

7765

Diag. Cht. No. 8551-3

CS-277

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey ... HYDROGRAPHIC

Field No. DE-2449 ... Office No. H-7765

LOCALITY

State ... ALASKA

General locality ... PRINCE WILLIAM SOUND

Locality ... NAKED ISLAND GROUP

194 9

CHIEF OF PARTY

G. E. Boothe

LIBRARY & ARCHIVES

DATE ... JANUARY 2, 1952

7765

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-7765

Field No. DL-2449

State ALASKA

General locality PRINCE WILLIAM SOUND

Locality NAKED ISLAND GROUP

Scale 1:20,000 Date of survey 9 July - 30 August 1949

Instructions dated 9 Feb. 1942, Supplemental Inst. 5 Feb. 1948 and 13 April 1949

Vessel USC&GSS DERICKSON

Chief of party Glendon E. Boothe

Surveyed by Glendon E. Boothe and Harry F. Garber

Soundings taken by ~~fathometer~~, graphic recorder, ~~hand lead~~ NMC #57 & 808 # 66

Protracted by H.C. Parsons

Soundings penciled by H.C. Parsons

Soundings in fathoms ~~feet~~ at MLW MLLW

REMARKS: Fathograms scanned by J. Hickey & A.S. Post
Fathograms checked by H.F. Garber.

R.W.W. 3/7/44

*784
AR*

Descriptive Report To Accompany Hydrographic Survey H-7765
(Field No. DE-2449)

Prince William Sound, Alaska; Naked Island Group
Scale: 1:20,000

USC&GSS DERICKSON
Glendon E. Boothe, Chief of Party

1949

A. Project: -

CS-277, Instructions dated:
Original; 9 Feb. 1942
Supplemental; 5 Jan. 1943
6 Mar. 1947
5 Feb. 1948
13 Apr. 1949
28 June 1949 (ph-39(48))

*Verifier - correlate
survey with H-7763*

B. Survey Limits And Dates: -

This survey covers the offshore shore area of the Naked Island group and the passage between Smith Island and Naked Island.

Field work on this survey was from 9 July to 30 August 1949.

Prior surveys in this area are as follows:

Hydrographic Survey, Register No.	3321	scale:	1:20,000	date	1911
"	"	"	"	3315	"
"	"	"	"	5430	1933
Topographic Survey, Register No.	3230	"	"	"	1911
"	"	"	"	3231	1911

Topographic Survey of Smith Island by Ship SURVEYOR in 1933 (register number not known).

This survey makes a junction with the following contemporary surveys:

H-7762, scale 1:10,000, east portion of Naked Island Group.
H-7763, " " west " " " " " (survey incomplete).
H-7764, " 1:20,000, Naked Island to Perry Island. (survey incomplete).
H-7766, " 1:40,000, Naked Island to Knowles Head.

C. Vessel And Equipment: -

All sounding on this survey was done with the Ship DERICKSON, except for investigation of shoals with the motor whaleboat.

NMC fathometer No. 57 was operated at all times during the survey, also an 808 model (No. 66) was used in shoal areas to insure more accurate minimum depth soundings.

The turning of the Ship DERICKSON at standard speed for various positions of the rudder are as follows:

10 degrees rudder,	300 meters
15 " "	250 "
20 " "	200 "
25 " "	175 "
full	150 "

D. Tide And Current Stations: -

A portable automatic tide gage was operated in McPherson Passage, Naked Island Group during the entire period of this survey. No time or range correction was applied for reducing soundings. No current stations were occupied.

E. Smooth Sheet: -

The smooth sheet projection was made in the Washington Office by ruling machine on 31 October 1949.

F. Control Stations: -

Triangulation is on the Valdez datum. The scheme was carried westward from Valdez across the north side of Prince William Sound, then south through Perry Passage by H. Arnold Karo, Chief of Party, during 1947 and 1948. The scheme was carried from Perry Passage, eastward to the Naked Island Group by Glendon E. Boothe, Chief of Party during 1949.

Topographic stations were located by planetable on three surveys executed during the 1949 season and numbered as follows:
Register No. T-7081, Field No. DE-E-49 and DE-F-49 (survey on both sides).
" " T-7082, " " DE-G-49 and DE-H-49 " " " "
" " T-7114, " " DE-J-49 (survey on one side only).

