

8066

Diag. Cht. Nos. 8102-3 and 8152-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. HO-1253 Office No. H-8066

LOCALITY

State S. E. Alaska

General locality Cordova Bay

Locality Barrier Islands

19 53

CHIEF OF PARTY

F. R. Gossett

LIBRARY & ARCHIVES

DATE JUL 11 1956

8066

HOA, B-D-

Graphic control

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-8066

Field No. HO-1253

State S. E. Alaska

General locality Cordova Bay

Locality Barrier Islands

Scale 1:10,000 Date of survey 16 May - 5 Sept. 1953

Instructions dated 17 March 1953

Vessel Ship HODGSON

Chief of party F. R. Gossett

Surveyed by F. R. Gossett, E. F. Hicks, Jr., and D. L. Campbell

Soundings taken by fathometer, graphic recorder, hand lead, wire 808 and NMC graphic recorder

Fathograms scaled by R. Owens

Fathograms checked by A. M. Legako and R. Owens, H. Hildahl and D. Williams

Protracted by C. E. Pedersen

Soundings penciled by C. E. Pedersen

Soundings in fathoms fact at MLLW MLLW

REMARKS:

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Handwritten initials

DESCRIPTIVE REPORT

to accompany

HYDROGRAPHIC SURVEY H-8066 - FIELD NO. HO-1253

SCALE 1:10,000 SHIP HODGSON F. R. GOSSETT, COMDG.

SURVEYED BY: F. R. GOSSETT, E. F. HICKS, JR. & D. L. CAMPBELL

A. PROJECT

This survey was executed as part of Project CS-357 under instructions 22/MEK, S-2-HO dated 17 March 1953.

B. SURVEY LIMITS AND DATES

This survey covers the various waterways among the Barrier Islands in Cordova Bay and in general lies between parallels $54^{\circ} 47' N$ and $54^{\circ} 51' 30'' N$. The western limit is meridian $132^{\circ} 31'$, the eastern limit extends into the approaches to Hessa Inlet to meridian $132^{\circ} 20'$ and into Tah Bay to meridian $132^{\circ} 19'$.

Field work began on this survey 16 May 1953 and was completed 5 Sept. 1953.

On the north this survey is joined by contemporary survey H-8067, Field HO-1353, on the south by contemporary survey H-8065, Field HO-1153 and on the west by contemporary survey H-8064, Field HO-2153.

C. VESSELS AND EQUIPMENT

This survey was executed with Ship HODGSON, standard 30 foot hydrographic launch No. 98 and plane personnel boat No. 134. The ship had a turning radius of approximately 100 meters and both launches had a turning radius of approximately 25 meters at sounding speed.

808 fathometers Nos. 62 and 77 and NMC fathometer Type CBM-55113, Serial No. 289 were used on this survey.

D. TIDE AND CURRENT STATIONS

A tide station was maintained at Tah Bay, Lat. $54^{\circ} 49' 70''$, Long. $132^{\circ} 19' 98''$ during the period of this survey and was used for reduction of all soundings.

A current station consisting of approximately 72 hours of pole observation was made west of The Narrows at Lat. $54^{\circ} 48' 85''$, Long. $132^{\circ} 22' 92''$.

E. SMOOTH SHEET

All work on the smooth sheet was done by the Seattle Processing Office and will be covered by their report which will be a addenda to this report.

F. CONTROL STATIONS

Horizontal control was furnished by 1908-09-25 triangulation, Sheets 236, 245, 246, 247, 248, Vol. G-609 with additional supplemental triangulation by this party. Topographic stations were located by planetable on graphic control sheets HO-A, HO-B and HO-D all made during the current season. It is believed that all stations are located accurately enough that there will be no effect on the accuracy of the hydrography.

G. SHORELINE AND TOPOGRAPHY

The shoreline and topography is to be added after compilation of air photographic manuscripts.

On account of the steep to, rocky coast it was impracticable to completely delineate the low water line.

H. SOUNDINGS

All soundings except a few handlead soundings were made using 808 and NMC fathometers. Corrections to these soundings are discussed in the fathometer report.

I. CONTROL OF HYDROGRAPHY

All hydrography was controlled by visual sextant angles on shore objects or signals.

J. ADEQUACY OF SURVEY

This survey is complete and within limits covered should supersede all prior surveys for charting except as noted under items 8 and 15 of paragraph N.

