

7926

Diag. Cht. No. 8700

es-344

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey HYDROGRAPHIC

Field No. SU-2451 Office No. H-7926

LOCALITY

State ALASKA

General locality ALASKA PENINSULA

Locality NORTHEAST OF KOROVIN ISLAND

194 51 & 1952

CHIEF OF PARTY

G. E. Boothe & J. C. Bose

LIBRARY & ARCHIVES

DATE MARCH 12, 1952 & DECEMBER 29, 1952

B-1870-1 (1)

7926

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-7926

Field No. SU-2451

State ALASKA

General locality ~~SOUTHWEST ALASKA~~ ALASKA PENINSULA

Locality NORTHEAST OF KOROVIN ISLAND
~~ALASKA PENINSULA SOUTH SIDE~~

Scale 1:20,000 Date of survey JULY 1951 & Sept. 1952

Instructions dated 8 MARCH 1951

Vessel USC&GSS SURVEYOR

Chief of party Glendon E. Boothe & J. C. Bose

Surveyed by Raymond H. Tryon, Jr., J. C. Bull & W. R. Kachel

Soundings taken by fathometer, ~~graphical recorder / hand / lead / etc~~

Protracted by William R. Kachel & D. H. Konichek

Soundings penciled by William R. Kachel

Soundings in fathoms 1100 at MLLW and are based on a velocity of sound of 800 fms./sec.

REMARKS:

ABC

DESCRIPTIVE REPORT

To Accompany

Hydrographic Survey

No. H-7926 (Field No. SU-2451)

Alaska Peninsula, South Side

Southwest Alaska

1 9 5 1

Scale: 1:20,000
USC&GSS SURVEYOR
Glendon E. Boothe, Chief of Party
R. H. Tryon, Jr., In Charge

A. PROJECT: Project No. CS-344 dated 8 March 1951. ✓

B. SURVEY LIMITS AND DATES: The survey was made between Karpa Island and Korovin Island in the Shumagin Island group on the South side of the Alaskan Peninsula in Southwest Alaska. Field work was begun on 10 July 1951 and ended on 30 July 1951. This survey covers a portion of the area covered by prior survey No. 3722, 1914, scale 1:100,000. ✓

C. VESSEL AND EQUIPMENT: A 30 foot hydrographic launch was used operating from the Ship SURVEYOR. ✓

A type 808J fathometer No. S-110 with reeds calibrated for a velocity of 800 fms./sec. was used for all the sounding. ✓

D. TIDE AND CURRENT STATIONS: The Chiachi Harbor portable tide gage, latitude 55-50.6 N - longitude 159-06.3 W was used to reduce soundings on this sheet. No time or height correction was applied. (See Tide Note in this report.) ✓

E. SMOOTH SHEET: The smooth sheet projection was made at the Seattle Processing Office by hand. ✓

The shoreline was transferred by the Seattle Processing Office from film positive T-8463, allowing for shift from Unalaska to North American 1927 datum. Signals were transferred by dm's and dp's.
(1941-42) 1:20,000 ✓

The transfer of shoreline and topographic details has been verified in accordance with paragraph 757 of the Hydrographic Manual. ✓

F. CONTROL STATIONS: Triangulation stations GROS and SCOT were located by Glendon E. Boothe, Chief of Party, 1951. Geographic positions of KARPA, NIP, and PAW were taken from Folio 5, page 40, computation G6618; Folio 5, page 360, computation G, 7271; and Folio 5, page 128, computation G 6618. *Review, par. 1.* ✓

G. SHORELINE AND TOPOGRAPHY: Shoreline was transferred by Seattle Processing Office from film positive of T-8463 making adjustment for shift from Unalaska to North American datum. (1941-42) ✓

H. SOUNDINGS: All the soundings were taken with an 808J type fathometer No. S-110 with reeds calibrated at 800 fms./sec. ✓

Standard methods were used to apply index, initial, phase, and tide corrections to soundings.

I. CONTROL OF HYDROGRAPHY: All positions on this survey were located using one shoran arc from station EDGE and one sextant angle. Signals used for visual objects were triangulation stations and one Hydrographic signal.

The position numbers were put on the smooth sheet in red instead of blue through error. Since only one launch was used on the survey it was deemed advisable to leave them in red rather than change each one to blue.
Pos. No. for work of 1952 in blue

J. ADEQUACY OF SURVEY: The survey is adequate to supersede prior surveys for charting but is not considered complete.

The intent of the survey was to locate and fix the position of the reported "Scotland Rock". No indication of this rock was found and authority to discontinue the search is contained in Telegram of 9 August 1951 from the Director.

It is believed that further development of the area should be made at a more opportune time and the survey extended in area. In particular a development of the *9.5 fathom sounding at Latitude 55-26.85 N - Longitude 160-07.7 W and the 18.5 fathom sounding at Latitude 55-27.75 N and Longitude 160-07.2 W should be made. * covered by wire drag (Sp. 50634, 1953)
*Also see C.L. 780 (1953)
cleared by 55 ft.*

K. CROSSLINES: About seven percent of the lines run are crosslines. The crossings are less than five percent in error.

L. COMPARISON WITH PRIOR SURVEYS: A comparison was made with Survey No. 3722, made in 1914 on a scale of 1:100,000. This survey was a reconnaissance survey and because of the large difference in scale an accurate comparison was impossible. However, they agreed very favorably and no large discrepancies were noted. *Review, par. 5.*

There is no known survey by the U.S. Corp of Engineers for this area.