G. Shoreline And Topography: -

See descriptive reports for topographic surveys listed in above paragraph. It is believed that topographic details are to be obtained from aerial photographs to be taken at some future date.

H. Soundings: -

All soundings for this survey are in fathoms and were scaled directly from the fathogram at the end of each days work. A separate report on fathometer corrections for Project CS-277 was submitted to the Washington Office on 25 November 1949.

See H-7161

I. Control Of Hydrography: -

All control of sounding lines on this survey was by the three point fix method. All angles from the DERICKSON were observed from the flying bridge by experienced anglers.

J. Adequacy Of Survey: -

The area covered by this survey is considered complete and should supersede prior surveys for charting. Junctions and depth curves are in good agreement with adjoining contemporary surveys, numbers H-7762, H-7764 and H-7766. Survey No. H-7763 (west portion of Naked Island is incomplete).

K. Crosslines: -

Percentage of crosslines run on this survey was about eight percent. No notable discrepancies were found. The entire area of the Naked Island Group is of vertical strata rock formation which accounts for the extremely irregular bottom.

L. Comparison With Prior Surveys: -

Register numbers of prior surveys in this area are listed under paragraph.(B) -"Survey Limits And Dates" on page one of this report.

Comparison with the prior surveys reveal that shoaler depths were obtained in 1949 on almost every shoal area. This is the result of modern survey equipment and not a discredit of the prior surveys.

North of Little Smith Island; Lat. $60^{\circ} - 32' .5$, Long. $147^{\circ} - 26' .7$ a least depth of 5.1 fathoms was obtained and verified by hand lead, this compares with 7.1 fathoms as charted and as shown on survey No. H-3430.

West of Naked Island; Lat. $60^{\circ} - 39' .5$, Long. $147^{\circ} - 31' .9$, a least depth of 20 feet was obtained and verified by hand lead, this compares with 24 feet as shown on survey No. H-3315.

North of Storey Island; Lat. $60^{\circ} - 44' .4$, Long. $147^{\circ} - 26' .2$; prior survey No. H-3315 executed in 1911 shows two soundings of 51 and 57 feet. The 1949 survey did not indicate any such shoaling in this vicinity, (see survey No. H-7762, field No. DE-1149). It is believed that the soundings recorded in 1911 are in error by 100 feet and in view of the closely spaced sounding lines of 1949 it is recommended that these two soundings be disproved.

South of Naked Island; Lat. $60^{\circ} - 36' .0$, Long. $147^{\circ} - 24' .2$; the charted 13 fathom sounding should be changed to 9.7 fathoms, (see survey No. H-7762, field No. DE-1149A).

M. Comparison With Chart: -

Comparison with chart No. 8517 (48-6/4) shows general agreement except that this survey is much more detailed and shoaler depths were obtained than are charted.

N. Dangers And Shoals: -

No uncharted dangers were found on this survey. Charting of the shoaler depths and more depth curves would increase the value of this chart.

O. Coast Pilot Information: -

Coast Pilot information for this area was mailed to the Washington Office on 9 November 1949.

P. Aids To Navigation: -

Point Eleanor Flashing White Light (number 2450 in Pacific Coast Light List for 1949). This station was relocated in 1949 and checks the 1948 location. This station was reported on C. & G.S. form No. 567 in January 1950.

Smith Island Lighted Bell Buoy 1 (number 2449 in Pacific Coast Light List for 1949). This buoy was located by sextant cuts on 22 July 1949 (see positions 1 to 6 of J day recorded in Vol. No. 6, page 31). The scaled position of the buoy from boat sheet is; Lat. $60^{\circ} - 31'$ plus 1540 meters, Long. $147^{\circ} - 17'$ plus 385 meters.

Q. Landmarks For Charts: -

A wharf and house located on the north side of Smith Island is recommended as a landmark. The structures were built about 1942 as a military project and have since been abandoned, however the structures will probably remain a good landmark for many years. The offshore end of the dock was located by three point problem (triangulation) and a scaled plan of the dock and buildings drawn on the smooth sheet. This landmark was reported on form No. 567.

Respectfully submitted
John E. Trinkle, Lt. Comdr.