Junctions with adjoining surveys appear to be satisfactory.

K. CROSSLINES

There are approximately 69 miles of crosslines or about 7 percent of total lines run, or about $8\frac{1}{2}$ percent of lines run exclusive of development. Crossings appear to be satisfactory and minor discrepancies may be explained by rough irregular bottom.

L. COMPARISON WITH PRIOR SURVEYS

This survey was compared with surveys H-3042 and H-3043 both 1909 surveys on a 1:20,000 scale.

The 1909 surveys were not as complete as the current survey and in much of the area no lines were run only a few reconnaissance lines were run. Hence many new shoals and rocks were found. It is believed all known shoals were proved with an equal or less depth except items 8, 15, and 17 of dangers and shoals, paragraph N.

M. CHART COMPARISON

This survey was compared with Chart 8145, Second Edition, April 1943,

last print date 14 May 1951. As the chart was compiled from surveys mentioned in paragraph L except for the sunken rocks north of Boat Rock the same statement regarding shoals will suffice. No features not shown on the survey were noted on the chart. A detailed list of discrepancies with recommendations will be discussed under paragraph N.

N. DANGERS AND SHOALS

The table below lists charted dangers as well as new dangers and is intended also as a comparison between chart, old surveys and the new survey. The depths are from record books and probably will not be revised when smooth plot is made.

	CHARTED LOCATION	CHARTED DEPTH	NEW LOCATION	NEW DEPTH	RECOMMENDATION
1.	54° 47:55 132° 22:57	3/4 kelp	54° 47:52 132° 22:58	0.5 & kelp Pos. 13, Vol. 3 Pg. 19	Chart new depth and kelp ✓
2.	54° 48:50 132° 22:70	4-3/4	54° 48:48 132° 22:74	3.9 Pos. 64ja	Chart new depth ✓
3.	54° 49:37 132° 21:95	1 1/2 kelp	54° 49:33 132° 21:95	0.5 Pos. 2f	Chart new depth ✓
4.	54° 50:46 132° 21:60	8.0	54° 50:42 132° 21:60	5.5 Pos. 102e+	Chart new depth ✓
5.	54° 51:28 132° 22:46	6 1/2	54° 51:25 132° 22:47 50	5.2 Pos. 64ga+	Chart new depth ✓
6.	54° 50:78 132° 22:46	8.0	54° 50:74 132° 22:44	8.8 Pos. 32ga+	Chart new depth - see below ✓
7.	54° 51:03 132° 24:50	6.0	54° 50:98 ⁷ 132° 24:50 46	5 2/3 Pos. 181h+ 66ha	Chart new depth ✓
8.	54° 50:96 132° 26:13	2 1/2	54° 50:93 132° 26:15	2.7 Pos. 9ja+	Chart old depth - see below ✓
9.	54° 51:03 132° 26:82	3/4	54° 51:03 132° 26:80	0.6 Pos. 19q	Chart new depth ✓
10.	54° 49:51 132° 24:70	Rock awash	See graphic control sheet	Signal MAL	Chart rocks ✓
11.	54° 49:47 132° 27:63	Rock awash	See graphic control sheet	Signal BOB	Chart rock ✓
12.	54° 48:19 132° 29:96	Rock awash	54° 48:21 132° 29:95	Rock covered Pos. 14r - Pos. 15r another rock about 120 m. SW	Chart 2 rocks ✓

	CHARTED LOCATION	CHARTED DEPTH	NEW LOCATION	NEW DEPTH	RECOMMENDATION
13.	54° 47:78 132° 28:90	Rock awash	These two general foul areas between signals WHY and ALP		Chart foul area
14.	54° 47:70 132° 28:69	Rock awash			
15.	54° 51:28 132° 25:31	7.0	54° 51:23 132° 25:30	8.0 Pos. 42q+	Chart old depth
16.	54° 48:67 132° 22:76	Rock awash	See graphic control sheet	Signal OAK	Chart rock
17.	54° 49:67 132° 29:85	Sunken rock	54° 49:65 132° 30:04	19.0 Pos. 173m+	*See note below
18.	54° 51:03 132° 29:86	12.0	54° 50:94 132° 29:85	12.3 Pos. 49B	Chart new depth
19.	54° 51:29 132° 21:37	10.0	54° 51:28 132° 21:41	7.7 Pos. 88ga+	Chart new depth

Item 6 shows new depth of 8.8 fms. against charted depth of 8.0 fathoms. Survey H-3043 shows this depth 52 feet which is much closer agreement.

