally anchor in the "toe" of Beartrack Cove. However, Beartrack Cove is very deep throughout and the bottom slopes rather steeply from the shore. To anchor in 20 fathoms or less, a vessel must anchor about 170 meters from the low water line, which is hardly a safe distance. Strong westerly winds bring swells into Beartrack Cove but the

eastern end is protected from winds from other directions. Holding ground is good. The WESTDAHL anchored a few times in Lat. $58^{\circ} 36.2'$, Long. $135^{\circ} 51.05'$.

The small ^{Maynard Cove} cove in Lat. $58^{\circ} 42'$, Long $135^{\circ} 57.5'$ can be used by small craft. It is, however, exposed to southerly winds. As Sandy Cove is only 1 1/2 nautical mile farther to the northwest, there should be no occasion for a vessel to anchor in this small cove.

COMPARISON WITH PREVIOUS SURVEYS:

There is no previous survey.

GEOGRAPHIC NAMES:

North Marble Island, South Marble Island, and Beartrack Cove are names shown on the present chart of Glacier Bay (No. 8306) and are well established.

Additional names have been recommended in the descriptive report for Topographic Sheet No. T-6678¹⁹³⁹. Also see section on geographic names in season's report.

MISCELLANEOUS:

The four hydrographic signals on the west shore of North Marble Island were located by sextant fixes not plottable on Sheet No. 2140. They must be plotted on Sheet No. 2239^{HG488(1941)} and transferred to this sheet. See Vol. ⁶ (Sheet 2239), Pages 11 and 12. ^{HG488(1941)}

Cuts for locating the three hydrographic signals on South Marble Island, namely JOHN, KID, and CARL, are found in Vol. 1, Page 33 and Vol. 7, Page 3 and 4, Sheet 2140. ^{HG575(1940)}

Signal BEE, in Beartrack Cove, is Reference Mark No. 2 for triangulation station BEAR, 1939. A computation to determine its geographic position is attached to this report.

H6575

STATISTICS:

Stat. miles of sounding line -- 620.4

Number of Positions - - - - - 4343

Number of Soundings - - - - - 15,506

Area, square statute miles - - 62.4

251.1 Fathometer
80.9 Wire (ship)
206.6 Wire (launch)
87.9 Hand Lead

5727 Fathometer
1284 Wire (ship)
4908 Wire (launch)
3587 Hand Lead

TIDAL DATA:

Tide reducers for the area covered by this sheet were obtained from a portable automatic tide gauge maintained throughout the season near the north end of Willoughby Island.

M.L.L.W. corresponds to 5.4 feet on the staff.

Highest tide observed--24.8 feet, September 4, 1940

Lowest tide observed-- 0.0 feet, July 25, 1940

It is believed that there is very little or no difference in time or height of tide between Willoughby Island and the area covered by this sheet.

Respectfully submitted,

J. Carlos Bose
J. Carlos Bose,
H. & G. Engr.

Approved and forwarded

Benedict H. Rigg
Benedict H. Rigg,
H. & G. Engr.
Chief of Party

POSITION COMPUTATION, THIRD-ORDER TRIANGULATION

		" "		" "		" "	
		FIRST ANGLES OF TRIANGLES					
α	2 BEAR to 3 MANX	97	34	31			
$2dL$	&	+320	47	53			
α	2 BEAR to 1 BEE	58	22	24			
$\Delta\alpha$		180	00	00.0			
d'	1 to 2						
ϕ	58 35 28.96 BEAR	λ	135 51 29.01				
$\Delta\phi$	00.17 9783 meters	$\Delta\lambda$	+	00.52			
ψ	58 35 28.79 1 BEE	ν	135 51 29.53				
Logarithms		Logarithms		Logarithms		Logarithms	
s	0.99047	s	0.99047	s	0.99047	s	0.99047
$\text{Cosec } \alpha$	8.50946	$\text{Cosec } \alpha$	8.50865	$\text{Cosec } \alpha$	8.50865	$\text{Cosec } \alpha$	8.50865
B	9.21958	B	9.93018	B	9.93018	B	9.93018
h	1.9809	h	8.50865	h	8.50865	h	8.50865
s'	9.8604	s'	0.28305	s'	0.28305	s'	0.28305
$\text{Sin }^3 \alpha$	1.6169	$\text{Sin }^3 \alpha$	9.71235	$\text{Sin }^3 \alpha$	9.71235	$\text{Sin }^3 \alpha$	9.71235
C	3.4582	C	0.516	C	0.516	C	0.516
h^2		h^2		h^2		h^2	
D		D		D		D	
Values in seconds		Values in seconds		Values in seconds		Values in seconds	
(965.7)		(492.2)		(492.2)		(492.2)	
890.8		477.1		477.1		477.1	
1st term 0.166		1st term "		1st term "		1st term "	
2d term +		2d term +		2d term +		2d term +	
3d term +		3d term +		3d term +		3d term +	
- $\Delta\phi$ + 0.166		- $\Delta\phi$		- $\Delta\phi$		- $\Delta\phi$	
$\frac{1}{2}(\phi+\phi')$		$\frac{1}{2}(\phi+\phi')$		$\frac{1}{2}(\phi+\phi')$		$\frac{1}{2}(\phi+\phi')$	
Logarithms		Logarithms		Logarithms		Logarithms	
Sin α		Sin α		Sin α		Sin α	
A'		A'		A'		A'	
Sec ϕ'		Sec ϕ'		Sec ϕ'		Sec ϕ'	
$\Delta\lambda$		$\Delta\lambda$		$\Delta\lambda$		$\Delta\lambda$	
- $\Delta\alpha$		- $\Delta\alpha$		- $\Delta\alpha$		- $\Delta\alpha$	

