

8127

Diag. Cht. No. 8102-3.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. HO-1354 Office No. H-8127

LOCALITY

State S. E. Alaska

General locality Cordova Bay

Locality Hunter Bay, Klinkwan Cove,

South Klakas Inlet and Ruth Bay.

194 54

CHIEF OF PARTY

John Bowie

LIBRARY & ARCHIVES

DATE July 19, 1957

81027

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-8127

Field No. HO-1354

State S. E. Alaska

General locality Cordova Bay

Locality Hunter Bay, ^{Klinkwan Cove} ~~Guadalupe Bay~~, South Klakas Inlet and Ruth Bay

Scale 1/10,000 Date of survey 5/17/54 - 6/10/54

Instructions dated 17 March 1953 and 8 Jan. 1954

Vessel HODGSON

Chief of party J. Bowie

Surveyed by E. F. Hicks, Jr. & J. Dermody

Soundings taken by fathometer, ~~graphic recorder, beam lead, etc.~~ Fath. 62S and 150 SPX

Fathograms scaled by H. Hildahl and R. Dwens

Fathograms checked by J. Dermody

Protracted by L. W. Eason II 5 PD

Soundings penciled by L. W. Eason II

Soundings in fathoms ~~100~~ at ~~MLLW~~ MLLW based on a velocity of sound of 800 fms. /sec.

REMARKS: _____

Descriptive Report

to

Accompany Hydrographic Survey

No. H-8127 (Field No. HO-1354)

Scale 1:10,000 SHIP HODGSON J. Bowie, Comdg.

Surveyed by: E. F. Hicks, Jr. & J. Dermody

A. Project

This survey was executed as part of Project CS-357 under instructions 22/MEK, S-2-HO dated 17 March 1953 and Supplemental Instructions 22/MEK, S-2-HO dated 8 January 1954.

B. Survey Limits and Dates

This survey covers Hunter Bay (including Biscuit Lagoon), Klinkwan Cove, Ruth Bay, and that portion of Klakas Inlet south of Lat. $54^{\circ} 55' 15''$.

Field work on this survey began on 5/17/54 and was completed 6/10/54.

This survey is joined at the entrances to the above bays and inlets by the 1953 surveys of this vessel. To the northward in Klakas Inlet, it is joined by Sheet HO-1554 (H-8129)(1954).

C. Vessels and Equipment

This survey was executed with a standard 30 foot hydrographic Launch No. 98 and a plane personnel boat Launch No. 134. Both launches had a turning radius of approximately 25 meters at standard speed.

808 Fathometers No. 62S and 150 SPX with reeds calibrated for a velocity of 800 fms/sec. were used for all hydro.

D. Tide and Current Stations

A portable automatic tide gage was maintained in Tah Bay, Lat. $54^{\circ} 49' 70''$, Long. $132^{\circ} 19' 98''$ (outside the limits of this sheet) during the entire period of the survey and was used without time or range correction for the reduction of all soundings in Ruth Bay.

A portable automatic tide gage was maintained in Hunter Bay, Lat. $54^{\circ} 52' 31''$, Long. $132^{\circ} 19' 32''$, during the time sounding was in progress, and was used without time or range correction for the reduction of all soundings in Hunter Bay, Biscuit Lagoon and Klinkwan Cove.

A portable automatic tide gage was maintained in Max Cove, Lat. $54^{\circ} 57' 22''$, Long. $132^{\circ} 23' 63''$

Long. 132° 23.62 (outside the limits of this sheet) during the time sounding was in progress, and was used without time or range correction for the reduction of all soundings in Klakas Inlet.

No current stations were occupied within the limits of this survey.

E. Smooth Sheet

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

F. Control Stations

Two triangulation stations were used for hydrographic control, KLINK 1909 and BIRD, 1909.