Item 8 shows new depth of 2.7 fms. against charted depth of $2\frac{1}{2}$ fathoms. Survey H-3043 shows depth of 15 feet which is one foot less. Recommend charting old depth.

Item 15 shows new depth of 8.0 fathoms against charted depth of 7 fathoms. Survey H-3043 shows depth of 44 feet which is four feet less than found on this survey. This shoal was developed fairly close but not enough to positively disapprove the old sounding. Recommend charting new depth.

Item 17 shows no sunken rock where chart shows sunken rock symbol. There is indication of a shoal but it is not believed there is a dangerous rock in the vicinity. Survey H-3043 does not show this rock and the origin is not known by this party. It is believed that there is a strong possibility that the charted symbol is displaced as there is a rock very close into the northerly island. Unless there is very strong evidence from the source of this rock it is recommended it be expunged from the chart.

Item 18 shows new depth of 12.3 fathoms against charted depth of 12 fathoms. Survey H-3043 shows this depth to be 77 feet which is greater than that found on current survey.

Items 10, 11, and 16 are rocks awash or covered at high water. The heights of these rocks are given on the graphic control sheet.

NEW DANGERS

1. 54° 47:75
 132° 29:41 2.9 fm. Pos. 150u+

- | | | | | |
|----|-------------------------|-----------------------|----------------------------------|--|
| 2. | 54° 48:12
132° 29:13 | 0.9 fms. | Pos. 12ha | |
| 3. | 54° 49:49
132° 21:46 | 2.4 ⁵ fms. | Pos. 84t+ | |
| 4. | 54° 50:00
132° 20:80 | 2.7 ⁶ fms. | Pos. 131e
140-141e | |

O. COAST PILOT INFORMATION

A well protected anchorage for vessels up to 150 feet in length in 11 to 16 fathoms may be found west of The Narrows, Lat. 54° 48:85, Long. 132° 22:92. The bottom is hard and rocky and in strong winds the vessel must be watched for the possibility of dragging as maneuvering room is rather limited. It is recommended this anchorage be approached from the northeast.

An excellent anchorage for vessels of any size, well protected from all winds except those from the west or northwest in 13 to 18 fathoms may be found with Guide Rocks Beacon, signal CAB, bearing 190° T. distant 1200 to 1300 yards. Both of these anchorages were used by the survey vessel.

Eureka Channel and Narrows may be traversed without difficulty following chart and Coast Pilot Notes exercising caution to avoid sunken rock north of The Narrows, (Shoal No. 3 of Chart Comparison).

The passage extending northwestward from Center Island Daybeacon is used by local fishing vessels but its general use is not recommended and caution should be exercised when using it.

The two passages through the Barrier Islands west of Eureka Channel are not used to any extent and numerous shoals do not recommend their use.

The passage east of the Round Islands is used by local fishing vessels passing between Egg Rock and rock to north of Egg Rock (Shoal No. 12 of Chart Comparison). When using this passage caution should be exercised to avoid the 2.9 fathom shoal (Shoal No. 1 of New Dangers).

In the spring the general wind was from a southerly direction with a southerly ground swell which made landings on the exposed rocks and islands rather difficult.

During the period June through August most of the shoals and rocks are marked by kelp patches and while kelp should always be regarded as a danger signal its absence should not be taken to mean the passage is clear.

P. AIDS TO NAVIGATION

Three fixed aids and one floating aid to navigation lie within the limits of this survey all maintained by U. S. Coast Guard.

- (a) Eureka Channel Daybeacon
- (b) Center Island Daybeacon
- (c) Guide Rocks Daybeacon
- (d) Wallace Rocks Buoy

Q. LANDMARKS FOR CHARTS

No recommended landmarks for charting lie within the limits of this survey.

R. GEOGRAPHIC NAMES

The following new geographic names are recommended:

All names except No. 1 are on 1-16-56 Ed of chart 8145.