Combined Fathometer Corrections

For NMC Fathometer No. 57

Applies to surveys:- E-7678(DE-2248-49)
 E-7764 (DE-2349)
 E-7765 (DE-2449)
 E-7766(DE-4148-49)

Period 1; 10 July - 20 August 1949 I

Depth Fms.	Velocity Corr. Fms.	Draft Corr. Fms.	Total Corr. Fms.
3.0 - 30.0	+0.1	+1.2	+1.3
30.1 -100.0	0.0	+1.2	+1.2
100.1 -350.0	0.0	+1.0	+1.0
350.1 -450.0	+0.5	+1.0	+1.5

Period 2; 23 Aug. - 30 Sept. 1949 II

0.0 - 4.9	0.0	+1.2	+1.2
5.0 - 11.5	+0.1	+1.2	+1.3
11.6 - 19.0	+0.2	+1.2	+1.4
19.1 -122.0	+0.3	+1.2	+1.5
122.1 -450.0	+0.5	+1.0	+1.5

NOTE: When using slow speed (2,000 fathom scale) an additional correction of +11.0 fathoms must be added to all soundings. This applies to both periods 1 and 2. (see abstract of slow and fast speed comparisons, "FATHOMETER REPORT AND CORRECTIONS", mailed to Washington Office 25 November 1949).

Combined Fathometer Corrections
(For Draft, Phase and Velocity)

For 808 Fathometer No. 66

When used on Ship DERICKSON only

For Period 2, 23 August - 30 September 1949

Applies to Surveys:- H-7764(DE2349) and H-7765 (DE-2449)

Depth Fms.	Vel. Corr. Fms.	<u>"A" SCALE</u> VII		Phase Corr. Fms.	Total Corr. Fms.
		Draft Corr. Fms.			
0.0 - 5.0	0.0	+0.8		-	+0.8
5.1 - 14.5	-0.1	"		-	+0.7
14.6 - 21.0	-0.2	"		-	+0.6
21.1 - 26.0	-0.3	"		-	+0.5
26.1 - 31.0	-0.4	"		-	+0.4
31.1 - 40.0	-0.6	"		-	+0.2
40.1 - 48.0	-0.8	"		-	0.0
48.1 - 55.0	-1.0	"		-	-0.2
<u>"B" Scale</u> VIII					
35.0 - 43.0	-0.7	+0.8		+0.7	+0.8
43.1 - 52.0	-0.9	"		"	+0.6
52.1 - 60.5	-1.1	"		"	+0.4
60.6 - 68.5	-1.3	"		"	+0.2
68.6 - 77.0	-1.5	"		"	0.0
77.1 - 85.0	-1.7	"		"	-0.2
85.1 - 90.0	-1.9	"		"	-0.4
<u>"C" Scale</u> IX					
70.0 - 73.0	-1.4	+0.8		+0.2	-0.4
73.1 - 81.0	-1.6	"		"	-0.6
81.1 - 89.5	-1.8	"		"	-0.8
89.6 - 101.0	-2.0	"		"	-1.0
101.1 - 123.0	-2.5	"		"	-1.5
<u>"D" Scale</u> X					
105.0 - 119.0	-2.4	+0.8		-0.9	-2.5
119.1 - 140.0	-2.9	"		"	-3.0
140.1 - 163.0	-3.4	"		"	-3.5

Combined Fathometer Corrections
(For Draft, Phase and Velocity)

For 808 Fathometer No. 668

When used on the Ship DERICKSON only

9 July - 20 August 1949

For Sheets DER-2449 and DER-4148-49

H-7765 H-7766

"A" Scale

Fms. Depths	Fms. Correction
1.0 - 5.5	+0.9
5.6 - 12.5	+0.8
12.6 - 17.5	+0.7
17.6 - 22.0	+0.6
22.1 - 26.0	+0.5
26.1 - 30.0	+0.4
30.1 - 37.5	+0.2
37.6 - 45.0	+0.0
45.1 - 52.5	-0.2
52.6 - 55.0	-0.4

III

"C" Scale

Fms. Depths	Fms. Correction
70.0 - 73.0	-2.6
73.1 - 81.0	-2.8
81.1 - 89.5	-3.0
89.6 - 98.0	-3.2
98.1 - 100.0	-3.4
100.1 - 114.0	-3.5
114.1 - 125.0	-4.0