M. COMPARISON WITH CHART: A comparison was made with USC&GS Chart No. 8700, scale 1:100,000, print date 22 May 1950, hand corrected to 30 July 1951. The chart and new survey agree as well as can be expected considering the difference in scale.

N. DANGERS AND SHOALS: "Scotland Rock" marked PD at latitude 55-28.47 N, longitude 160-04.82 W on chart No. 8700 was not found and no indication was noted. It is recommended that the PD remain on the chart until a more comprehensive and complete survey of the area can be made with possible wire dragging of the area. *Review, par. 6.*

All charted dangers, shoals, and bare rocks within the limits of the survey were found as charted or shoaler depth were found except for those indicated in sections L, M, and N of this report.

O. COAST PILOT INFORMATION: No changes recommended.

- P. AIDS TO NAVIGATION: No Change.
- Q. LANDMARKS FOR CHARTS: No Change.
- R. GEOGRAPHIC NAMES: No Change. *LSY*
- S. SILTED AREAS: No silted areas were detected.
- T. BY-PRODUCT INFORMATION: None.
- U-Y. MISCELLANEOUS: None.

Z. TABULATION OF APPLICABLE DATA: The following items have been forwarded to the Washington Office on the dates indicated.

Photostat of boat sheet	3 August 1951
Staff readings for Cape Devine staff	3 August 1951
Chiachi Harbor portable tide gage marigrams	30 August 1951

Respectfully submitted,

William R. Kachel

William R. Kachel,
Ensign, USC&GS

Forwarded:

L. C. Johnson

L. C. Johnson, Comdr., USC&GS
Actg. Comdg. Off., Ship SURVEYOR

STATISTICS
For Hydrographic Survey H-7926(1951)
USC&GSS SURVEYOR
CS-344

<u>Day Letter</u>	<u>Volume Number</u>	<u>Date</u>	<u>Number of Positions</u>	<u>Statute Miles Sounding</u>
a	1	17 July 1951	114 ✓	33.1
b	1 & 2	25 July 1951	69 ✓	22.3
c	2	29 July 1951	64 ³	19.9
d	2 & 3	30 July 1951	119 ✓	34.5
			Total	<u>366.5</u>
<i>Additional work:</i>				
e	5	18 Sep 1952	69	11.4
a	6	18 Sep 1952	68	10.9
			Total	22.3
			Survey total	<u>502</u>
				132.1 st. mi.

FATHOMETER CORRECTIONS

For all fathometer corrections (index, initial, and phase), draft correction, bar check corrections, and lead line comparison refer to Fathometer Report for 1951 submitted to the Washington Office on 29 February 1952.

TIDE NOTE

A tide staff was installed on a fish trap pile at Cape Devine, latitude 55-24.4 N, longitude 160-08.6 W. MLLW on the tide staff was 2.4 feet. After one 25 hour series of observations were completed the ship was forced to discontinue observations to aid one of the men who had an accident at station GULL. Upon return to Cape Devine the pile and staff had been removed. Therefore tide reducers determined from the Chiachi Harbor portable tide gage were used to reduce soundings. No Time or height corrections were applied in accordance with Director's letter (36-Kh) dated 15 October 1951.

C
O
P
Y

USC&GSS SURVEYOR - Naval Operating Base, Kodiak, Alaska

3 August 1951

AIR MAIL

To: The Director
U.S. Coast & Geodetic Survey
Washington 25, D.C.

Subject: Instructions - Project CS-344

Reference: Paragraph 17.

There is enclosed a photostat of the hydrography executed in attempting to find Scotland Rock. To date no indication has been found of this rock. On Chart #8859 this rock is plotted at Latitude 55-28.5 N. Longitude 160-04.8 W., in the preliminary review by the Chart Division the position is listed as Latitude 55-28.0 N. Longitude 160-05.0 W., and in the Coast Pilot it is listed as awash at low water - about 1 mile northward of Scotland Pt.

The area surveyed to date with 160 meter and 80 meter lines includes all three of the locations. Various fishermen have been contacted but none have ever seen this rock. One man said he thought it had about 2 fathoms of water and he had seen it break but was indefinite as to where it was. Another stated it was eastward of Scotland Pt. and not too far out but didn't ever show. Another fisherman stated he had fished the area for six years and never saw any rock or signs of one. Each man had different opinions. Many knew nothing of its existence.

The launch spent over two hours cruising this area at a minus 2.2 foot tide, and could not find any indications of a rock. A moderate choppy sea was running, which should have helped to uncover it, if it was awash. It was too rough for satisfactory launch hydrography.

This vessel hasn't wire drag equipment. It would seem that if it exists in this reported area that it is so small and has vertical sides so that a launch would have to be almost directly over it, in order to find it with a fathometer. And wire dragging will be required to prove or disprove its existence in the reported position.

