

6700

ADD.WK  
1952

6700 ADD.WK 1952

Diag. Cht. No. 8802-3

Form 504

U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey HYDROGRAPHIC

Field No. Office No. H-6700 Add. Wk.  
1952

LOCALITY

State SOUTHWEST ALASKA

General locality ALEUTIAN ISLANDS

Locality NORTHEAST OF SEQUAN ISLAND

19 52

CHIEF OF PARTY

G. L. Anderson

LIBRARY & ARCHIVES

DATE JANUARY 14, 1953

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.

REGISTER No. H-6700 Add. Wk. 1952

Field No. ....

State Southwest Alaska

General locality Aleutian Islands

Locality N. E. of Seguam Island

Scale 1 : 80,000 Date of survey July 26-27, 1952

Instructions dated CS-218 dated 3-19-52 and CS-343 dated 3-21-52

Vessel EXPLORER

Chief of party G. L. Anderson

Surveyed by C. N. Schoene and J. E. Guth

Soundings taken by fathometer, graphic recorder, ~~and lead wire~~

Fathograms scaled by J. E. Guth and R. C. M.

Fathograms checked by J. E. Guth and R. C. M.

Protracted by D. R. Engle

Soundings penciled by D. R. Engle

Soundings in fathoms ~~XXXXXX~~ MLLW

REMARKS: .....

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
SHIP EXPLORER  
705 FEDERAL OFFICE BUILDING  
SEATTLE 4, WASHINGTON

H-6700 add wk 1952

2 January 1953

To: The Director  
U. S. Coast and Geodetic Survey  
Department of Commerce Bldg.

Subject: Investigation of reported shoal - Chart 8862

References: (a) Instructions Project CS-218 dated 19 March 1952.  
(b) Instructions Project CS-343 dated 21 March 1952  
(c) Preliminary Review - Chart 8862 (G.F.J.) dated  
27 February 1952. (1952)  
(d) Descriptive Report H-7995 (EX-10252) to be for-  
warded.

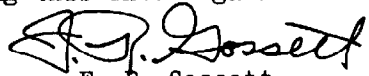
1. This investigation of reported shoals was made in accordance with reference instructions (a) and (b); and, specifically for items 3 and 4 of reference (c).

2. The enclosed tracing paper overlay (which was given a field No. EX-8152 for identification) was plotted over a bromide print of Sheet H-6700. (1941)

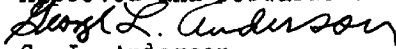
3. The only accurate control available was shoran distances from station CONE on Segum Island. The Ship EXPLORER covered the shoal area with a system of lines along shoran arcs from CONE averaging about 0.3 mile apart. Since only one distance was available these sounding lines were adjusted along the arcs to best fit the depth curves of the 1941 survey. During the period from 1200 26 July 1952 to 0600 27 July 1952, 220.3 statute miles of sounding line were run in this area.

4. It is believed that this investigation covered the area sufficiently well to check the 1941 survey and to discredit previous reports of a rock and a 30 fathom sounding. No indications of any such shoals were noted during this investigation.

Sec Add  
Wk 1953  
Review

  
F. R. Gossett  
CDR. USC&GS

Approved and forwarded:

  
G. L. Anderson  
Captain, USC&GS  
Commanding Ship EXPLORER

Enclosures:

Overlay tracing EX-8152  
Sounding Volume No. 1

Fathograms A and B days

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Coast and Geodetic Survey~~

16 January 1953

Division of Charts: R. H. Carstens

Plane of reference approved in 1  
volumes of sounding records for

HYDROGRAPHIC SHEET

6700 Ad. Wk. 1952

Locality Seguam Island, Aleutian Islands

Chief of Party: G. L. Anderson in 1952

Plane of reference is mean lower low water, reading  
2.1 ft. on tide staff at Finch Cove, Seguam Island  
9.1 ft. below B. M. 1 (1941)

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

Condition of records satisfactory except as noted below:

*E. C. McKay*  
Section of Tides  
Chief, Division of Tides and Currents.

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. H-6700 Add. Wk. 1952

Records accompanying survey:

Boat sheets .....; sounding vols. ..<sup>1</sup>...; wire drag vols. ....;  
 bomb vols. ....; graphic recorder rolls <sup>1</sup>Env...;  
 special reports, etc. <sup>1</sup>Overlay.....  
 .....

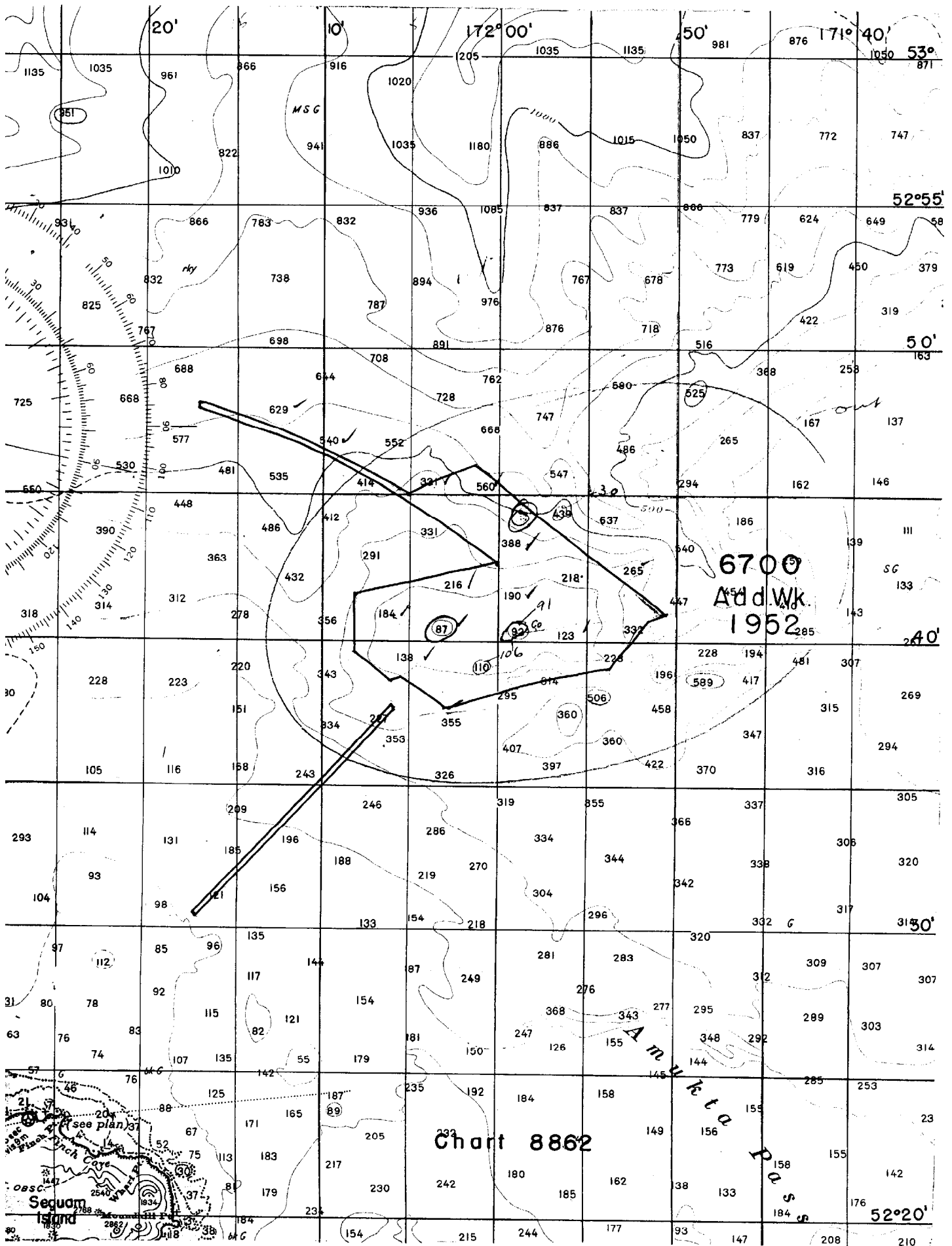
The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	.....	..194..
Number of positions checked	.....	<i>All positions plotted by Verifier</i>
Number of positions revised	.....	.....
Number of soundings revised (refers to depth only)	.....	..7..
Number of soundings erroneously spaced	.....	.....
Number of signals erroneously plotted or transferred	.....	.....
Topographic details	Time	.....
Junctions	Time	.....
Verification of soundings from graphic record	Time	..1... ..