V

"B" Scale

Fms. Depths	Fms. Correction
35.0 - 42.0	-0.4
42.1 - 50.0	-0.6
50.1 - 57.5	-0.8
57.6 - 65.5	-1.0
65.6 - 73.5	-1.2
73.6 - 81.5	-1.4
81.6 - 90.0	-1.6

IV

"D" Scale

Fms. Depths	Fms. Correction
105.0 - 109.5	-4.5
109.6 - 130.5	-5.0
130.6 - 151.0	-5.5
151.1 - 160.0	-6.0

VI

Abstract of Velocity Corrections

for Motor Whaleboat, Ship DERICKSON

for 808 Fathometers Nos. 56, 66, 128

for Sheets DE-~~1148~~-49-A, 1149, 1249, 2349, 2449
(No index or draft correction required)

Period 1 - 10 July - 20 August 1949

"A" Scale XI

Depth Fathoms	Correction Fathoms
0.0 - 5.5	0.0
5.6 - 12.5	-0.1
12.6 - 17.5	-0.2
17.6 - 22.0	-0.3
22.1 - 26.0	-0.4
26.1 - 30.0	-0.5
30.1 - 33.5	-0.6
33.6 - 41.0	-0.8
41.1 - 48.5	XXXXX -1.0
48.6 - 55.0	-1.2

Period 2 - 23 August - 30 September 1949

Depth Fathoms	Correction Fathoms
0.0 - 6.0	0.0
6.1 - 15.0	-0.1
15.1 - 21.5	-0.2
21.6 - 27.0	-0.3
27.1 - 31.5	-0.4
31.6 - 40.0	-0.6
40.1 - 48.5	-0.8
48.6 - 55.0	-1.0

LIST OF SIGNALS
used on survey H-7765

Name used on survey sheet	Origin of Station	Name used on survey sheet	Origin of Station (register No.)
TRIANGULATION STATIONS		TOPOGRAPHIC STATIONS	
Sta. No.		Sta. No.	
ABNER 005	ABNER 1949	ASK 074	T-7082
AGNES 527	AGNES 1949	BON 065	"
AZTEC 098	AZTEC 1949	CUT 188	"
BATON 865	BATON 1949	<u>DARE</u> 107	"
BEG 023	BEG 1911-49	DOT 108	"
CLOVE 482	CLOVE 1949	<u>FISH</u> 237	"
CREST 278	CREST 1949	GIN 335	"
DAISY 379	DAISY 1949	HEW 329	T-7081
DANDY 105	DANDY 1949	JIM 435	T-7114
ELMER 245	ELMER 1949	NUT 588	T-7081
EXCEL 124	EXCEL 1949	PAL 604	T-7082
FANNY 205	FANNY 1949	PEG 623	"
FELIX 439	FELIX 1949	TEX 829	"
FLOWER 246	FLOWER 1905-49	UNO 856	T-7081
FOLLY 264	FOLLY 1949	UTE 882	T-7082
GIANT 058	GIANT 1949	WHO 936	"
GIPSY 336	GIPSY 1949	YID 931	T-7081
HENRY 325	HENRY 1949		
IDAHO 310	IDAHO 1949	IVY 389	
KELSO 424	KELSO 1949	EGO 236	
LILY 434	LILY 1947		
LUMPY 485	LUMPY 1947		
MAJOR 467	MAJOR 1949		
MIT 538	MIT 1949		
NAKED2 504	NAKED2 1949		
NOMAD 501	NOMAD 1949		
LIGHT 433	Pt. ELEANOR LIGHT 1948		
QUEST 827	QUEST 1949		
ROMEO 765	ROMEO 1949		
ROW 769	ROW 1911 (1947 location used)		
SAGE 032	SAGE 1947		
SMITH 383	SMITH ISLAND LIGHT 1933		
STOREY 786	STOREY 1947		
TALL 044	TALL 1911-47		
TUFT 828	TUFT 1905-33		
DIXIE 139			

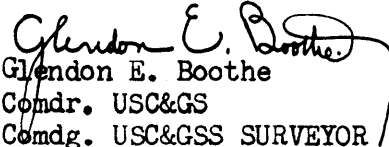
Approval Sheet to Accompany
Descriptive Report for Hydrographic Sheet DER-2449
Register No. H-7765

The boat sheet, DER-2449, the accompanying sounding volumes, and fathograms have been examined, and approved by me.