This rock is outside this season's working area - and probably the following season too - as it is four hours run from Kupreanof Harbor, which is the only protected ship anchorage in the western side of this season's working area. To date this vessel has spent nearly two weeks preparing and working this area. Even the weather conditions are different so that several times an early morning run has been made to Scotland Rock to arrive at 0800 and then the sea would be too rough to work. A launch cannot be left to work on the working grounds as the round trip requires nearly eight hours, which would leave no working time at Scotland Rock. It ties up the ship to work this area, except for the one launch party that is camped in Chiachi Bay. A camp party was not put out as it was hoped the rock would be easily located, and since three officers were on detached duty at Adak the month of July no officers were available to go in camp and still operate the ship.

In view of the above explanation it is recommended that the search for Scotland Rock be postponed until this area is being surveyed and then the rock be located by a wire drag or sweep. Please advise by radio, as the vessel will not receive mail until 31 August, if the search for Scotland Rock is to be continued this season.

The search for the rock south of Foggy Cape has not been made since ~~so~~ very little continuous good weather has been had, and since this reported rock is 90 miles from the working grounds. An effort will be made to locate this rock this next trip.

Glendon E. Boothe,
Commander, USC&GS
Comdg., USC&GSS SURVEYOR

C
O
P
Y

TRIANGULATION REPORT

USC&GS Ship SURVEYOR

Comdr. Glendon E. Boothe, Comdg.

CS-344
1951

The triangulation for this report was executed under Director's Instructions dated 22 March 1951.

On Chiachi Island four geographic positions were determined in connection with the location of Shoran Station Gull. A quadrilateral with one diagonal observed was established to take off from the line CHIACHI, 1914 - PETREL, 1945. Both triangles were closed with a maximum of 3.3 sec. and traverse connections were made to the shoran mast and the NE corner of the Shoran shack.

Two stations were established on Korovin Island for hydrographic control for the work in the vicinity of Scotland Rock. A quadrilateral with one station unobserved was set up to come off the adjusted length GUILLEMOT 1914 - 46 - PINNACLE No. 44. An additional check on the line SCOT - GUILLEMOT was furnished by observing KARPA, 1914 - 46 from these two stations. One triangle only was closed at a value of 4.1" and side checks were within the limits of third-order accuracy.

Hydrographic Signal "Dev" was built in the vicinity of station Fog, 1913. This station was not recovered but signal was located from R. M. No. 1 *Review, par. 1.*

Respectfully submitted

Raymond H. Tryon, Jr.
Lieut. Commander, USC&GS

Forwarded:

Riley J. Sipe, Comdr., USC&GS
Comdg. USC&GS SURVEYOR

COPY

STANDARD FORM No. 141
APPROVED BY THE PRESIDENT
MARCH 10, 1926

TELEGRAM
OFFICIAL BUSINESS—GOVERNMENT RATES

FROM _____

BUREAU COAST AND GEODETIC SURVEY, DEPARTMENT OF COMMERCE

CHARGE APPROPRIATION: SALARIES AND EXPENSES,
DEPARTMENTAL, COAST AND GEODETIC SURVEY

16-47132-1 U. S. GOVERNMENT PRINTING OFFICE

NR 1 CK 21/20 GOVT RADIO FM SEATTLE WASH AUG 9 518PM

TO COMMANDING OFFICER
USC&GSS SURVEYOR
NOB KODIAK

DIRECTOR WIRES QUOTE INSTRUCT BOOTHE REHISLET 3RD SUSPEND
SEARCH FOR SCOTLAND ROCK UNQUOTE X SENIOR

NHB 110740Z

APPROVAL SHEET

The field work on this survey was executed under the personal supervision of Commander Glendon E. Boothe, who has inspected the records and boat sheet.

The survey is complete and adequate for charting except as noted in this report.

L. C. Johnson

L. C. Johnson,
Commander, USC&GS
Actg. Comdg. Off., Ship SURVEYOR

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

24 March 1952

Division of Charts: R. H. Carstens

Plane of reference approved in 3
volumes of sounding records for

HYDROGRAPHIC SHEET 7926

Locality Cape Devine, Alaska

Chief of Party: G. E. Boothe in 1951

Plane of reference is mean lower low water, reading

2.4 ft. on tide staff at Korovin Island, 2 miles north of Cape Devine.

13.4 ft. below B. M. 1 (1951)

Height of mean high water above plane of reference is 7.0 feet.

Condition of records satisfactory except as noted below:

E. C. McKay

Section

Chief, ~~Division of Tides and Currents~~

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

*see Title Sheet
in front*

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-7926

Field No. SU-2451

State Alaska

General locality Southwest Alaska

Locality Alaska Peninsula - South Side

Scale 1:20,000 Date of survey Sept. 1952

Instructions dated 8 March 1951 - Supp. 17 March 1952 - Director telegram via Supervisor, NW Dist 9 September 1952.

Vessel SURVEYOR

Chief of party J. C. Bose

Surveyed by J. C. Bull; W. R. Kachel

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

Fathograms scaled by D. L. Wheeler

Fathograms checked by R. H. Tryon

Protracted by D. H. Konichek

Soundings penciled by see below

Soundings in fathoms ~~feet~~ at ~~MLLW~~ MLLW

REMARKS: Overlays ~~of~~ of 1952 work were made.

One 1:20,000 overlay on tracing cloth showing positions.

One 1:10,000 (approx.) overlay showing soundings.