The following signals are derived from 1953 topographic surveys by this vessel: [HO-D-53 (Report to be filed in D.R. of H-8065 (1953) & HO-E-53 (Report filed in D.R. of H-8067 (1953); planetable sheets will be destroyed after application of all information to the hydrographic surveys): ACE, ACT, BAH, DEB, EAR, FAR, GAL, HAM, ION, JAY, KEY, MAG, MAR, RAG, RAM, SAG, VAL

The remainder of the signals are from air photo MS No. 11300 thru 11303 (1953-54)

Where stations were needed and no identifiable photo points nearby, the stations were located by sextant fixes at the station using objects located by air photo methods.

A list of all stations and method of location is in Vol. 1 of the sounding records.

G. Shoreline and Topography

All shoreline is from MS Nos. 11300 thru 11303^{of 1953-54}, furnished by the Washington Office. No shoreline discrepancies were noted, except a few shoals and rocks which did not appear on the MS. On account of the steep to, rocky shore it was impractical to delineate the low water line in all cases.

H. Soundings

All soundings except a few hand lead soundings on isolated rocks or shoals were made with 808 fathometers Nos. 628 and 150 SPX.

The fathometer initial was set so that with the check bar at two fathoms the fathometer would read two fathoms eliminating any index correction. Since the fathometers were calibrated for a velocity of 800 fathoms per second, no velocity correction was made.

Bar checks were made three times daily at two fathoms only in accordance with letter 22/MEK, S-1-HO dated 15 June 1953 to Comdg. Officer, Ship HODGSON.

Bottom samples were made at various intervals throughout the area of this sheet.

I. Control of Hydrography

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

J. Adequacy of Survey

This survey is complete and adequate for charting purposes. Junctions with adjoining sheets are satisfactory and no holidays exist. Depth curves can be adequately drawn at the junctions.

K. Crosslines

There are approximately 20 miles of crosslines, or, over 8% of the total. All crossings appear to be satisfactory.

L. Comparison with Prior Surveys

Former surveys were in Hunter Bay, only. Soundings were transferred to the boat sheet by G. P. and a reasonable amount of agreement shown. There were shoreline discrepancies between the photo manuscripts and the old survey. The photo MS should govern.

The beacon in the center of the entrance channel is on a rock, not an island as shown.

M. Comparison with Chart

This survey was compared with Chart 8145, Second Edition, print date 25 May 1953, and with Harbor Chart 8120, 3rd Edition, print date 8 Aug. 1951.

The only soundings on these charts within the limits of this survey were in Hunter Bay and approaches.

See Review

The charted shoreline is off in many places. The photo MS of the area should govern.

All buildings shown on these charts no longer exist.

The extensive wharfage shown in Hunter Bay no longer exists except for a small ruin above low water line.

N. Dangers and Shoals

Listed in the table below are dangers, shoals and significant soundings found:

LOCATION	DEPTH	POS.	REMARKS
54-53:48 ¹ 132-22:19 ⁴	12fm.	24e - Vol. 5	Rock in midchannel
54-54:53 ² 132-22:18 ³	awash (2)	160d - Vol. 3	Rock
54-54:18 ⁰ 132-23:18 ⁴	4 ² fms.	140g - Vol. 2	Shoal
54-54:40 132-24:183	2 fm. 1 ²	102g - Vol. 6	Controlling depth thru Ruth Cut-off (Little Hell Gate)
54-52:43 ¹ 132-20:54 ²	awash (4)	by BEE Vol. 1, pg. 4	Rock

LOCATION	DEPTH	POS.	REMARKS
54-52:53 ⁴ 132-20:7 ⁸ (and others)	35 fms.	Vol. 4, pg. 63 et seg.	Shoal soundings in Hunter Bay approaches.
54-53:16 ⁴ 132-18:94 ⁴	Awash (<u>2</u>)	1144k - Vol. 7	Controlling passage into Biscuit Lagoon.