The ship hydrography was executed under my direct supervision, as plotter. The motor whaleboat hydrography boat sheet for shoal investigation was examined at the end of each day's work.

The survey is considered adequate for the area covered, and no further hydrography is recommended. A limited number of bottom characteristics were taken as the whole area was well covered by the previous surveys, and it was found that except for the rocky shoal areas the bottom is a soft deposit of blue clay, which in general probably is a glacial deposit.

It is suggested that the area on the west side of this sheet from the inside line out to longitude $147^{\circ}-33'W$ and between latitudes; $60^{\circ}-38'N$ and $60^{\circ}44'N$ be plotted on the 1/10,000 hydrographic sheet No. DER-1249, Register No. H-7763, for greater clarity, and to give a more detailed record of the bottom, as this area is comprised of numerous shoals and is a very broken area. It was the original intention to do this area with the launch, but it was necessary to use the ship for it, as the launch sheet required so much more time than expected due to the very irregular bottom.


Glendon E. Boothe
Comdr. USC&GS
Comdg. USC&GSS SURVEYOR

H 7765
De 2449

Prince William Sound
Naked Island Group.

Processing Office Notes.

Smooth sheet.

The projection was ruled on the machine in Washington. Topographic signals and the short stretches of shoreline were transferred from graphic control plates T 7081, T 7082 and T 7114. Boat sheet datum is Valdez. Smooth sheet datum is NA 27. Differences between Valdez and NA 27 were obtained from the mean of datum differences at nine triangulation stations. The greatest spread of differences at the nine stations was 1.7 meters in latitude and 1.9 meters in longitude. The corrections applied to GP's on Valdez datum to obtain NA 27 were $\phi +315.4$ Met. $\lambda -427.2$ Met. The field computations of Boothe 1949 were corrected as above. Other GP's were found in the lithographed Vol. 6 on pages 21, 32, 46 & 130.

Shoals west of Naked I.

Attention is called to H 7763 whereon shoals in this area were developed on scale 1/10 000. These developments lay over the congested sounding area of H 7765. The most important feature in this locality is the 3.6 fm. sounding on H 7765 at $\phi 60 39.65$ $\lambda 147 31.5$. This is charted as 4 fms. On Sheet H 7763 the depth is 2.9 Fms.

Shoal north of Little Smith I.

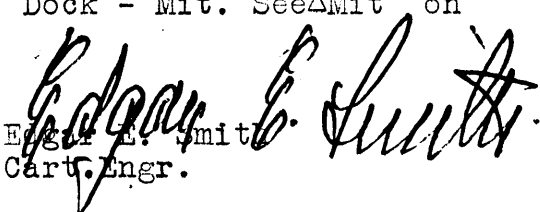
A sub-plan was prepared to show the close development of the shoals a mile and a half north of Little Smith Island, scale 1/5000. The least depths are shown on the main plot. The sub-plan is complete. It shows all lines and soundings in the outlined area.

Shoal 700 M. NNW of Smith I. Lighted Bell Buoy.

This development was plotted on an overlay tracing which is with this report. The least depth of 7.1 fms at $\phi 60 32.4$ $\lambda 147 17.2$ is shown on the main plot. Chart shows 8 fms. At $\phi 60 32.3$ $\lambda 147 17.45$ a depth of 9.2 fms. was found in the development whereas 8.9 fms. was found on the principal scheme of lines.

Coast Guard Wharf-Smith I.

The layout of this wharf was copied from the boatsheet. It is oriented on the short line Dock - Mit. See Δ Mit on north side of Smith Island.


Edgar E. Smith
Cart. Engr.

TIDE NOTE
(to accompany survey No. H-7765)

A portable automatic tide gage was maintained in McPherson Passage, Naked Island Group during the entire period of this survey. (Report of station mailed 16 July 1949).
Location of tide gage: Lat. $60^{\circ}-40'.55$, Long. $147^{\circ}-24'.33$.

All soundings on this survey were reduced without correction for time or height, from hourly heights scaled directly from the marigrams of the above gage.

The plane of reference (MLLW) corresponds to a reading of 1.7 feet on the tide staff (see act. Directors letter dated 20 Sept. 1949, Ref. No. 36-rcb).