Verification by... *A. H. Engle* ..... Total time .106.. Date 6-16-53

Reviewed by... *J. J. Skind* ..... Time .10.... Date 6-23-53

*Stirni 4 hours*



20'

10'

172° 00'

50'

171° 40'

53°

52° 55'

50'

240'

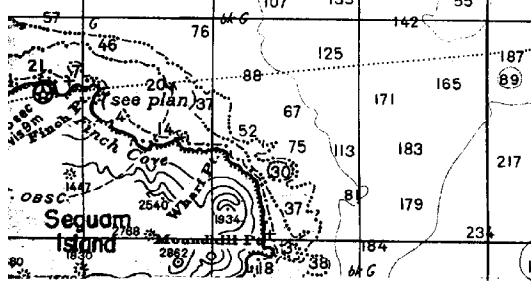
30'

52° 20'

6700  
Add Wk.  
1952

Chart 8862

Amulka Pass





6700

Diag. Cht. No. 8802-3

Form 504

U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey .....HYDROGRAPHIC.....

Field No. 8041 ..... Office No. H-6700

LOCALITY

State .....SOUTHWEST ALASKA.....

General locality .....ALEUTIAN ISLANDS.....

Locality .....YUNASKA ISLAND TO SEGUAM ISLAND.....

1941.....

CHIEF OF PARTY

F. B. T. Siems.....

LIBRARY & ARCHIVES

DATE .....JULY 15, 1942.....

0029



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. H6700

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. 8041

REGISTER NO. H-6700

State S. V. Alaska

General locality Aleutian Islands

Locality Yunaska to Saguan Islands

Scale 1:80,000 Date of survey June - August, 1941

Vessel EXPLORER

Chief of Party F. B. T. Siens

Surveyed by E. R. McCarthy, C. J. Wagner, E. B. Brown

Protracted by P. M. Fisher

Soundings penciled by P. M. Fisher

Soundings in fathoms ~~feet~~

Plane of reference MLLW

Subdivision of wire dragged areas by

Inked by G. B. LITTLEPAGE

Verified by G. B. LITTLEPAGE

Instructions dated Feb. 3, 1938; April 3, 1940, 19

Remarks: Smooth sheet and plotting by Seattle

Processing Office.

H6700

DESCRIPTIVE REPORT

to accompany

Hydrographic Sheet No. H-6700

(Field No. 8041)

U S C & G S S EXPLORER

F. B. T. Siems, Comdg.

Season of 1941

Scale 1:80,000

Project HT-21<sup>8</sup>

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INSTRUCTIONS

Instructions dated Feb. 3, 1938 and April 3, 1940.

LIMITS

Sheet H-6700 covers the water area from Latitude 52° 08' to 52° 53' N. and from Longitude 170° 35' to 172° 20' W., covering west part of Yunaska Pass and most of Amukta Pass, Aleutian Ids., Alaska. The inshore hydrography around Amukta and Chagulak Ids. was accomplished on sheets H-6695 (2041) and H-6698 (4041).  
(1941) (1941)

SURVEY METHODS

The standard methods usually employed in R.A.R. operations were followed. Visual fixes were taken when available, and those taken simultaneously with the bomb fixes furnished determinations of the R.A.R. velocities. All soundings were taken with the Dorsey III Fathometer, with vertical casts at frequent intervals to check operation of the fathometer, obtain bottom specimens, and for temperature and salinities of water for use in correcting the fathometer soundings. Use was made of the Roberts Streamlined Sono-Radio Buoys. No R.A.R. shore stations were employed. See record "Buoy Locations" for positions of buoys used.  
(with sounding volumes)

On "Q" day the 1050 cycle oscillator was found to be transmitting the outgoing signal at 8 to 10 fms. on the dial and therefore an initial correction was applied in the sounding volume for this day (see smooth plotter's notes). On all other days the initial correction for the various oscillators was set at 12 feet draft. Since the draft varied from 11 to 14 feet, the corrections are not applied to the soundings of this sheet as they are much less than 1% and also generally additive.

The first part of sounding line "X" day was rejected in the sounding record as no bomb returns were obtained along this stretch and positions as adjusted on boat sheet proved to be in error by subsequent lines. Other lines adequately cover the area and this line is not needed.

Shoal indication in lat. 52° 34', Long. 171° 33' should be investigated at some future time.

par. 9(x)  
Review

#### R.A.R. BUOY EQUIPMENT

The party was not equipped with the light stainless steel wire for mooring sono-buoys in the several advantageous locations on off-shore banks. This would have simplified the R.A.R. work considerably by obviating the use of inshore stations at great distances away. Buoys were planted with unsuitable mooring wire on the bank 20 miles south of Yunaska and on the extensive bank 20 miles northwest of Amukta. On the latter bank the combination of the large amount of heavy wire rope used in the absence of the light stainless steel wire rope, and the excessive currents obtaining here, caused serious losses of equipment, making it therefore advisable to confine the stations mainly to the inshore areas of moderate depths and moderate currents. However, in order to continue the valuable station on this bank, the party resorted to the use of 1/8" wire drag ground wire for anchor line. Fortunately the wire withstood the strains caused by strong currents and storm waves. Upon discontinuing the station and endeavoring to retrieve the buoy anchor, the wire parted at one of the fittings as it passed over a lead block, leaving insufficient wire of this type on hand for further use on other banks.

27  
HSD

#### PLAN OF WORK

R.A.R. operations were generally conducted according to the following plan: the establishment of two or three sono-radio buoy stations, then proceeding immediately to survey the area controlled with a view of completing it by continuous day and night running.