SUPPLEMENTAL DESCRIPTIVE REPORT

TO

DESCRIPTIVE REPORT

TO ACCOMPANY

HYDROGRAPHIC SURVEY

NO. H-7926 (FIELD NO. SU-2451)

SEPTEMBER 1952

- A. PROJECT: Work was executed by authority of instructions of 8 March 1951, Supp. 17 March 1952, and Director's telegram via Supervisor, Northwestern District dated 14 May 1952 under Project No. CS-344.
- B. SURVEY LIMITS AND DATES: The work was done on 18 September 1952 over the shoal spots indicated on the boat sheet by the Washington Office (approximate positions: Lat. $55^{\circ} 28.0$ Long. $160^{\circ} 05.8$ and Lat. $55^{\circ} 27.8$ Long. $160^{\circ} 07.3$).
- C. VESSEL AND EQUIPMENT: Two 30-foot hydrographic launches were used while the Ship SURVEYOR acted as a hydrographic signal. Soundings were taken with recording fathometers.
- D. TIDE AND CURRENT STATIONS: The Fox Bay portable tide gage (Lat. $55^{\circ} 37.95$ Long. $159^{\circ} 37.25$) was used to reduce soundings. No time or height correction was applied.
- E. SMOOTH SHEET: Overlays showing the 1952 work, using the original smooth sheet, were made. Signals used in 1952 but not shown on the original smooth sheet in 1951 were located on the original sheet. No other changes or alterations were made on the sheet as previously submitted.
- F. CONTROL STATIONS: The position of hydrographic station DEV as determined in 1951 was used along with the 1946 triangulation positions of stations PINNACLE NO. 40 KARPA ID. (NIP-FOR) and PAW, KARPA PINNACLE along with the 1913 triangulation location of BIG PINNACLE (VIN) corrected to 1927 North American datum. The Ship SURVEYOR was anchored in an advantageous location to furnish a fifth hydrographic signal (MAST) and the foremast of the ship was used by the hydrographic parties. Frequent sextant angles from the foremast using signals DEV, VIN, and PAW, were taken while hydrography was in progress to determine its location and to detect any change in its location. This series of sextant fixes was plotted and it was determined that the location of Station MAST did not change during the time it was in use.
- G. SHORELINE AND TOPOGRAPHY: See original report.

H. SOUNDINGS: Soundings were taken with 808J type fathometers with reeds calibrated at 800 per fathoms per second. Launch No. 3 used Number 56 and launch No. 4 used Number S-110.

Standard methods were used to apply index, initial, phase, and tide corrections to soundings.

Soundings were plotted on a positive photostatic copy of the 1:20,000 tracing cloth overlay on which the fixes had been plotted, enlarged to a scale approximately 1:10,000. Soundings were not shown on the 1:20,000 scale, to avoid clutter and increase the ease with which the ~~reviewer~~ ^{verifier} can determine soundings to be shown on the final sheet.

I. CONTROL OF HYDROGRAPHY: Visual fix. Positions were plotted on a tracing cloth overlay fastened in position on the smooth sheet. Each position was numbered on the overlay and the depressions made in the smooth sheet were not inked.

J. ADEQUACY OF SURVEY: See copies of letters attached.

K. CROSSLINES: All work was development of suspected shoal areas and crossings were satisfactory.

L. COMPARISON WITH PRIOR SURVEYS: No indication of Scotland Rock was discovered and there was no radical difference from the 1951 survey.

M. COMPARISON WITH CHART: See original report.

N. DANGERS AND SHOALS: No indication of the existence of a rock could be seen from the ship while cruising within 1.5 miles of the charted location on 20 May 1952 when the tide was 0.2 foot below MLLW. No breaker was seen, although a long, moderate ground swell was running. No danger was discovered or indicated in 1952.

O. COAST PILOT INFORMATION: Recommend changing the charted location of Scotland Rock from FD to ED.

P. AIDS TO NAVIGATION: No change.

Q. LANDMARKS FOR CHARTS: No change.

R. GEOGRAPHIC NAMES: No change.

S. SILTED AREAS: None.

T. BY-PRODUCT INFORMATION: None.

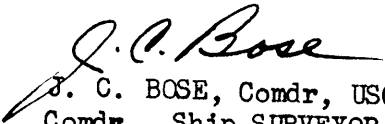
U-Y. MISCELLANEOUS: None.

Z. TABULATION OF APPLICABLE DATA: Tidal data for Fox Bay portable gage has previously been forwarded to the Washington Office.

Respectfully submitted,


D. H. KONICHEK
Lt. Comdr., USC&GS

Forwarded:


J. C. BOSE, Comdr, USC&GS
Comdg., Ship SURVEYOR

C O P Y

Refer to NO. 83-crg

Department of Commerce
U. S. Coast and Geodetic Survey
Washington 25

26 November 1952

TO: Commander J. C. Bose
USC&GS, Ship SURVEYOR
705 Federal Office Building
Seattle 4, Washington

Subject: Scotland Rock, chart No. 8859

In accordance with the information and your recommendations in letter dated 13 November 1952, the charts of this Bureau are being revised to show the abbreviation ED alongside the subject rock symbol.

A wire-drag survey of the area will be undertaken as soon as practicable.

/s/ Robert W. Knox
Acting Director

C.L. 537 (1951)

C O P Y

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS: USC&GSS SURVEYOR, 705 Federal Office Bldg., Seattle 4, Washington

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

13 November 1952

To: Director, U. S. Coast and Geodetic Survey
Department of Commerce Building
Washington 25, D. C.