The tide reducer for each hour during the periods of hydrography was plotted on "Graph For Tide Reducers" and a tabulated list of reducers made for each days work by the field party.

Marigrams of this station were mailed to the Washington Office on 2 Sept. and 19 Nov. 1949.

High and Low Waters, Hourly Heights, Reducer Curves and Tabulation of Reducers as scaled and compiled by the field party will be submitted via the Seattle Processing Office along with other records on hand that pertain to this survey.

The above tide note applies to all hydrography executed on Project CS-277 during the 1949 season, except for 23 and 27 Sept.. For these two days the tide data was furnished by the Washington Office, based on observed tides at Cordova and Seward. See acting Directors letter No.36-rcb. dated 28 Oct. 1949. This data concerns Survey No. H-7764 only.

Register and Field numbers of Hydrographic Surveys executed during 1949 follows:

<u>Register No.</u>	<u>Field No.</u>
H-7678	DE-2248-49
H-7762	DE-1149
H-7763	DE-1249
H-7764	DE-2349
H-7765	DE-2449
H-7766	DE-4148-49

STATISTICS FOR HYDROGRAPHIC SURVEY NO. H-7765 (1949)
 USC&GS Ship DERICKSON, Project No. CS-277

Date	Vol. No.	Day Ltr.	No. of Positions	Hand Ld. Sdgs.	Wire Sdgs.	Miles of Statute	Sdg. Line Nautical
July							
9	1	A	267	-	-	115.3	100.3
10	2	B	135	-	-	56.6	49.5
13	2&3	C	244	-	-	102.4	89.0
14	3&4	D	245	-	-	103.1	89.6
15	4	E	180	-	-	75.8	65.9
19	4&5	F	163	-	-	64.2	55.4
20	5	G	140	-	-	51.3	44.6
21	5&6	H	174	-	-	52.5	45.7
22	6	J	126	-	-	52.2	45.4
26	6&7	K	123	-	-	45.2	39.3
28	7	L	210	-	-	88.2	76.5
29	8	M	204	-	-	83.6	72.7
Aug.							
2	8&9	N	88	-	-	37.5	32.6
3	9	P	128	-	-	47.4	41.2
*3	19	a	9	2	-	0.2	0.2
4	9&10	Q	233	-	-	75.3	65.5
5	10	R	121	-	-	39.2	34.1
*7	19	b	110	12	-	12.3	10.8
7	10	S	76	-	40	12.0	10.4
9	10&11	T	226	-	-	81.9	71.2
10	11&12	U	276	-	-	97.5	84.8
11	12	V	162	-	-	55.3	48.1
12	12&13	W	265	-	-	99.8	86.8
16	13	X	178	-	-	58.4	50.8
17	13&14	Y	278	-	-	91.8	79.8
19	14&15	Z	308	-	-	102.6	89.2
*20	19	c	21	2	-	0.5	0.4
20	15	AA	155	-	12	45.6	39.7
23	15&16	BB	295	-	-	98.1	85.3
24	16&17	CC	243	-	-	67.4	58.6
25	17	DD	165	-	23	40.0	34.8
26	17	EE	101	-	-	28.8	25.0
29	18	FF	105	-	-	39.2	34.1
30	18	GG	117	-	-	39.4	34.3

TOTALS: 19 5871 16 75 2060.6 1791.6

AREA: Insquare statute miles - 101.2

* Motor Whaleboat development of shoals.

H 7765
De 2449

Prince William Sound
Naked Island Group.

List of geographic names
penciled on smooth sheet.

PRINCE WILLIAM SOUND

NAKED ISLAND

PEAK ISLAND

STOREY ISLAND

LITTLE SMITH ISLAND

SMITH ISLAND

ELEANOR ISLAND

PARROT ISLAND

LILJEGREN PASSAGE

MCPHERSON PASSAGE

CABIN BAY

CAMEL BAY (OUTSIDE BAY)

WHALE COVE

BASS HARBOR

TUFT POINT

See descriptive reports T 7081, T 7082 & T 7114.