1. RANGE POINT, southeast point of small island, Lat. $54^{\circ} 49' 02''$, Long. $132^{\circ} 22' 80''$. This point forms rear range with Center Island Daybeacon for navigating southern part and southern approach to Eureka Channel.
2. POE ISLAND, site of triangulation station POE since 1909. A named feature is desirable in this area.
3. MIDDLE ISLAND, the largest island of the group in approximately the middle of the group.
4. RHEA ROCKS, site of triangulation station RHEA since 1909. A named feature is desirable in this area.
5. ROCKY PASS, the passage along meridian $132^{\circ} 25'$ surveyed in 1953 is open to navigation but numerous rocks exist.
6. KELP PASS, the passage west of Rocky Pass and Middle Island surveyed in 1953 is open to small vessels but there are numerous kelp patches near southern end.
7. EGG PASSAGE, the passage north and east of Egg Rock which is used by fishing vessels.
8. LITTLE PASS, the passage northwest of Center Island Daybeacon passing between signals VIA and COD and MAL and CREEK which is used frequently by fishing vessels.

S & T. NO INFORMATION

U. NOTES FOR INFORMATION OF SMOOTH PLOTTER

The shoreline shown on boat sheet in red dashed lines is from old (1909) hydrographic survey enlarged from 1:20,000 scale and numerous minor discrepancies were noted during the course of the survey. It is believed all these will be reconciled when manuscripts from nine lens photographs are received.

In areas close to shore and inside areas marked foul no attempt was made to locate all individual rocks. Many of these were indicated on the air photo inspection.

All signals not on shore or rock islets are described on graphic control sheets HO-A, HO-B and HO-D with heights above datum plane.

✓ Geographic name insert to be added after sheet is smooth plotted.

V. GENERAL DESCRIPTION OF AREA

Practically all the shore area except small rock islets, is covered with dense growth of evergreen trees ranging from 30 to 90 feet in height and reaching to the high water line. There are practically no sand or gravel beaches in the area and most of the land between the high and low water line is rocky and covered with kelp.

W-X-Y

None

Z. TABULATION OF APPLICABLE DATA

1. Triangulation records and report - forwarded to Wash. 12/18/53
2. Air photo inspection and report - forwarded to Wash. 12/18/53
3. Fathometer report - forwarded to Wash. 12/18/53
4. Coast Pilot Report - forwarded to Wash. 12/18/53
5. Geographic Names Report - forwarded to Wash. 12/18/53
6. Graphic control sheets HO-A, HO-B and HO-D and reports - forwarded to Wash. 12/16/53

Respectfully submitted,

E. F. Hicks, Jr.

E. F. Hicks, Jr.
CDR, USC&GS

STATISTICS

SHEET HO-1253

LAUNCH 98

VOL.	DATE	DAY	VESSEL	POSITIONS	STAT. MILES
1	16 May	a	98	157	34.9
1	17 May	b	98	110	24.9
1	18 May	c	98	87	22.4
2	18 May	c	98	17	--
2	19 May	d	98	192	44.8
2	20 May	e	98	158	35.8
3	20 May	e	98	49	11.8
3	12 June	f	98	62	6.9
3	13 June	g	98	79	10.8
3	15 June	h	98	167	40.7
4	15 June	h	98	48	13.0
4	17 June	j	98	53	6.5
4	23 June	k	98	195	32.3
5	25 June	l	98	131	23.7
5	26 June	m	98	222	36.0
6	27 June	n	98	152	31.5
6	28 June	p	98	123	15.9
6	30 June	q	98	78	18.2
7	30 June	q	98	91	5.3
7	1 July	r	98	156	32.7
7	8 July	s	98	132	25.4
8	8 July	s	98	64	5.1
8	11 July	t	98	96	9.9
9	27 July	u	98	192	32.3
9	28 July	v	98	196	28.7
10	28 July	v	98	6	1.2
10	29 July	w	98	174	33.8
10	6 Aug.	x	98	74	9.5
10	7 Aug.	y	98	4	--
10	8 Aug.	z	98	91	17.1)
11	8 Aug.	z	98	99	17.6)
11	13 Aug.	aa	98	157	24.1
11	21 Aug.	ba	98	99	15.9)
12	21 Aug.	ba	98	6	1.2)
12	22 Aug.	ca	98	172	17.7
12	25 Aug.	da	98	187	33.0)
13	25 Aug.	da	98	23	4.9)
13	26 Aug.	ea	98	145	14.8
13	27 Aug.	fa	98	24	--
13	2 Sept.	ga	98	69	7.9)
14	2 Sept.	ga	98	197	31.4)
14	3 Sept.	ha	98	70	6.7
14	5 Sept.	ja	98	64	4.9