#### SENSITIVITY SETTING

As to the operation of the sono-radio buoys, experiments consuming much time were necessary to arrive at the correct sensitivity setting of the electrical units. Some device is urgently needed that will measure not only the sensitivity of the electrical unit, but will as well take into account the sensitivity of the hydrophone in combination therewith.

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HSD

On occasions, two buoys would be operating perfectly while a third prevented their use by continuous radio emission. A streamlined hydrophone housing devised by Lieut. Roberts was found to definitely eliminate the trouble. Strong currents apparently had caused water noises. Previous to this discovery the trouble was attributed to over-sensitivity setting, or to improper location of the buoy site, resulting in lowering the sensitivity too much and

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HSD

unnecessarily changing the location. The establishment and use of more than two buoys at a time was discouraged in view of the possibility of increasing the interference by the use of several buoys.

DANGERS

There are no dangers in the water area covered by soundings on this sheet.

CHANNELS

Outside of Yunaska Pass and Amukta Pass, both wide passes, there are no channels developed on this sheet.

ANCHORAGES

No anchorages on this sheet.

COMPARISON WITH PREVIOUS SURVEYS

No previous surveys in this area.

COMPARISON WITH PUBLISHED CHART

The few charted soundings in the area covered by this sheet are generally shown out of position. For example, the 85 fms. charted in Lat. 52° 40', Long. 171° 30', is about 3 miles southwest of comparable depths by this survey.

GEOGRAPHIC NAMES

No new geographic names were assigned this sheet.

VELOCITIES

The velocities as determined from simultaneous bomb and visual fixes, and as used in the smooth plotting, are tabulated in plotter's notes herewith.

STATISTICS

	In records for H-6700	In records for H-6701	Totals
Statute miles of sounding lines . . .	3348.3	480.3	3828.6
Number of soundings . . . . .	17134	2396	19530
Number of positions . . . . .	2459	257	2716
Area in square statute miles. . . . .	2400	450	2850

Descriptive Report compiled in Seattle Processing Office.

H6700

APPROVAL NOTE

(1941)  
Sheet H-6700 has been examined by me and is hereby approved.

*F. B. T. Siems*  
F. B. T. Siems,  
Comdg., Ship EXPLORER.

H6700

TIDAL NOTE

Sheet H-6700. (1941)

Tide reducers omitted on account of depths.

GENERAL PROCEDURE USED IN PLOTTING BY DEAD RECKONING AND R.A.R.

(This paragraph is a partial quotation from notes made by the smooth plotter and incorporated into the Descriptive Report for sheet H-6701.<sup>(1491)</sup> It also applies to sheet H-6700.) (1491)

The bomb arcs were swung from the proper buoys and the intersections noted. Then the average distance was measured over each line and reduced to a log factor, an average meters per revolution of the screw, or meters per minute run.

The dead reckoning was laid out on a piece of tracing paper using the courses and computed distances. This is then laid out over the smooth sheet and fitted to the bomb arc intersections. Those returns that are clearly out of line are rejected and the line plotted directly from the tracing paper.

Because of the changes in the direction and force of the wind, currents, tides and sound velocities, only short stretches of the line will conform to the dead reckoning tracing, and each section has to be swung to fit the greatest number of positions.

Depth curves, crossings with other lines, similar conditions and adjoining lines will also help locate the lines.

SRB "TUNE" ✓

In the buoy location book, there are locations of this buoy on pages 14, 15, 16 and 17.

The locations on p. 14 and 15 consist of one single angle with bearing on distant peak, and several single bomb returns from SRB "LUG". These were not used.

The location on p. 16 consists of two sextant fixes with bearings and distances to the buoy. It would appear from the record that this location might be good up until the time of the position on p. 17, namely 19:30 o'clock on Aug. 9.

The location on p. 17, consisting of a ~~single~~ single fix corrected for V.A. plots 300 meters NNE of location on p. 16.

Both locations were plotted on the smooth sheet and arcs swung from each, beginning on "Z" day where there were a number of positions having 3 or more returns. The location on p. 17 was found to give the best intersections and was accepted as the location of SRB "TUNE" for all the work on this sheet and sheet H-6701. (1941)

Due to the depth of water (80 fms.) in which this buoy is located, the probable scope of buoy around anchor is relatively great. Velocity tests gave results ranging from 1451 to 1472 m.p.s. on returns from TUNE, after rejecting all positions closer than 20 sec.

SRB "REX" ✓

This buoy was established by Str. PIONEER. A fix given on p. 7 of buoy location book was plotted on 20,000 scale boat sheet and transferred. Location of buoy on boat sheet H-6701 lies 1.5 miles north of above position. Capt. Siems believes that buoy was moved offshore by PIONEER but new location not obtained by EXPLORER.

The only positions on which returns were received from this buoy were Nos. 90, 91, 92, 93, 95, 96, 98, on Z day; Nos. 2 and 4 GG day and 1 trial bomb before beginning work on GG day.

The only return from buoy "REX" (or "VEX") on Z day which came near the other arcs was on Ps. 90. Using the recorded position, all other returns fell way short of intersection, whereas using boat sheet 160,000 position, they fell way beyond intersection. In the latter case, an intersection of all returns might be obtained by reducing velocity below 1465 mps. but this would be contrary to all other evidence pertaining to velocity on this day (see notes regarding velocities used).

The returns from the boat sheet 160,000 position give perfect intersections on the 3 positions on GG day, lending further support to the belief that buoy was moved offshore later in season.

On recommendation of Capt. Siems, this buoy was disregarded wherever used.



### BAR VELOCITIES

Simultaneous visual fixes and bomb positions were taken about 200 times on this sheet, including that part of the work which was recorded in books for the 160,000 sheet but plotted on this sheet. After the projection and plotting of control was completed and checked, all these visual fixes were plotted and the distances in meters to the buoys were carefully scaled. The theoretical velocities for each position were then computed. It is believed that there was very little distortion in the sheet at the time this was done.

A large number of these velocities were obviously erroneous and were rejected. In addition, all those velocities where the position was closer to the respective buoy than about 18 seconds were thrown out as being too close to give accurate determination of velocity. In computing average velocity, no velocity less than 1440 mps or greater than 1500 mps was included as such cases were considered to be erroneous.

There is attached a tabulation of these computations and a summary by days of the results. It should be noted that buoys DIVE and TUNE were found troublesome in this work and also throughout the plotting. These buoys ~~XXXX~~ were in deeper water than the rest and it is believed the scope of the mooring gear was sufficient to make an appreciable difference in the position of the buoy from time to time. Although buoy SHOAL was also in deep water, less difficulty was had with it during the smooth plotting.

The results of these computations show a wide range of theoretical velocities. The general average for the sheet was 1467.60, but when smooth plotting was started, it was found that using different velocities in different areas gave more satisfactory agreement of lines with visual fixes, single angles, dead reckoning, and such other factors as had to be taken into consideration. A detailed explanation of each velocity used and the reasons for its selection follows: These data are also shown on the tracing which accompanies the sheet.

From records for H-6700 (8041): (1941)

"M" and "N" days:                      Vel. 1469 mps.