60° 33' 147° 16'

17'

18'

19'

60° 33' 147° 20'



Least depth 7 fms MILLW pos. 2a (green)

Least depth 9 fms MILLW pos. 5a (green)

SMITH ID LIGHTED BELL BUOY # 1

60° 32' 147° 16'

17'

18'

19'

60° 20' 147° 20'

△ HENRY, 1949

△ SMITH I. LI, 1933

OVERLAY
H-7765
Der 2449
scale 1-20,000
Motor Whale Boat
Aug. 3, 1949
Aug 20, 1949

GEOGRAPHIC NAMES

Survey No. H-7765

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>Alaska</u>																1
<u>Prince William Sound</u>															B.G.N.	2
																3
<u>Smith Island</u>																4
<u>Little Smith Island</u>																5
<u>Eleanor Island</u>															B.G.N.	6
<u>Naked Island</u>																7
<u>Parrot Island</u>																8
<u>Bass Harbor</u>																9
<u>Whale Cove</u>																10
<u>Tuft Point</u>																11
<u>Camel Bay</u>																12
<u>Cabin Bay</u>																13
<u>Storey Island</u>															B.G.N.	14
<u>Liljegren Passage</u>																15
<u>Peak Island</u>																16
<u>McPherson Passage</u>																17
																18
																19
																20
																21
																22
																23
																24
																25
																26
																27

(location of tide gage)

Names underlined in red are approved
1-21-52
L. Heck

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. H-7765...

Records accompanying survey:

Boat sheets ...².; sounding vols. ...¹⁹...; wire drag vols.;
bomb vols.; graphic recorder rolls 7.^{Env};;
special reports, etc. 1 Descriptive Report; 1 Smooth Sheet;
.....

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

Number of positions on sheet
Number of positions checked
Number of positions revised
Number of soundings revised (refers to depth only)
Number of soundings erroneously spaced
Number of signals erroneously plotted or transferred
Topographic details	Time
Junctions	Time
Verification of soundings from graphic record	Time
Verification by.....	Total time Date
Reviewed by.....	Time Date

VERIFIER'S REPORT OF HYDROGRAPHIC SURVEY NO. H- 7765

The verifier should deal with the present hydrographic survey only, as the reviewer considers its relation to previous surveys and published charts. He should be thoroughly familiar with Chapters 3, 7 and 9 of the Hydrographic Manual.

1. The descriptive report was consulted and appropriate notes were made in soft pencil regarding action taken.
2. Soundings originating with the survey and mentioned in the descriptive report have been verified, including latitude and longitude.
3. All reference to survey sheets mentioned in the descriptive report include the registry number and year.
4. Geographic names of hydrographic features if on sheet are in slanting lettering and of topographic features in vertical lettering.
5. All items affecting 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 and are a little larger than the adjacent soundings.
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 and overlapping curves made identical.
17. The notation "JOINS H- (1920)" was added in ink for all contemporary adjoining or overlapping sheets now registered. Those not verified are shown in pencil.
18. The depth curves have been inspected before inking.
19. All triangulation stations and transfer of topographic and hydrographic signals were checked.
20. Heights of rocks were checked against range of tide.
21. Rocks transferred from topographic surveys have a dotted curve where shown thereon. Rocks located accurately by hydrographer are encircled by dotted red curve.
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.
25. Degree and minutes values and symbols have been checked.
26. Questionable soundings have been checked on the fathograms.

27. Source of shoreline and signals (when not given in report).
28. All notes on sheet are in accordance with figure 171 in the Hydrographic Manual.
29. All aids located, with those on contemporary topographic sheets, have been shown on survey.
30. Depth curves were satisfactory except as follows:
31. Sounding line crossings were satisfactory except as follows:
32. Junctions with contemporary surveys were satisfactory except as follows:
33. Condition of sounding records was satisfactory except as follows:
34. The protracting was satisfactory except as follows:
35. The field plotting of soundings was satisfactory except as follows:
36. Notes to reviewer:

Verified by

Date

RMC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Tides~~

18 January 1952

Division of Charts: R. H. Carstens

Plane of reference approved in
19 volumes of sounding records for

HYDROGRAPHIC SHEET 7765

Locality: Prince William Sound, Alaska

Chief of Party: G.E. Boothe in 1949
Plane of reference is mean lower low water, reading
1.7 ft. on tide staff at Naked Island
13.5 ft. below B. M. 1 (1949)

Height of mean high water above plane of reference is 10.9 feet

Condition of records satisfactory except as noted below:

E.C. McKay
Section

Chief, ~~Division of Tides and Currents~~