For misc. rocks and reefs:

Hunter Bay - Vol. 1, pp 3-5
~~Gusdegane Cove~~ - Vol. 4, pp 4-55
 Klinkwan Vol. 1, p 6
 Klakas Inlet - Vol. 5, pp 9 - 37
 Ruth Bay - Vol. 6, pp 11 et seg.
 p 48
 Ruth Cut-off - Vol. 6, p 51
 (Little Hell Gate)
 Biscuit Lagoon - Vol. 7, pp 3 -30

O. Coast Pilot Information

See attached sheet for applicable portion of season's Coast Pilot Report.

P. Aids to Navigation

There is one charted aid to navigation within the limits of this survey:

The red-topped day beacon on the rock in the entrance to Hunter Bay. This is correctly charted on Charts 8145 and 8147, but is shown as a white beacon on Harbor Chart 8120. (Chart 8120 subsequently discontinued)

Q. Landmarks for Charts

No recommended landmarks lie within the area of this survey.
 (ORAM, Aband. L.H., is just outside limits of hydro on this survey)

R. Geographic Names

Mr. E. Buschmann, District Superintendent, Nakat Packing Corp. at the Waterfall Cannery, Waterfall, Alaska was contacted as an authority on local usage. Other individuals familiar with the area verified Mr. Buschmann's data.

The following names are correctly charted: (subsequently deleted from charts)

HUNTER BAY, TURN PT., BISCUIT NOB, KLINKWAN (abandoned), GRAVE PT.,
 KLAKAS INLET, AND RUTH BAY

The following change was recommended by Mr. Buschmann:

Ruth Cut-off has been called "Little Hell-Gate" by local mariners for more than 30 years. (see note by L. Heck on Geo. Names sheet)

The following names are recommended for charting by this party:

The Saltchuck - The braokish lagoon at the head of Biscuit Lagoon.

Biscuit Lagoon - the lagoon directly east of Biscuit Nob.

Klinkwan Cove - the small cove lying E of and directly inside
Gusdegane Pt.

Ruth Island - the large island lying directly south of Ruth Bay,
Lat. $54^{\circ} 54.5'$, Long. $132^{\circ} 26.0'$.

Klakas Island - the large island lying directly south of Ruth Cut-off
(Little Hell-Gate") Lat. $54^{\circ} 54.0'$, Long. $132^{\circ} 24.5'$.

The following name could possible be deleted from the chart:

Klinkwan (abandoned) - So little remains of this abandoned Indian
Village that the value of the charted name
is questionable. *Already off 1-16-56 print
of 8145.*

S. Silted Areas

No significant silted areas were noted.

T. Marked Stations

The following stations were marked with standard disks:

Bus, ~~1954~~ (Klakas Inlet)
B. M. No. 1 1954 (Hunter Bay)

Z. Tabulation of Applicable Data

Tidal Data
Air Photographs

Respectfully submitted,

John Dermody
John Dermody
Ens., USC&GS

Approved and forwarded:

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

TABLE 1

STATISTICS FOR HYDRO SURVEY H-8127 (FIELD NO. HO-1354)

<u>VOL.</u>	<u>DAY</u>	<u>DATE</u>	<u>VESSEL</u>	<u>POS.</u>	<u>STAT. MI.</u>	<u>H.L.</u>
a		5/21	134	135	10.5	
b		5/24	"	21	4.8	
c		5/27	"	142	19.6	
d		6/2	"	25	2.8	
e		6/3	"	156	15.1	
f		6/4	"	145	15.1	
g		6/5	"	209	26.7	
h		6/6	"	134	12.5	
j		6/7	"	39	2.4	
k		6/8	"	154	16.4	
Totals for Launch 134				1160	125.9	
a		5/17	98	59	9.1	
b		5/20	"	185	23.0	
c		5/25	"	196	48.3	
d		5/26	"	195	37.3	
Totals for Launch 98				635	117.7	
a		6/4	dinghy	8		8
A		6/10	HODGSON	2		2
Totals for sheet				1805	243.6	10