Subject: Scotland Rock, Chart No. 8859.

At the present time, a sunken rock, called Scotland Rock, is shown on Charts No. 8859, 8802, and 8700 in latitude $55^{\circ} 28'$ longitude $160^{\circ} 04'$ with the note PD. This position is in the passage between Korovin and Karpa Islands. The rock is also mentioned in the Coast Pilot, Alaska Part II, on page 319.

The authority for the rock seems to go back to the year 1907, to a report by personnel of the Alaska Packers Association. It was reported to bare at lowest tides.

- A search was made for the rock in 1914 (H-3722) without success.
- A careful search was again made in 1951 (H-7926) by a launch party from the SURVEYOR, G. E. Boothe, Commanding, without success.

In the season of 1952, personnel of the SURVEYOR, J. C. Bose, Commanding, again searched for the rock in compliance with radio instructions from the Director. The attempt to find the rock again ended in failure. Moreover, during the season's work, the locality was frequently observed for signs of a rock, breakers, or swirls but no indication was ever seen even under the most favorable conditions of minus tide, calm sea, and moderate ground swell.

It is my belief that Scotland Rock does not exist. The original report probably stems from a floating object mistaken for a rock. However, as no wiredrag examination has ever been made of the general area, I do not recommend that the danger be removed from the charts. I do believe, however, that enough work has been done to throw doubt on the existence of the rock. For that reason I recommend that the note beside the sunken rock symbol be changed, in abbreviated form, from position doubtful to existence doubtful.

/s/ J. C. Bose
J. C. BOSE
Cmdr., USC&GS
Cmdg., Ship SURVEYOR

attached to C.L. 537 (1951)

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

8 January 1953

~~DIVISION OF COASTAL SURVEYS~~

Division of Charts: R. H. Carstens

Plane of reference approved in 2
volumes of sounding records for

HYDROGRAPHIC SHEET 7926 Ad. Wk.

Locality South side of Alaska Peninsula

Chief of Party: J. C. Bose in 1952
Plane of reference is mean lower low water, reading
3.6 ft. on tide staff at Fox Bay
12.6 ft. below B. M. 1 (1952)

Height of mean high water above plane of reference is 6.9 feet.

Condition of records satisfactory except as noted below:

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

GEOGRAPHIC NAMES

Survey No. H-7926

Name on Survey												
	A	B	C	D	E	F	G	H	K			
<u>Alaska</u>			(for title)								1	
<u>Alaska Peninsula</u>			(" ")						B.G.M.		2	
<u>Shumagin Islands</u>									"		3	
<u>Karpa Island</u>									"		4	
<u>Korovin Island</u>											5	
Scotland Rock			Disregard; there is no Scotland Rock									6
<u>Scotland Point</u>									J.A.S.		7	
											8	
											9	
											10	
											11	
											12	
											13	
<u>Chiachi Islands</u>			(location of tide gage)							BON		14
											15	
											16	
											17	
											18	
											19	
											20	
											21	
											22	
											23	
											24	
											25	
											26	
											27	

Names underlined in red are approved
3-31-52
L. HECK

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. H-7926...

Records accompanying survey:

Boat sheets ...¹.; sounding vols.² for 1952[✓]; wire drag vols. ...⁰.;
 bomb vols. ...⁰.; graphic recorder rolls 1 Env.[✓]; also 1 Env. 1952[✓]
 special reports, etc. 1 Descriptive Report[✓]; 1 Smooth Sheet[✓];
 1 Descriptive Report 1952[✓]; 2 overlays on Smooth Sheet[✓] & 2 Overlays on Boat Sheet[✓];

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

Number of positions on sheet	.....	502
Number of positions checked	.....	67
Number of positions revised	.....	0
Number of soundings revised (refers to depth only)	.....	3
Number of soundings erroneously spaced	.....	2
Number of signals erroneously plotted or transferred	.....	0
Topographic details	Time	12 hrs
Junctions	Time	1 hr
Verification of soundings from graphic record	Time	2 hrs

Verification by *John J. Simpson* Total time 70 hrs. Date 25 May 53

Reviewed by *J. A. Winsmore* Time 16 Date 18 June 1953
 (Review revised) --- 4 --- 4 Nov. 1953

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEYS

REGISTRY NO. H-7926

FIELD NO. SU-2451

Alaska, Alaska Peninsula, N.E. of Korovin Island

Project No. CS-344

Surveyed July 1951 & Sept. 1952

Scale 1:20,000

Soundings:

Control:

808 Fathometer

Shoran
Sextant fixes on
shore signals

Chief of Party - G.E. Boothe & J.C. Bose
Surveyed by - R.H. Tryon Jr., J.C. Bull & W.R. Kachel
Protracted by - W.R. Kachel & D.H. Konichek
Soundings plotted by - W.R. Kachel
Verified and inked by - G.J. Thompson
Reviewed by - T.A. Dinsmore 4 November 1953
Inspected by - R.H. Carstens

1. Shoreline and Signals

The origin of the shoreline and signals is given in the Descriptive Report except that no recorded data could be found for the location of hydrographic signal D E V. However, the position as plotted on the smooth sheet has been verified in the Processing Office and is accepted.

2. Sounding Line Crossings

Depths at crossings are in excellent agreement.