Comp. JCS
V WFD

RQC
5/31

TIDE NOTE FOR HYDROGRAPHIC SHEET

Coastal Surveys

July 3, 1941

Division of ~~Hydrography and Topography~~

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

Plane of reference approved in
14 volumes of sounding records for

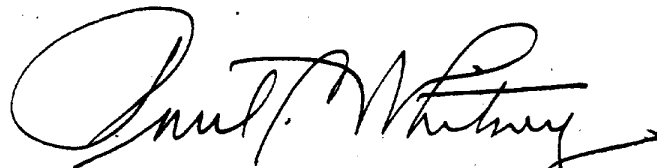
HYDROGRAPHIC SHEET 6575

Locality Beartrack Cove to Sandy Cove, East side of Glacier Bay,
Southeast Alaska

Chief of Party: B. H. Rigg in 1940
Plane of reference is mean lower low water reading
5.4 ft. on tide staff at Willoughby Island
21.7 ft. below B. M. 1

Height of mean high water above plane of reference is 15.3 feet.

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

GEOGRAPHIC NAMES

Survey No. **H6575**

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
<u>Beartrack Cove</u>											1
<u>Beartrack Island</u>											2
<u>Beartrack Point</u>											3
<u>Beartrack Point River</u>											4
<u>Boulder Island</u>											5
<u>Caroline Shoal</u>											6
<u>Cliff Shoal Island</u>											7
<u>Flapjack Island</u>											8
<u>Garforth Island</u>											9
<u>Glacier Bay</u>											10
<u>North Marble Island</u>											11
<u>Sandy Cove</u>											12
<u>Sebree Island</u>											13
<u>South Marble Island</u>											14
<u>Sturgess Island</u>											15
<u>Tlingit Cove</u>											16
<u>Tlingit Island Point</u>											17
<u>Topeka Islands</u>											18
<u>Westdahl River</u>											19
<u>Maynard Cove</u>											20
<u>Topeka Reef</u>											21
<u>Willoughby I</u>											22
											23
											24
											25
											26
											27

Names underlined in red approved
by L. Heck on 11/14/41

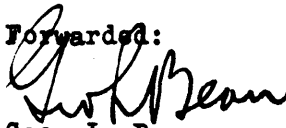
	Remarks	Decisions
1		585355 USGB
2	Submitted to USGB: do not ink pending decision	"
3	" "	"
4	" "	"
5	" "	585360
6		"
7	" "	"
8	" "	585355
9		585360
10		580355 USGB
11		585360
12	Submitted to USGB for location: OK to use pending decision.	585355
13		585360
14		"
15		"
16	Submitted to USGB: do not ink pending decision	"
17		" USGB
18	" "	585355
19	" "	"
20	" "	"
21	" "	"
22	Location of tide staff, off limits of sheet	585360
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES:

<u>Name</u>	<u>Source</u>
✓ TLINGIT POINT	Chart 8306
✓ TLINGIT COVE	Topo sheet T-6756 ¹⁹⁴⁰
✓ SEEREE ISLAND	Chart 8306
✓ CAROLINE SHOAL	" "
✓ GARFORTH ISLAND	" "
✓ MAYNARD COVE	Topo sheet T-6678 ¹⁹³⁹
✓ TOPEKA ISLAND	" " "
✓ TOPEKA REEF	" " "
✓ WESTDAHL RIVER	" " "
✓ BEARTRACK RIVER	" " "
✓ BEARTRACK ISLAND	" " "
✓ FLAPJACK ISLAND	Topo sheet T-6677 ¹⁹³⁸⁻³⁹
✓ BEARTRACK POINT	" " "
✓ BOULDER ISLAND	" " "
✓ CLIFF ISLAND	Hydro sheet H-6574 ¹⁹³⁹
✓ BEARTRACK COVE	Chart 8306
✓ NORTH MARBLE ISLAND	" "
✓ SOUTH MARBLE ISLAND	" "
✓ STURGESS ISLAND	" "
✓ SANDY COVE	Hydro sheet H-6574 ¹⁹³⁹