This work lies in the southeastern part of the sheet. It is mainly controlled by visual fixes and these were in general the accepted positions. In some cases toward the lower edge of the sheet where fixes were weak, the bomb arcs were used to help determine the position, along with dead reckoning data. The arcs were plotted on the sheet for information only and the velocity used to plot them is the average of all velocity tests on these days.

Attention is called to the apparent effect of the shoal area in Lat. 52° 17' - 18' and Long. 170° 42' - 44'. The effect seems to reduce the velocity when the sound waves have to cross this shoal, particularly on returns from buoy SOUTH which must pass directly over the shoal. Returns from buoy RAY, crossing the shoal at varying angles, do not seem to show any consistent trend.

Q day, Sheet H-6700:(1941) Vel. 1469

This velocity ~~was~~ is the mean of velocity tests on "M" and "N" days which are in the same general vicinity as this work. A reasonably good agreement of velocity with visual work was obtained. A few simultaneous fixes and bombs were taken on this day but the fixes were weak and the angles uncertain, consequently these were not used in computing velocity tests.

R day, Sheet H-6700:(1941) Vel. 1469

Only three good velocity determinations were made on this day, which gave ~~an average~~ average of 1472.33. On account of the small number of tests, ~~this~~ this velocity was not used for plotting but rather a velocity of 1469 which was determined on M and N days, ~~and is~~ in the same general area.

S day, Sheet H-6700:(1941) Vel. 1469 Pos. 1 - 19 incl.

These positions lie along the lower edge of the sheet on the eastern end. The velocity used is that determined on ~~M~~ "M" and "N" days, which lie to the northward of this work.

Vel. 1465 Pos. 30 - 116 incl.

From pos. 30 to 98 the line was controlled by visual fixes, with a number of bombs fired simultaneously. The mean velocity obtained from these tests was 1465.71 m/p/s, which was used to plot the RAR work beginning with pos. 99 and extending into "T" day. These lines cross the sheet in a N-S direction. At the south end they adjoin work where a velocity of 1464 was used (see "E" day, Sheet H-6701)(1941) lying to westward. Toward the north end of the line they cross lines visually fixed and RAR lines using higher velocities. Good agreement of soundings was obtained at crossings at both north and south ends of the lines.

T day, Sheet H-6700:(1941) Vel. 1465

The first part of this day (up to Pos. 59) is a continuation of "S" day and the velocity determined for that day was continued.

The balance of the day's work is largely controlled by visual fixes, and the velocity tests were taken in the latter part of the day's work. Although a mean velocity of 1470.49 was obtained from these tests, so many of the fixes were weak, and so much difficulty was had in plotting the angles, that the velocity of 1465 was continued rather than make a change in the middle of the day's work. The plotting of these lines is mostly a cut and try proposition, or reconciliation between angles, bombs and dead reckoning to give the most reasonable looking lines.

"U" day, Sheet H-6700: (1941) Vel. 1467 Pos. 1-23

The first part of this days work was plotted by siggle bomb returns, dead reckoning and crossings with other lines as no other data was available. Velocity ~~data~~<sup>used</sup> is general average for sheet.

The ~~xxx~~ balance of the day's work was mostly controlled by visualy fixes, and dead reckoning with single angles. The bomb arcs plotted on the smooth sheet are at velocity 1467, the general average for the sheet.

"W" day, Sheet H-6700: (1941) Vel. 1473 Pos. 18-42

This line plotted after soundings on cross lines were in. ~~Velocity determined by~~ From pos. 24 on it crosses the regular system of lines nearly at right angles, thereby enabling a good determination of positions by the crossing of soundings. Vel. 1473 is the velocity which best satisfies the conditions to be met; time, course, and agreement of soundings at crossings. This velocity also gave a very good agreement of crossings from Pos. 18-24 where the adjacent work was visually controlled.

"X" day, Sheet H-6700: (1941)

This day's work visually controlled. Arcs plotted on sheet are at vel. 1467, the general average for the sheet, altho mean of velocity tests gives 1465.68 to correspond with other work in the area.

"Y" day, Sheet H-6700: (1941)

This day's work all RAR. No velocity tests. Used 1467 m/p/s. the general average for the sheet.

"Z" day, Sheet H-6700: (1941) Vel. 1473

This velocity was arrived at by experimental<sup>ms</sup> with all positions having three ~~correct~~ bomb returns. Buoy REX was not taken into consideration as explained elsewhere. The single angles and fixes on pos. 41, 43, 47 and 50 Z were also plotted and 1473 gave best agreement with angles. In spite of the comparatively large difference in velocity ~~with~~ on the cross lines, good agreement of soundings was obtained; also true of crossings with visual work. Change in velocity between Y and Z days arbitrarily made at pos. 12.

"AA" day, Sheet H-6700: (1941)

Continuation of "Z" day at same velocity. Good crossings,

"BB" day, Sheet H-6700: (1941) Vel. 1470 Pos. 1-52 incl.

This velocity is the mean of all tests taken up to Pos. 52. It gives good agreement with visual fixes, dead reckoning, and soundings on cross lines.

Vel. 1467 Pos. 73-end of day

Velocity was changed at pos. 73 to give better agreement with visual fixes and dead reckoning on line running out to Seguan. Good agreement of soundings on cross lines; several pos. with 3 bomb returns intersect in a point. Mean velocity for all of "BB" day = 1466.19.

"CC" day, Sheet H-6700: (1941) Vel. 1467 Pos. 1-58.

This velocity carried forward from previous day. Mean of velocity tests = 1466.93. ~~Several~~ <sup>of bomb arcs</sup> Several poor intersections believed caused by changing position of buoys. ~~due to currents~~.

This days work is the same line as "E" day, Sheet H-6701. (1941) The latter work was plotted first on this sheet and a vel. of 1464 arrived at and used. The "E" day work in general lies to the south of the "CC" day work; and it is believed that the different velocities, although not consistent, do not introduce any great error in the location of soundings. These lines were largely determined by dead reckoning and fitting soundings anyway.

Work between Pos. 59, 60, 61 CC <sup>is</sup> ~~are~~ a continuation of "E" day work and the 1464 vel. was used here for consistency.

Upon resumption of RAR at pos. 78, I returned to vel. 1467. Fair agreement with visual work.

"DD" day, Sheet H-6700: (1941) Vel. 1467 - general sheet average

"EE" day, Sheet H-6700: " " " "

"FF" day, Sheet H-6700: " " " "

"GG" day, Sheet H-~~1467~~6700: " " " "

There are no cross lines as a check on this velocity. Depth curves give only clue.

"HH" day, Sheet H-6700: (1941) Vel. 1474

There are no crossings in this line. It continues into "G" day, sheet H-6701. <sup>(1941)</sup> The velocity was determined on that sheet and used on this sheet for consistency.

"JJ" day, Sheet H-6700: (1941) Vel. 1467 - general sheet average.

"B" day, Sheet H-6701

Vel. 1467 - general sheet average

This is merely a continuation of "X" day on Sheet H-6700, (1941) and consists of 3 pos. only (Pos. 1 B = Pos. 29X) Vel. carried fwd.