3. Depth Curves and Bottom Configuration

The usual depth curves are adequately delineated. The 25-fm. curve has been added to emphasize the bottom configuration.

A few knolls covered by 18 fms. or deeper were found on the ridge between Korovin and Karpa Islands. Otherwise the bottom is fairly regular and featureless.

4. Adjoining Survey

The present survey falls within an area covered by H-8046 (1953). The junctions with H-8046 will be considered in the review of that survey.

5. Comparison with Prior SurveysH-3722 (1914) 1:100,000

Only a few soundings from this early reconnaissance survey fall within the limits of the present survey. A comparison of the prior and present depths reveals no appreciable changes in bottom.

The 19-fm. sounding charted in lat. $55^{\circ}29.3'$, long. $160^{\circ}05.65'$, from H-3722 should be disregarded. Falling in 29-fm. depths on both the prior and present surveys, it appears probable that the prior 19 fms. is 10 fms. in error.

Several bottom characteristics have been retained from the prior survey. With these additions, the present survey is adequate to supersede the prior survey within the common area.

6. Comparison with Chart 8700 (Latest print date 8/6/51)A. Hydrography

The charted soundings originate entirely with the previously discussed survey which needs no further consideration.

The sunken rock (P.D.) charted in lat. $55^{\circ}28.4'$, long. $160^{\circ}04.8'$, originates with a sketch (Bp. 10926) made in 1907 by the Alaska Packers Association. The present survey together with the information contained in Chart Letter 537 (1951) discredits the existence of the rock (Scotland Rock). Subsequently, a wire-drag examination (Bp. 50634) was made of the area in 1953. The dragging operations which covered the charted position of "Scotland Rock" and the shoal indications to the westward revealed no obstruction at effective drag depths ranging from 55-69 ft. In view of the present survey development, the negative results from wire dragging and the information contained in Chart Letter 780 (1953), it is concluded that "Scotland Rock" does not exist within the area covered by this survey and should be deleted from the charts.

The present survey is adequate to supersede the charted information

B. Aids to Navigation

No aids to navigation are charted in the area. No dangers to navigation are revealed by the survey.

7. Condition of Survey

- a. The sounding records are complete except as noted in paragraph 1. The Descriptive Report covers all matters of importance.
- b. The smooth plotting was accurately done.
- c. Shoal indications appearing in the 1951 work were further developed in 1952. This supplemental work appears on an overlay tracing in the Descriptive Report. Selected soundings from the additional work of 1952 have been transferred to the smooth sheet.

8. Compliance with Project Instructions

The survey adequately complies with the Project Instructions.

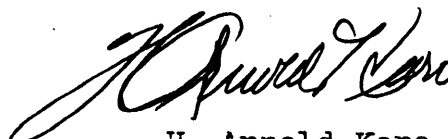
9. Additional Field Work

The survey is considered to be basic for the area covered and no further field work is required.

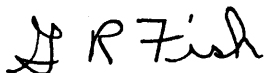
Examined and approved:



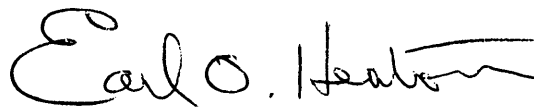
H. R. Edmonston
Chief, Nautical Chart Branch



H. Arnold Karo
Chief, Division of Charts



G. R. Fish
Chief, Section of Hydrography



Earl O. Heaton
Chief, Division of Coastal Surveys

29'

29'

55° 28'

55° 28'