SHEET 1253 - SHIP HODGSON

17	25 June	A	HODGSON	31	11.5
17	22 July	B	HODGSON	170	60.8
18	22 July	B	HODGSON	17	3.7

SHEET HO-1253 - LAUNCH 134

VOL.	DATE	DAY	VESSEL	POSITIONS	STAT. MI.
8	20 July	a	134	75	9.8
8	23 July	b	134	145	19.3
15	23 July	c	134	49	6.1
15	24 July	d	134	187	21.8
15	25 July	d	134	173	27.5
16	25 July	d	134	53	5.6
16	26 July	e	134	216	32.5
13	28 Aug.	f	134	44	5.1
13	1 Sept.	g	134	59	5.7

TOTALS - HO-1253

HODGSON	218	76.0
NO. 98	4668	791.2
No. 134	<u>1001</u>	<u>133.4</u>
Total	5887	1000.6

Area - Sq. Stat. Miles = 32.5

ABSTRACT OF FATHOMETER CORRECTIONS

HYDROGRAPHIC SURVEY H-8066 (1953)

Launch 98 - 808 No. 77

A Scale	B Scale
+0.2 fathom	+0.8 fathom

Launch 98 - 808 No. 62

A Scale	B Scale
+0.2 fathom	+0.3 fathom

Launch 134 - 808 No. 77

A Scale	B Scale
0.0 fathom	+0.6 fathom

Launch 134 - 808 No. 62

A Scale	B scale
0.0 fathom	+0.1 fathom

Ship HODGSON - 808 No. 62

A Scale	B Scale	C Scale
+0.1	+0.2	+1.9 (Initial set 1.0 fathom)
+1.1	+1.2	+2.9 (Initial set 0.0 fathom)

Ship HODGSON - NMC

+0.7 fathom

TIDE NOTE FOR HYDROGRAPHIC SURVEY H-8066 (1953)

TAH BAY TIDE STATION
 Lat. $54^{\circ} 49' 70$
 Long. $132^{\circ} 19' 98$

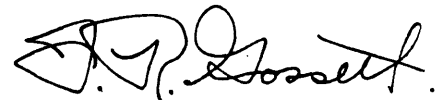
 MLLW = 3.1 feet on staff

APPROVAL SHEET

Hydrographic Survey H-8066 (Field No. HO-1253) has been examined and is approved as follows: Boat sheet, records, fathograms, Cdr. Hick's report.

Sheet is being forwarded to Seattle Processing Office for smooth plotting.

1/15/54



F. R. Gossett,
CDR, USC&GS
Comdg., Ship HODGSON

ADDENDA TO DESCRIPTIVE REPORT FOR HYDROGRAPHIC SURVEY

FIELD NO. HO-1253 - REGISTRY NO. H-8065⁶

1. This addenda is to cover additional work accomplished on this survey during the 1954 season under instructions 22/MEK, S-2-HO dated 18 March 1954, Subject "Additional Field Work, Project CS-357".

2. This survey was accomplished with Launch No. 98, 808 fathometers Nos. 150SPX and 156SPX, both calibrated for a velocity of 800 fathoms per second. A few hand lead soundings were taken from the dinghy in the mouth of the channel, Lat. 54° 49'2", Long. 132° 21'0". The remainder of this channel will be surveyed on Sheet Field No. HO-1254. *H-8126*

3. Soundings were reduced for tide using Tah Bay tide gage.

4. Hydrography was controlled by visual sextant angles on shore signals located during the 1953 season. Standard methods were used.

5. No additional significant depths were found.

6. Statistics for additional work:

Vol.	Date	Day	Vessel	Positions	Soundings	H. L.
					Stat. Miles	Soundings
19	4/17/54	ka	98	52	6.3	--
19	4/23/54	la	98	128	16.6	--
19	4/21/54	a	Dinghy	13	--	13
TOTALS				193	22.9	13

Respectfully submitted,

E. F. Higgs, Jr.
E. F. Higgs, Jr.,
CDR, USC&GS

Approved:

J. Bowie
J. Bowie,
CDR, USC&GS
Comdg., Ship HODGSON

E. SMOOTH SHEET

Smooth sheet was hand constructed in the Seattle Processing Office using standard methods.