"E" day, Sheet H-6701: (1941)

Vel. 1464

Mean velocity this day 1463.35; however fixes weak and series not very long. Vel. 1464 taken from later work same area, K, L ~~and~~ days. Gives good agreement soundings and dead reckoning. This day is a continuation of "CC" day, Sheet, H-6700, which see.

"K", "L", "M", "N" days, Sheet H-6701: (1941) Vel. 1464

This velocity was determined by taking the average of the mean velocities determined by velocity tests on "E", "K" and "L" days, which was 1464.50. Although the smooth plotter on sheet H-6701 used a velocity of 1465 on the work adjacent to this sheet at the southern edge, it is not believed that any appreciable error is caused by this difference of 1 m/p/s, particularly since ~~the~~ quite a few bomb intersections had to be rejected in view of dead reckoning courses and times. See notes on "General Procedure in Plotting RAR positions."

"P" day, Sheet H-6701: (1941)

Vel. 1464

This day's work controlled by visual fixes. The bomb return arcs were plotted on smooth sheet using the above velocity to be consistent with adjacent work, as above. As these positions were all less than 18 sec. from the respective buoys, they were not used in computing the mean velocity, ~~xxx~~

DISCREPANCIES

"A" day - Sheet H-6700:(1941)

This day's work not plotted on smooth sheet. See note by Chief of Party on page 3, vol. 1. An attempt was made to plot a few positions, but ~~xxxxxxxxxxxx~~ without success. ✓

"B" day - Sheet H-6700:(1941)

Smooth plotter was unable to find any combination of angles, log readings, revolution count, bomb returns that would make soundings from pos. 1 to 7 agree with those on cross lines. The positions are shown on smooth sheet but no soundings have been shown. From pos. 7 to 17, ✓ good agreement was obtained at crossings. After pos. 17, work was reconnaissance only according to note by field party on page 30, vol. 1. No attempt was made to plot this work on smooth sheet.

DISCREPANCIES

"Q" day - Sheet H-6700 (1941)

Considerable difficulty was experienced by smooth plotter on this day's work. The first six positions had to be rejected as they did not plot on any kind of line.

Attention is called to field party's notes at beginning of this day and also at pos. 67, regarding fathometer initial corrections. It is believed that the initial correction must have varied quite a bit as a number of poor crossings, as listed below, were encountered; whereas quite a few other crossings on the same lines were good. The plotting was checked and it was found impossible to bring the soundings into agreement without disregarding entirely the angles, courses, and bomb distances recorded.

For this reason, the conflicting soundings on "Q" day have been omitted at the crossings, also all other soundings which appear to be out of place. The lines crossed were mainly controlled by visual fixes and appear to be alright.

Lat. & Long.	Positions	Soundings	Remarks
52° 16.9'	7 - 8 Q	203 - 202 fms	Sdgs from pos 14 - 89 rejected cannot be plotted to give any kind of agreement.
170° 54.4'	134 - 135 T	199 - 198	
52° 17.1'	12 Q	336	336 rejected
170° 58.5'	161 - 162 N	324 - 316	
52° 17.1'	17 - 18 Q	452	452 rejected
171° 08.0'	94 - 95 T	445 - 448	
52° 17'	21 - 22 Q		Soundings around the turn 21-22Q appear too deep to agree with adjacent parallel line 53-54R.
171° 15'	53 - 54 R		
52° 15.3'	38 - 39 Q	145	Sdgs. 38 - 39 Q rejected, on <del>XXXXXXXXXX</del> recommendation C.O.P.
170° 49.8'	141-142 N	199	
52° 15.2'	42 - 43 Q	390 - 393	Deeper sdgs N.P.
170° 57.6'	105 - 106 T	380 - 386	
52° 15'	vicinity 53 R		Soundings around the turn 50-52Q appear too deep to agree with adjacent parallel line on R day.
171° 15'	50 - 52 Q		
52° 13.8'	64 Q	262	Shaler sdgs plotted
170° 51.1'	153 - 154 T	281 - 289	
52° 11.9'	130 - 131 T	688-649	599 first sdg. after series of misses--probably erroneous--rejected.
170° 54.5'	72 Q	599	
52° 11.9'	(2) 70 Q	762	Shaler sdy plotted
170° 48.2'	12 Q	762	



Other Bad Crossings

Lat. & Long.	Positions	Soundings	Remarks
52° 49.1'	35Y	235-289	Note that crossing around turn <i>on slope</i>
171° 41.3'	83Y	222-250	at Pos. 36Y, is O.K. <i>Sdg. unimportant</i>
52° 41.2'	12-13BB	281-285	Would be improved by moving pos. <i>on slope</i>
171° 33.0'	92-93Z	291- <del>not plotted</del>	12BB westward.
52° 32.0'	66-67AA	353 <i>not plotted</i>	Next crossing to eastward O.K.
171° 50.5'	86-87BB	338	Same difference on Boat Sheet.
52° 42.5'	36-37AA	491-496	No satisfactory solution found. <i>on slope</i>
171° 48.0'	70-71AA	468	Other crossings on this line OK.
52° 50.5'	4-5Y	463-457	Pos. 4Y not too certain. <i>on slope</i>
170° 59.1'	97-98AA	468-473 <i>not plotted</i>	
52° 50.8'	106-107AA	463	Same line as above.
170° 59.2'	97-98AA	478 <i>rejected</i>	
52° 49.2'	7-8W	114-113-115	Deeper than adjacent soundings
171° 10' to 11'			on parallel lines. Crossing with 68-69Y is OK. <i>Sdg. accepted as plotted</i>
52° 44.6'	42-43U	89 <i>not plotted</i>	The 89 fm. sdg. lies between 82 and
171° 28.7'	31BB	81	79 in the record ( $\frac{1}{2}$ min. interval)
			Possibly read fathometer 10 fms. deep
52° 42.8'	56-57J	348 <i>not plotted</i>	Next sdg. on "Y" day is 315. These
171° 02.6'	47-48V	318	2 sdgs. questioned, fall between <i>substantiated by overlapping survey.</i>
52° 40.5'	49-50BB	285 <i>near</i>	Fathometer not working well on
171° 02.7'	49-50V	a 292	BB line. <i>Sdg. 48 BB - 50 BB</i>
52° 40.4'	3-4J	287	On return line (57-58BB) which is
171° 01.7'	50-51BB	283	very close to 50-51BB, crossing OK
			<i>Not important!</i>
52° 29.5'	88-89BB	304 <i>not plotted</i>	No apparent explanation.
171° 57.0'	109-110BB	288	
52° 37.8'	23-24AA	422	No apparent explanation.
171° 49.8'	98-99BB	411 <i>not plotted as recorded</i>	
52° 34.8'	28-29CC	294-288	
172° 03.2'	6-7DD	314-299 <i>not plotted</i>	<i>unimportant</i>
52° 29.5'	43-44	310-310	EE line indefinite
171° 37.0'	15-16E	310 <i>not plotted</i>	<i>Not important</i>
52° 30.8'	105-106Z	314	EE line indefinite-fathometer
171° 38.8'	16-17EE	306 <i>rejected</i>	trouble.