Vicinity of
 KOROVIN ISLAND
 Southwest Alaska
 Scale - 1:20,000

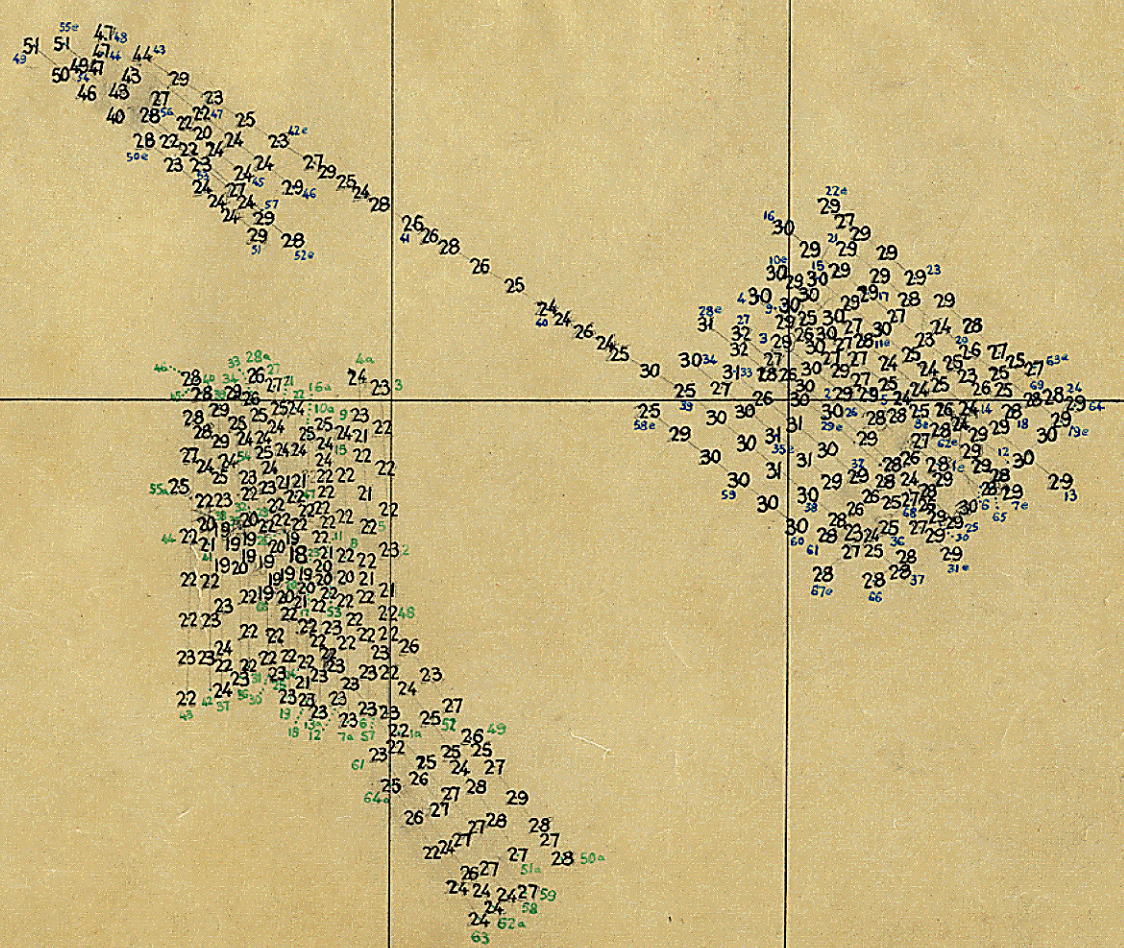
Overlay to accompany Hydro.
 Survey H-7926 (1951)
 Additional work by ship
 SURVEYOR; J.C. Bose, chief
 of party; 1952.

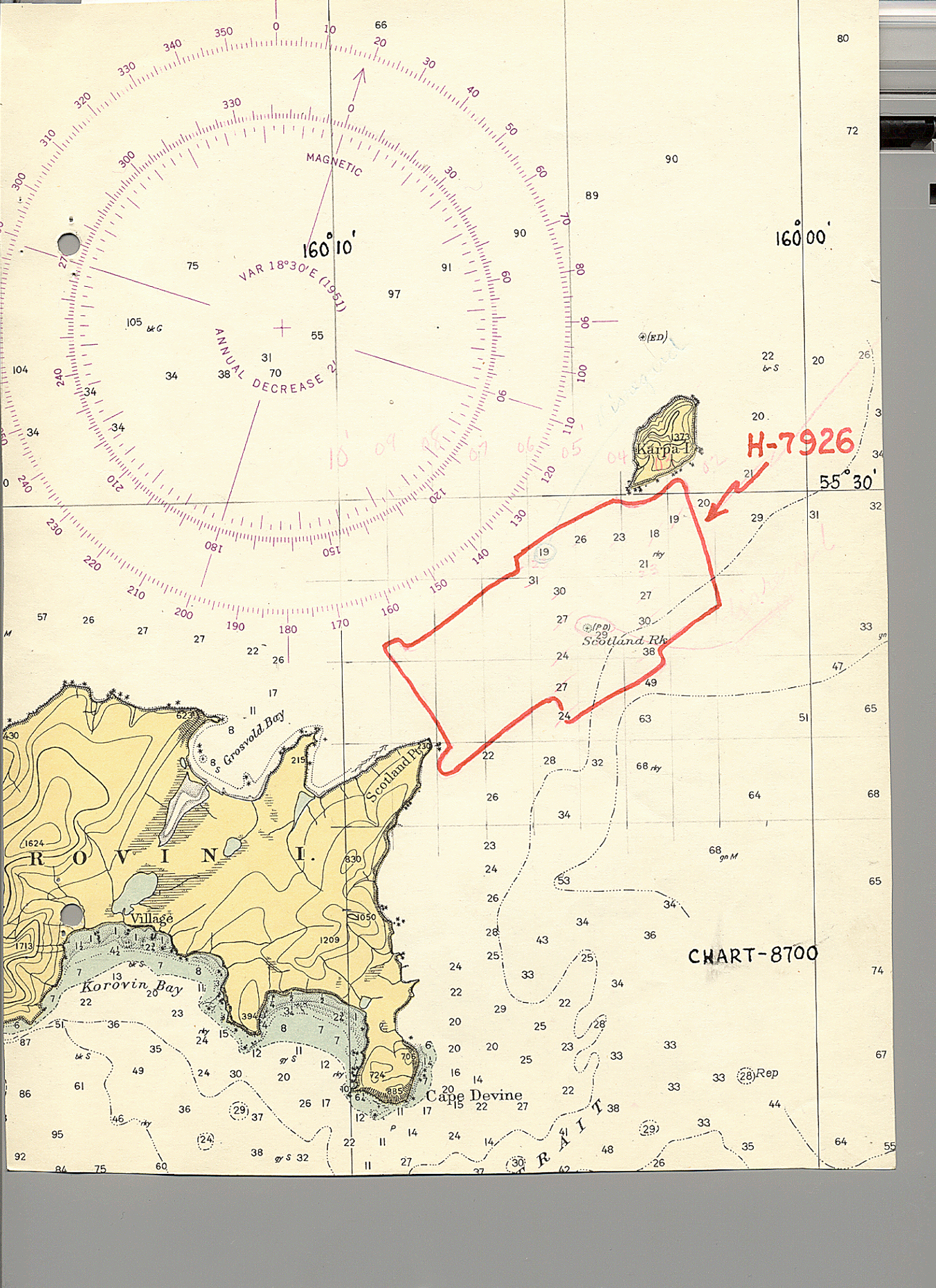
Transferred to H. 7926

08'

160° 07'

06'





160°10'

160°00'

VAR 18°30' E (1951)

ANNUAL DECREASE 2''

H-7926

55°30'

CHART-8700

ROVINI I.