Area: 10.2 sq. stat. miles

TABLE 2
 FATHOMETER CORRECTIONS - (PHASE)
 808 FATHOMETER NO. 62S

Feet		Fathoms		Fathoms	
A	B	A	B	A	B
44.9	44.5	39.5	39.1	37.3	37.0
45.0	44.5	39.0	39.0	38.2	37.8
45.0	44.3	38.0	38.3	39.0	38.5
44.6	44.0	37.3	37.7	39.9	39.2
44.3	44.0	36.6	36.8	39.9	39.7
44.2	44.0	35.8	36.0	39.5	39.3
44.3	44.0	<u>35.0</u>	<u>35.1</u>	37.0	39.1
44.4	44.0	Mean 37.3	37.4	36.9	37.0
44.2	44.0			<u>37.0</u>	<u>37.0</u>
44.0	43.6			Mean 38.3	38.3
44.5	44.1				

A-B	+0.4
	-0.1
	<u>0.0</u>
Mean	+ 0.1
B-C	+1.8

Correction A scale	0.0
Correction B Scale	+0.1
Correction C scale	+1.9

Fathoms	
B	C
78.9	77.2
79.0	77.2
79.0	77.2
79.1	77.3
79.2	77.4
79.1	77.2
79.0	77.1
78.9	77.0
78.9	77.0
<u>78.9</u>	<u>76.9</u>
Mean 79.0	77.2

TABLE 3

808 FATHOMETER 150 SPX

7 June 1954 - j day Sheet HO-1354

PHASE COMPARISON

A	B		B	C	
42.3	44.3		74.4	74.8	
41.6	43.2		73.6	74.4	
40.4	42.0		73.5	74.0	
40.9	41.3		73.0	73.5	
39.9	41.2		72.8	73.3	
40.0	41.0		73.0	73.5	
40.0	41.0		72.0	72.5	
40.1	41.2		71.9	72.1	
40.0	41.3		<u>71.7</u>	<u>72.3</u>	
<u>40.4</u>	<u>41.6</u>		25.9	30.4	
4.7	18.1		72.9	73.4	Mean
40.5	41.8	Mean			

A-B = -1.3

B-C = -0.5

A	= 0.0
B corrn	= -1.3
C corrn	= -1.8
D corrn	= -1.1

17 Sept. 1954 - Sheet 1854

C	D	
122.0	122.0	
122.0	121.0	
121.6	121.0	
121.8	121.0	
121.8	121.0	
121.5	121.0	
122.0	121.2	
122.0	121.2	
122.0	121.5	
<u>121.5</u>	<u>120.0</u>	
18.2	10.9	
121.8	121.1	C-D 0.7

E. SMOOTH SHEET

Standard methods were used in the smooth sheet construction. All work on the smooth sheet was done in the Seattle Hydrographic Processing Unit. ✓

F. CONTROL

A list of all signals and the method and source of location was prepared during the processing. A copy of the list was placed in Vol. #1. ✓

Signal TAP, Lat. $54^{\circ} 53'.5$, Long. $132^{\circ} 23'.2$, which was located from HODGSON graphic control sheet D-5A³, produced poor crossings in that area. A topographic (photo) location of an offshore rock immediately north of the signal is believed to be a better location for the same rock. The limited use of the signal was rejected, as noted in the sounding volume #5, pages 45, 46 and 61. Those portions of the lines (e day) were plotted on one angle and time, which seems to agree best with the topo location of the rock. Office review of that portion of the topo-manuscript may clarify this location. ✓
Plotted positions of lines satisfactory

G. SHORELINE

Revision of a small section of shoreline on the west side of the entrance to Biscuit Lagoon is shown in pencil between sections of inked shoreline. The revision is substantiated by several sounding lines which seem to be well controlled, and the discrepancy is believed due to overhanging treeline. ✓

The small island at the Hunter Bay day beacon is shown on the smooth sheet as a reef awash at MHW, not as an island as shown on the topo. Field information shows that it bares $12\frac{1}{2}$ feet at MLLW. The tide range is 12 feet. ✓

J. ADEQUACY OF THE SURVEY

The junction with smooth sheet HO-1554 - H-8129 is satisfactory. The depth curves were correlated between the two sheets. (H-8129 not verified at this time)

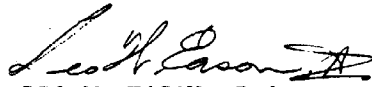
A print of H-8067, the 1:10,000 scale sheet to the south, was not available for a junction analysis. See review

N. DANGERS AND SHOALS

The items listed under this heading in the report have been corrected and/or amended in ink. ✓

R. GEOGRAPHIC NAMES

All charted geographic names and all of those recommended by the hydrographer have been penciled on the sheet.