Lat. & Long.	Positions	Soundings	Remarks
52° 32.9' 171° 41.5'	17-18EE	334 <sup>misadjusted</sup> near 320	Having fathometer troubles EE line.
52° 25.4' 171° 45.4'	41-42EE 10-11AA	198-212 184-194	Appears pos. 41EE should go north, <sup>Position</sup> however this would spoil agreement <sup>adjusted</sup> of time and course around turns.
52° 39.5' 171° 46.6d	19-20FF 23-24FF	235-231 202-206	No explanation apparent.
52° 38.5' 171° 59.5'	3-4DD 42-43FF	203 <sup>RP</sup> -198 <sup>RP</sup> 298-295-295	6 sds. at pos. 4DD were increased by 100 fms. to check other line & depth curves, on recommendation of Chief of Party.
52° 08.8' 171° 25'	195-196T 203-204T		Two lines practically coincide as plotted but soundings do not agree.
52° 08' to 10' 171° 20' to 23'	214-215T 193-194T <del>214-215T</del> <del>175-176T</del> 215-216T 172-173T	318-304 309-299 <del>360-371</del> <del>366-377</del> 524-520 529-545	It appears that pos. 214, 215 & 216T should be farther S and W. As pos. 172, 173, 175 & 176T are visually controlled, and 193 & 194T are RAR controlled, a higher velocity for pos. 214, 215 & 216 than used for the earlier pos. on T day would seem to be indicated. <span style="float: right;">unimportant</span>
52° 16.9' 171° 36.5'	48-49T 17-18M	180 193 <sup>RP</sup>	Good crossing might be obtained by swinging Pos. 18M (H-6701) either north or south. <span style="float: right;">unimportant</span>
52° 10.6' 170° 45.8'	60-61N 85-86R	206 <sup>RP</sup> 530	All sds. after pos. 60N rejected on recommendation of Chief of Party; apparently much deeper than recorded.
52° 10.6' 170° 45.0'	67-68N 85-86R		Soundings near crossing look improbable but not impossible.
52° 09.9' 170° 49.5'	146-147N 19-20R	570 639	570 was last sdg. obtained on N line. Fathometer working better on R day. 639 plotted on smooth sheet. <span style="float: right;">no discrepancy</span>
52° 12.5' 170° 54.5'	131-132T 28-29R	523-513 476	No explanation apparent. T line <sup>476 may show</sup> visual, R line RAR. <span style="float: right;">Apr 23-52</span>
52° 12.4' 171° 41.5'	42-43R 2-3K 26-27L		Intercrossing of these three lines not entirely satisfactory although greatest difference 5 fms. in depth of 234 fms. All are on turns. <span style="float: right;">O.K.</span>
52° 19.2' 171° 15.7'	72T 55-56R	296 311-304	Visual control. <span style="float: right;">unimportant</span>

Lat. & Long.	Positions	Soundings	Remarks
52° 36.75' 171° 43.7'	31-32W 19-20EE	332-335 319 <sup>Rejected</sup>	319 questionable--only sounding in long series of misses. ✓
52° 35.0' 171° 48.0'	96-97CC 33-34W	370-374 363 <sup>NP</sup>	Adjustment of line on W. dag. tuniaké good crossing with 67-68 AA and 96-97 CC gives poor crossing with 21-22 AA. Line ink has plotted deeper sdgs omitted at crossing. No adjustments made. ✓
52° 33.7' 171° 50.8'	67-68AA 34-35W	373-383 367-364 <sup>NP</sup>	See above ✓

SHOALS

There is an extensive bank at SRB SHOAL, Lat. 52° 17', Long. 170° 43', least depth 72 fms. ✓

Northwest of Amukta I. there is a large bank extending from Lat. 52° 42' to 52', Long. 171° 10' to 35'. Least depth of 69 fms. in Lat. 52° 48', Long. 171° 18'; and 77 fms. in vicinity of SRB TUNE, Lat. 52° 45', Long. 171° 31'; and at Lat. 52° 45.5', Long. 171° 27.5'. A least depth of 78 fms. is found at SRB CHECK in Lat. 52° 42.5', Long. 171° 27'. ✓

A small bank, least depth 93 fms., lies in Lat. 52° 20', Long. 171° 49'. ✓

A large bank, extending from Lat. 52° 39' to 42' and Long. 171° 55' to 172° 07', has least depth of 92 fms. in Lat. 52° 40', Long. 171° 59', and least depth of 87 fms. in Lat. 52° 40.5', Long. 172° 03'. ✓

The shoal 6 miles NE of the east end of Segum I., in Lat. 52° 25', Long. 172° 11', shows a least depth of 52 fms. ✓

FUTURE DEVELOPMENT

The area in the extreme southeast corner of the sheet, in approx. Lat 52° 10', Long. 170° 35' to 50', needs further development to properly define the depth curves and effect a junction with adjacent sheets. 300-1000 fms. curves. ✓ For 5th Review

Note also shoal indication (216 fms.) mentioned near top of page 2 of body of this Descriptive Report. ✓ For 5th Review

There is a shoal indication (168 fms.) in Lat. 52° 30', Long. 172° 02'. ✓ For 5th Review

There is a shoal (160 fms.) in Lat. 52° 14', Long. 171° 40'. ✓ Not in Review

There is a shoal indication (178 fms.) in Lat. 52° 13', Long. 171° 48'. ✓ Not in Review

\* area of broken bottom

DEPTH CURVES

Depth curves have been drawn on the smooth sheet for 100, 200 and 1000 fms., as required by the Hydrographic Manual.

In addition, to more clearly delineate the hydrographic features, curves have been ~~lightly~~ penciled for 300, 400, 500, 600, 700, 800 and 900 fms. in certain areas.

BOTTOM CHARACTERISTICS

Bottom samples consisting of marine plant and animal life were obtained on the bank in approx. Lat. 52° 40', Long. 172° 00', at ~~positions~~ 60 and 61, FF day. Samples ~~of~~ were sent to the Scripps Oceanographic Institute of La Jolla, Calif.

Other bottom specimens included some of cinders and others of a coral growth.

WORK FROM SHEET H-6701<sup>(1941)</sup> (16041)

*Pos. 6JJ-11JJ was superseded and deleted on H-6700 due to disagreement with H-7995 (1952) 11/24/53 Helmer (Carstens approved)*

The hydrography in the southwestern part of the smooth sheet was originally recorded in the volumes for sheet H-6701<sup>(1940)</sup> the recommendation of the Chief of Party, this work was plotted on sheet H-6700<sup>(1941)</sup> (1:50,000). Notes have been made in the ~~the~~ sounding records opposite each position plotted on this sheet. An abstract of this work follows:

Work recorded in volumes for H-6701<sup>(1941)</sup> but plotted on H-6700:<sup>(1941)</sup>

Day	Lines plotted	Stat. miles	Soundings	Positions
B'	Pos. 1-3 incl. (All)	4.0	12	3
E'	All	119.0	484	53
K'	Pos. 1-42 incl.	136.9	655	42
L'	Pos. 19-32 incl.	28.7	109	13
	Pos. 132-146 incl.	30.9	117	14
M'	All	45.0	184	18
N'	All	50.8	337	55
P'	All	65.0	498	59
Totals:		480.3	2396	257

\* Prime added on H-6700 (1941)

6723 (1941)  
WORK FROM SHEET H-6699 (4141)

This development has not been plotted either on H-6723 or H-6700, for the reasons given on this page.  
These records are retained as evidence of additional development on this sheet and reasonable assurance of the least depth of 55 fm now plotted.