Richard H. Woodcock
Asst. Engr. Draftsman

Forwarded:


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

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. ...**H6575**

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

Number of positions on sheet	<u>4343</u>
Number of positions checked	<u>.50...</u>
Number of positions revised	<u>.4...</u>
Number of soundings recorded	<u>15506</u>
Number of soundings revised	<u>.77...</u>
Number of soundings erroneously spaced	<u>.0...</u>
Number of signals erroneously plotted or transferred	<u>.....</u>

Date: 9/12/41

Verification by C.E. Dennis

Time: 131 hr.

Review by J.A. McCormick, 10/7/41

Time: 38 hrs.

HYDROGRAPHIC SURVEY NO. H6575

Smooth Sheet One

Boat Sheet One

Records; Sounding 14 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 ; Last Date

Remarks

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

No. H **H6575**
~~None~~

received June 25, 1941
 registered June 27, 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	✓	ABC	Pages 3 to 7
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

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

✓ Joser

Verified and Inked by *C. E. Dennis*Date *9/12/41*

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. ✓ ✓
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). ✓

T-6677 (1938-39), T-6678¹⁹³⁹ (1940), T-6755 (1940), T-6756 (1940)

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: ✓
Soundings revised - 77.

33. Notes to reviewer:

DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF HYDROGRAPHIC SURVEY NO. 6575 (1940) FIELD NO. 2140

Southeast Alaska, East Side Glacier Bay, Beartrack Cove to
Sandy Cove

Surveyed in May - September 1940, Scale 1:20,000
Instructions dated March 10, 1938; April 19, 1939 (WESTDAHL)

Soundings: Dorsey III Fathometer Control: Sextant fixes
Hand lead and machine on shore signals

Chief of Party - B. H. Rigg
Surveyed by - B. H. Rigg, J. C. Bose, W. F. Deane.
Protracted by - R. H. Woodcock
Soundings plotted by - R. H. Woodcock
Verified and inked by - C. E. Dennis
Reviewed by - J. A. McCormick, November 6, 1941
Inspected by - H. R. Edmonston

1. Shoreline and Signals

Shoreline and topographic signals are from T-6677 (1938-39), T-6678 (1938-39), T-6755 (1940) and T-6756 (1940). Fixes for hydrographic signals are recorded in volumes for this and adjoining surveys.

2. Sounding Line Crossings

Satisfactory. The few discrepancies at crossings can usually be ascribed to steep slope.

3. Depth Curves

Satisfactory.

4. Adjoining Surveys

Satisfactory junctions were effected with H-6576 (1940) on the north, H-6574 (1940) on the north central, H-6457 (1939) on the south and H-6458 (1940) on the southwest. Surveys on the northwest have not been received from the field.

5. Previous Surveys

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

6. Comparison with Chart 8306 (New Print of September 30, 1940)

Soundings now charted in this area are from reconnaissance of the Coast Guard (Chart Letter 473 of 1936) and of the Coast and Geodetic Survey (B.P. 29869 of 1936). Some additional information has been added from other chart letters. Charted information agrees fairly well with the survey but should be expunged entirely before application of the latter.

7. Condition of Survey

Satisfactory.

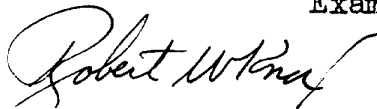
8. Compliance with Project Instructions

A 17-fathom sounding in lat. $58^{\circ}43.9'$, long. $136^{\circ}04.7'$ appears to be 10 fathoms too shoal. It should have been further investigated.

9. Additional Field Work Recommended

None.

Examined and Approved:



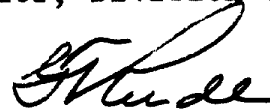
Chief, Surveys Section



Chief, Division of Charts



Chief, Section of Hydrography



Chief, Division of
Coastal Surveys

Applied to chit # 8306 - Oct-6-1941 - P.B. Co.
" " " 8202 via 8306 J.M.A. May 1942
" " " 8306 (10fm curve) Aug 31 1942 H.P.R.

Fully appd hydro to new chit 17318-17319-SC
after final inspection. 2/2/79 James Graham