F. CONTROL

All signals exclusive of triangulation were pricked through from Graphic Control sheets.

Plotting of the hydrography progressed from the easterly section of the sheet across to the NW section in the deeper area. Approximately 4,232 positions or 70% was plotted as shown on "No. 1" cover sheet. The only difficulty encountered during this period of plotting was in the main attributed to mistaken signals and angle errors in the field. This seems most evident at the beginning of the season and is no doubt during a period with new personnel and working in an area of strong tides and currents.

However, during the plotting of numerous rocks in the area between the Barrier Islands, Egg Rocks, and the Round Islands to the islets to the north; trouble was encountered that led to the belief that it lay in some of the signals. Most of these fixes were strong angles with check angles. This occurred at a time when difficulty was being experienced on sheet H-8065. Work was suspended on H-8066 until corrected signal locations were received from the Washington Office. The Red and Green moves of the signals were pricked on the smooth sheet and the plotting was continued. It is understood that the red-circled signals are firm moves and the green-circled moves subject to question. Some question in regard to the purple-circled signals. During the continued plotting of the many rocks, with check angles, this person as well as one of the more experienced cartographers felt that the signal changes were not the complete answer, such as:

Cuts to signal LEG check purple location.

The movement of signal BOB by approximately 40 meters does not hold-up.

The movement of signal ALP proves-out in some cases and then again not.

A shift of about 30 meters was made in red of signals WAG and VAN.

This shift did not prove-out well in a check by re-plotting of hydrography, thus held to the original positions for these signals.

Signals MET (Purple circle, green name) PEG, RIO, TOY (Red) and ARM (Green) held good.

Cuts during locations fall on the Green location of signal JOB.

Signal WHY presented a problem. In volume 9, u day, the new location of WHY holds-up reasonably well in the plotting of the rocks, etc., but in volume 10, w day, WHY checks the old location in fixes 25 to 33 w. The plotter assumed during this plotting and later plotting of the hydro lines, that there were two "tips" or "humps" on the islet on which WHY was located and that from different angles or views, different "signals" would be taken. This is borne out by a description of the islet by an officer of the HODGSON. In the area west of signal WHY it is evident in the plotting of rocks and hydro lines that the field party is shooting on the "Old" location of WHY, and in the general area east of WHY the positions plot best by holding on the "New" location.

Some error appears to have been made in the relocation of signal EEL which was moved about 80 meters south of the graphic control location. This may have been due to bad pricking on the photo. Positions could not be plotted using this location but looked reasonably good using old position.

Difficulty plotting positions 61, 62, 63 and 64 a day green - Vol. 1 pages 14 and 15. This area is well covered by hydro and additional development. These positions rejected as well as soundings.

In finishing the remaining 30% of the plotting, the findings of the plotter in checking on the old and new locations of signals for the most reasonable time, course, etc., are that there is still "something to be desired" and that the trouble, though not serious, can be attributed to long angle shots, errors in sextant reading, difficult hydro (tides and currents) and signal locations.

No attempt was made to rectify any of the previously plotted hydro as the signal movements in that area of the sheet were slight. In the main the final plotting was held to whatever gave the most reasonable time and course.

G. SHORELINE AND TOPOGRAPHY

Shoreline transferred from T-11302, T-11304, T-11305 and T-11320. A transparent cover sheet was made to show the least depths. On this are shown in red crayon circles, rocks inked on the smooth sheet that are subject to question.

Removed inked rock at 54-47-03.0, 132-26-45.0 to pencil soundings.

Volume 15, position 53c green 54-47-54.0, 132-21-11.0 note indicates islet, but this is not shown on boat sheet or control sheet.

7c and 8c green, examples ^{of} rocks that plot 20 meters from photo rock.

K. CROSSLINES

Crosslines are in good agreement.

M. COMPARISONS

Comparisons of junctions with H-8065, H-8125 and H-8067 were made and found to be adequate.

N. DANGERS AND SHOALS

The transparent overlay has the notes indicating the least depths and dangers the field party felt were pertinent. Slight changes to these are:

A least depth at 54-50.98, 132-24.50 of 5.5 position 181 h, was changed to a sounding of 5.2 on 66ha at 54-50.97, 132-24.46.