On "C" day of the above sheet, development was done in approx. Lat. 52° 25', Long. 172° 10', to investigate this shoal as a possible site for a sono-radio buoy. This work was controlled by bomb returns from buoys "Seguan" and "Amukta", the intersection of the arcs being nearly tangent. Also a bearing and a single angle were taken between signal LOAF and the N tangent of Seguan Island. ✓

An attempt to plot this work on sheet H-6700 (8041) <sup>(1941)</sup> was made but it was not found possible to reconcile the soundings with other work in the area which was controlled by visual fixes. It was necessary to make a positive correction of 1 1/2° to the compass bearings to bring the lines into approximate agreement with the other work.

Since this area was later well covered on "N" and "P" days of sheet H-6701 (16041) <sup>(1941)</sup> and "BB" day sheet H-6700 (8041) <sup>(1941)</sup> crosses the area between pos. 93 and 94, this work is not shown on the smooth sheet except for the 52 fm. sounding between pos. 17-180, the least depth found. The location of this sounding was necessarily roughly determined, but is believed near enough for charting purposes. \*

A tracing is enclosed showing the soundings as originally plotted, plotting the uncorrected bearing to the N tangent of Seguan Id. The red ~~XXXXXXXXXXXX~~ ticks show the approximate displacement after adding 1 1/2° to the bearings. ✓

As an aid in plotting this work, <sup>6723</sup> the following positions were transferred from sheet H-6699 (4141) to sheet H-6700: 33 to 48 P. and 38 to 40 W. The soundings have been plotted on these lines and a note made on the smooth sheet as to their source.

\* An attempt was made to reconcile the sounding shown on the tracing but without success. The position of the 52 fm sounding is too uncertain to plot and as a 55 fm sounding appears in this area it is not deemed advisable to approximately a position for the 52 fm sounding. The entire development was rejected.

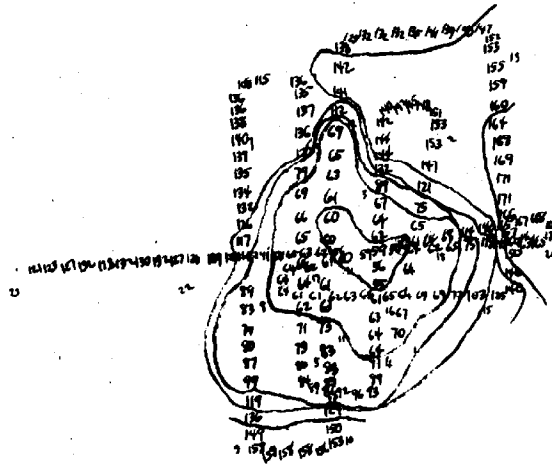
SUMMARY OF VELOCITY TESTS

Date	Sheet	Day Let.	Sum of Veloc.	No. in Series	Mean Veloc.	
July 3	H-6700(1941)	M	19,111.86	13	1,470.14	
July 4	"	N	110,202.11	75	1,469.36	
July 19	"	R	4,417.00	3	1,472.33	
July 20	"	S	17,588.48	12	1,465.71	
July 21	"	T	19,116.41	13	1,470.49	
July 23	"	U	1,461.09	1	1,461.09	
July 27	H-6700(1941) H-6701	X B	13,191.16	9	1,465.68	(R)
July 30	H-6700	Z	2,939.94	2	1,469.97	
Aug. 5	"	BB	35,188.46	24	1,466.19	
Aug. 6	H-6700 H-6701	CC E	24,937.87 16,097.20	17 11	1,466.93 1,463.38	
Aug. 30	H-6701	K	4,400.10	3	1,466.70	
Aug. 31	"	L	41,012.07	28	1,464.72	
Sep. 7	"	P				(R)
Totals:			309,663.75	211		

Mean velocity =  $\frac{309,663.75}{211} = 1467.60$

177° 16'  
52' 30"

See page 14



Development on "C" day  
Sheet H-6699 (4141)

See Descriptive Report.

Remarks

Decisions

	Remarks	Decisions
1		525 710 U.S.G.B.
2		520 715 "
3		"
4		525 710 "
5		520 720 "
6		—
7		525 705 "
8	Referred to U.S.G.B: ok to apply pending its decision	525 705
9	" " " " " "	525 710
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES  
 Survey No. **H6700**

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
Amukta Island											1
Amukta Pass											2
Bering Sea											3
Chagulak Island											4
Seguam Island											5
North Pacific Ocean											6
Yunaska Island											7
Yunaska Pass											8
Chagulak Pass											9
											10
					L. Heck		10/2/42				11
											12
											13
											14
											15
											16
											17
											18
											19
											20
											21
											22
											23
											24
											25
											26
											27



Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO.  **H5700**

Records accompanying survey:

Boat sheets ~~one~~; sounding vols. (12); ~~wire drag vols.~~ buoy locations vol. (1);  
 bomb vols. (5); graphic recorder rolls .....;  
 special reports, etc. ~~one overlay tracing to show velocities used in plotting.~~

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

Number of positions on sheet	2716	
Number of positions checked	25	
Number of positions revised	2	
Number of soundings recorded	19530	
Number of soundings revised (refers to depth only)	27	
Number of soundings erroneously spaced	32	
Number of signals erroneously plotted or transferred		
Topographic details	Time	.....
Junctions	Time	24
Verification of soundings from graphic record	Time	.....
Verification by <i>S. B. [unclear]</i>	Total time	643 Date 8/31/42
Review by <i>G. F. Jordan</i>	Time	30 1/2 Date 9/28/42

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY DESCRIPTIVE REPORT <del>PHOTOSTAT OF</del>	}	No. H <b>H6700</b> <del>No. H</del>	{ received <b>July 10, 1942</b> registered <b>July 16, 1942</b> 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			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	<b>R. W. Knox</b>
----	-------------------

*RWK*

rac  
ML

TIDE NOTE FOR HYDROGRAPHIC SHEET

July 23, 1942.

~~Division of Hydrography and Topography:~~

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

Plane of reference approved in  
18 volumes of sounding records for

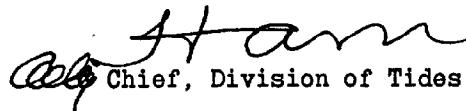
HYDROGRAPHIC SHEET 6700

Locality Yunaska to Seguam Islands, Aleutian Islands, Southwest Alaska

Chief of Party: F. B. T. Siems in 1941  
Plane of reference is  
ft. on tide staff at \*  
ft. below B. M.

\* Tide reducers omitted on account of depths.