Village

Korovin Bay

Grosvold Bay

Scotland Pt.

Cape Devine

RAI

Karpa-I

Scotland Rk

(ED)

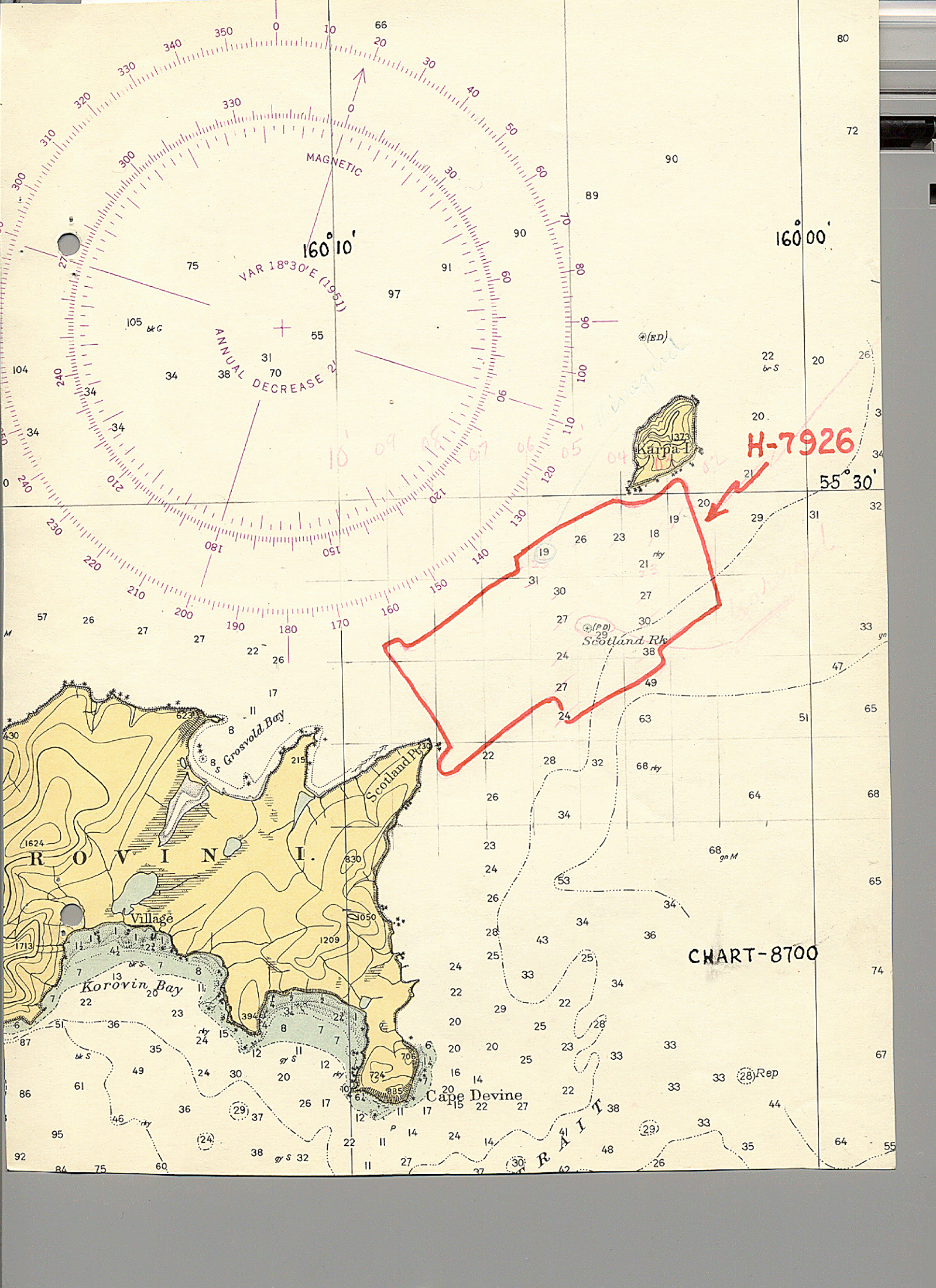
(PD)

(28) Rep

(29)

(29)

(30)



NAUTICAL CHARTS BRANCH

SURVEY NO. H-7926

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
4/23/52	8802	Risegani	Before After Verification and Review Partially Appld.
1/26/54	8700	S. McLaughlin	Before After Verification and Review Completely applied
30 June 60	8859	Michols	Before After Verification and Review True Dmg Chart 8700
4/3/78	16553	Vonzant	Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
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			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.