A new danger of 2.4 position 84 t at 54-49.49, 132-21.46 plots as 2.5 fms.

A new danger of 2.7 fms. position 131e at 54-50.00, 132-20.80 was changed to 2.6 fms. position 140, 141 e.

Position 1 f brown, Vol. 3, page 14 - Rock erroneously plots in deep water and cannot be found on boat sheet.

Respectfully submitted,

Clarence E. Pederson
Clarence E. Pederson
Cart. Comp. Aid

Examined and Approved:

William M. Martin
William M. Martin
Cartographer-in-Charge, S.P.O.

Approved and Forwarded:

L. S. Hubbard
L. S. Hubbard, Captain, C&GS
Seattle District Officer

Geographic Names Penciled on H-8066

ANCHOR ISLAND

BARRIER ISLANDS

BOAT ROCKS

CENTER ISLAND

CORDOVA BAY

EUREKA CHANNEL

GUIDE ROCKS

LEADING POINT

PRINCE OF WALES ISLAND

ROUND ISLANDS

TAH BAY

THE NARROWS

WALLACE ROCKS

GEOGRAPHIC NAMES

Survey No. H-8066

Name on Survey	Source of Name											
	A	B	C	D	E	F	G	H	K			
<u>Southeast Alaska</u>											(for title)	1
<u>Prince of Wales Island</u>												2
<u>Cordova Bay</u>												3
<u>Tah Bay</u>												4
<u>Tah Island</u>												5
<u>Anchor Island</u>												6
<u>Guide Rocks</u>											BGN	7
<u>The Narrows</u>												8
<u>Leading Point</u>												9
<u>Center Island</u>												10
<u>Eureka Channel</u>											BGN	11
<u>Barrier Islands</u>												12
<u>Round Islands</u>												13
<u>Egg Island</u>												14
<u>Boat Rocks</u>												15
<u>Wallace Rocks</u>												16
<u>For^{new} names on page 6 of this report, all are approved, and all except Range Pt (No. 1) are now shown on 1-16-56 edition of chart 8145.</u>												17
<u>Range Point</u>												18
												19
												20
												21
												22
												23
												24
												25
												26
												27

: note change in position this name as on new edition 8145: location of tide station no longer on Tah Bay.

Names approved
7-17-56. L. Heck

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. 8066.....

Records accompanying survey:

Boat sheets ..2..; sounding vols. .19..; wire drag vols.;
bomb vols.; graphic recorder rolls 12-Envelopes
special reports, etc. 1-Smooth sheet and 1-Descriptive report.....
1-Overlay Tracing.....

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-8066

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- (19--)" 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

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~DIVISION OF COASTAL SURVEY~~

15 August 1956

Division of Charts: R. H. Carstens

Plane of reference approved in
19 volumes of sounding records for

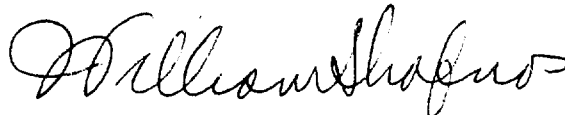
HYDROGRAPHIC SHEET 8066

Locality Cordova Bay, Alaska

F. R. Gossett)
Chief of Party: J. Bowie) in 1953-54
Plane of reference is mean lower low water, reading
3.1 ft. on tide staff ~~at~~ (1953) at Tah Bay
3.2 ft. ~~below B.M. 1~~ on tide staff (1954) at Tah Bay
14.2 ft. below B.M. 1 (1909)

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

Condition of records satisfactory except as noted below:



Chief, ~~DIVISION OF TIDES~~ Branch
~~AND EXTENDED~~

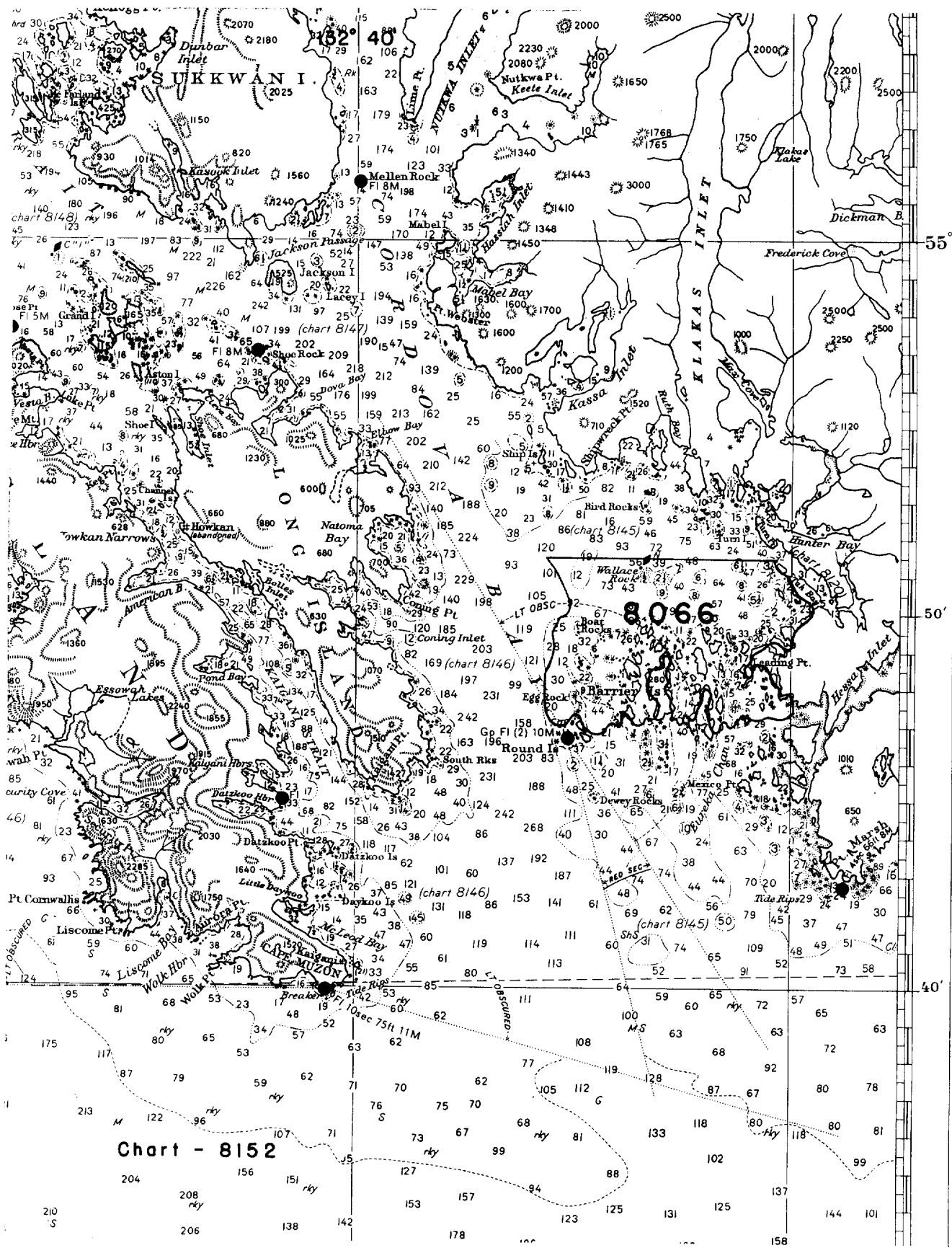


Chart - 8152

NAUTICAL CHARTS BRANCH

SURVEY NO. H-8066

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
6-6-57 to	8145	<i>Wittmann</i>	Before After Verification and Review <i>Partially</i>
10-16-58	8102	R.E. Elkins	<i>Examined - Partly applied thru the</i> Before After Verification and Review <i>Three edges changed</i> <i>previous Partial application to chart 8145.</i>
10-17-58	8152	R.E. Elkins	Before After Verification and Review <i>Partly app. off thru chart 8102 dig 11.</i>
13 Mar 61	8002	<i>E. W. Heger</i>	Before After Verification and Review <i>Re-examined</i> <i>No corr at this scale</i>
5/22/75	8145	M.D. KAVIS	<i>PART Appl.</i> Before After Verification and Review <i>Re-examined for</i> <i>items in conjunction with reviewed T-sheets - T-11302,</i> <i>T-11303, T-11304, T-11305</i>
			Before After Verification and Review
			Before After Verification and Review
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			Before After Verification and Review

M-2168-1

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.