Condition of records satisfactory except as noted below:

  
Chief, Division of Tides and Currents.

DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF HYDROGRAPHIC SURVEY

REGISTER NO. 6700

Field No. 8041

S. W. Alaska; Aleutian Islands; Yunaska to Segum Islands  
Surveyed June - August 1941; Scale 1:80,000  
Instructions dated February 3, 1938 (SURVEYOR)

Soundings:

Dorsey III Fathometer

Control:

RAR with sono-radio buoys  
Visual three-point fix

Chief of Party - F. B. T. Siems  
Surveyed by - Ship's Officers  
Protracted by - P. M. Fisher  
Soundings plotted by - P. M. Fisher  
Verified and inked by - G. B. Littlepage  
Reviewed by - G. F. Jordan *Sept 28 1941*  
Inspected by - H. R. Edmonston

1. Shoreline and Signals

The triangulation was accomplished under the present project.

The topographic signals are from the following plane table surveys -

T-6861 (1941)	T-6866 to T-6869 (1941)
T-6862 (1941)	T-6850 to T-6852 (1941)

Other control is from hydrographic signals on shore and the sono-radio buoys whose locations are given in a single volume with the sounding records.

As this is an offshore survey, only the high water line has been transferred from the above topographic surveys.

2. Sounding Line Crossings

In general, the agreement in crosslines is satisfactory. A number of disagreements in crosslines are listed on pages 9-12 of the Descriptive Report, with comment by this review. In consideration of the depths involved, the discrepancies are considered relatively unimportant. The control for the sounding lines was carefully considered in the plotting, and a comprehensive discussion on this point is included in the Descriptive Report.

3. Depth Curves

Considering the depths involved the depth curves have been satisfactorily drawn. However, a closer development of certain areas is recommended, at some opportune time, under Par. 9.

4. Comparison with Contemporary Surveys

Satisfactory junctions are made with H-6723 (1941) at Seguam Island, H-6698 (1941) around Amukta Island, H-6568 (1940) at Yunaska Island, and with offshore surveys H-6478 (1939) on the southeast, H-6701 (1941) on the north and south and H-6573 (1940) on the northeast.

5. Comparison with Prior Surveys

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

6. Comparison with Chart 8802 (latest print of 8-31-42)

a. Hydrography

The charted soundings fall into three groups

- (1) Those found on the first Standard of 1909
- (2) Those from track lines by Naval vessels
- (3) Soundings west to Long.  $171^{\circ}25'$  (limits of 8861) from a photostat of the boat sheet of the present survey.

There are large discrepancies between the soundings on the track lines and the present survey such as 85fm. against 280fm. A 2 - 4 mile displacement of these lines would place their soundings in more comparable depths on the present survey. It is recommended that all soundings charted within the area of the present survey should be disregarded.

b. Aids to Navigation

None.

7. Condition of Survey

The condition, detail and scope of the sounding records, Descriptive Report and field plotting are very good.

8. Compliance with Instructions

Satisfactory.

9. Additional Work Recommended

No immediate additional work is recommended; however, at an opportune time it is recommended that the following shoal indications be developed, provided such can be controlled by buoys established for the westward extension of the hydrography.

- (a) Lat. 52°40.5', Long. 172°03', 87fm. and 95fm. in 140fm.
  - (b) 3 miles east of (a), 92 and 95fm. in 130fm.
- } Confirmed-  
} See Add. Wk  
} 1953 Review

It would have been desirable for the field party to have accomplished the additional development listed below:

- (c) Lat. 52°37.9', Long. 171°50.7', 196fm. in 250 to 450fm.
- (d) Lat. 52°17', Long. 172°09' and 172°06', lines north for 200-fm. curve
- (e) Lat. 52°19.5', Long. 171°49.5', lines west from 93fm. for 100-fm. curve
- (f) Lat. 52°34.4', Long. 171°33.0', 216fm. in 250fm. at point of 300-fm. curve
- (g) Lat. 52°32' to 52°23', Long. 172°02.5', line for 200-fm. curve
- (h) Lat. 52°12', Long. 170°37', 300 to 1,000-fm. curves

10. Superseded Surveys

No prior surveys.

Examined and approved:

*Robert W. King*  
Chief, Surveys Section

*J. S. Gordon*  
Chief, Division of Charts

*S. P. Raymond*  
Chief, Section of Hydrography

*G. H. Rude*  
Chief, Division of Coastal Surveys

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-6700 Ad. Wk.

FIELD NO. -----

S. W. Alaska, Aleutian Islands, N. E. of Sequam I.

Project No. CS-218, CS-343

Surveyed in July 1952

Scale 1:80,000

Soundings:

NMC Fathometer  
NMC-2 Fathometer

Control:

One shoran distance and adjustment to bottom configuration

Chief of Party - G. L. Anderson  
Surveyed by - C. N. Schoene and J. E. Guth  
Protracted by - D. R. Engle  
Soundings plotted by - D. R. Engle  
Verified and inked by - D. R. Engle  
Reviewed by - I. M. Zeskind, 23 June 1953  
Inspected by - R. H. Carstens

1. Instructions

The additional work was accomplished in compliance with -

Instructions for

Project CS-218 dated 19 March 1952  
Project CS-343 dated 21 March 1952, and

Preliminary Review of Chart 8862 (G.F.J.)

dated 29 February 1952.

2. Scope

The additional work was done for the following reasons:

- a. To investigate the area in the vicinity of lat. 52° 44.0', long. 171° 59.0' to confirm or disprove the existence of a 30-fm. sounding on a trackline of the USS WICHITA (Chart Letter 392, 1943) and a reported rock awash in Notice to Mariners No. 37 (1951) (not charted).

- b. To develop the 87- and 92-fm. shoals in the vicinity of lat.  $52^{\circ} 40.4'$ , long.  $172^{\circ} 03.2'$  and lat.  $52^{\circ} 40.3'$ , long.  $171^{\circ} 59.0'$ , respectively.

3. Results

The results of the additional work are as follows:

- a. The 30-fm. sounding and the reported rock awash are discredited.
- b. The 87-fm. and 92-fm. sounding are substantiated by comparable present depths and the features are adequately developed.

4. Comparison with Chart 8862 (Latest print date 10/15/51)

The additional work has not been charted. Minor differences of 1-9 fms. between the charted soundings and soundings obtained by the additional work were noted. The 30-fm. sounding investigated has been deleted from the chart in accordance with advance information in Chart Letter 655 (1952).

  
H. R. Edmonston

Chief, Nautical Chart Branch

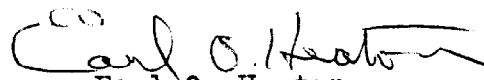
  
G. R. Fish

Chief, Section of Hydrography

Examined and approved:

  
H. Arnold Karo

Chief, Division of Charts

  
Earl O. Heaton

Chief, Division of Coastal Surveys



Applied to Ch. 8862 - Sept 9, 1942 - J.F. Walkey  
" " " 8861 (previously applied when incomplete) Apr. 22, 1944 J.H.S.

addl work applied to Ch 8862 1/17/55 J.H.B.