LEO W. EASON, 2nd
Cartographer, C&GS

APPROVED:



WILLIAM M. MARTIN
SUPERVISORY CARTOGRAPHER

APPROVED AND FORWARDED:



CURTIS LE FEVER, CAPT.
SEATTLE DISTRICT OFFICER

GEOGRAPHIC NAMES

HO-1354

H-8127

The following were penciled on the smooth sheet.

BIRD RKS

BISCUIT LAGOON

BISCUIT NOB

DOUBLE I.

GRAVE POINT

GUSD^AGANE POINT

HUNTER BAY

KLAKAS INLET

KLASKAS ISLAND

~~KLINKWAN (Abandoned)~~

KLINKWAN COVE

LITTLE HELLGATE *(see note by L. Heck on form by
Geo. Names Section)*

RUTH BAY

RUTH ISLAND

SALTCHUCK (THE)

TURN POINT

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens

2 August 1957

Plane of reference approved in
7 volumes of sounding records for

HYDROGRAPHIC SHEET 8127

Locality Cordova Bay, Alaska

Chief of Party: J. Bowie in 1954

Plane of reference is mean lower low water, reading

3.7 ft. on tide staff at Max Cove

15.6 ft. below B.M. 1 (1954)

3.2 ft. on tide staff at Tah Bay

12.6 ft. below B.M. 2 (1909)

5.2 ft. on tide staff at Hunter Bay

13.0 ft. below B.M. 1 (1954)

Height of mean high water above plane of reference is:	Max Cove	11.7 ft.
	Tah Bay	11.7 ft.
	Hunter Bay	11.8 ft.

Condition of records satisfactory except as noted below:

Signature

Chief, Tides Branch

GEOGRAPHIC NAMES

Survey No. H-8127

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
<u>Southeast Alaska</u>				(for title)							1
<u>Cordova Bay</u>			"	"							2
											3
<u>Prince of Wales Island</u>											4
<u>Hunter Bay</u>				(one tide station)							5
<u>Turn Point</u>											6
<u>Biscuit Lagoon</u>											7
<u>The Saltchuck</u>											8
<u>Biscuit Knob</u>									BGN		9
<u>Klinkwan Cove</u>				(presumably this is the Gusdegane Bay on front cover and the Gusdegane Cove under Par. N in report)							10
											11
<u>Gusdegane Point</u>									BGN		12
<u>Grave Point</u>											13
<u>Double Island</u>											14
<u>Bird Rocks</u>											15
<u>Klakas Island</u>											16
<u>Ruth Bay</u>				(larger application as on new edition of chart 8145)							17
<u>Ruth Island</u>											18
<u>Ruth</u>											19
<u>Ruth Cutoff</u>				(name originally recommended by field party in 1953 and placed on new edition of chart 8145; preferable to retain this name until BGN shall have acted)							20
<u>Klakas Inlet</u>											21
Tide stations off sheet:				Names approved 8-1-57.							22
<u>Max Cove</u>								L. Heck			23
<u>Tah Bay</u>											24
											25
<u>Klinkwan or Klinkan (Abandoned)</u>				no longer on chart 8145.							26
											27

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. 8127....

Records accompanying survey:

Boat sheets .1...; sounding vols. .7...; wire drag vols.;
 bomb vols.; graphic recorder rolls 2-Envelopes
 special reports, etc. 1-Descriptive report and 1-Smooth sheet.

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

Number of positions on sheet	1805..
Number of positions checked	40..
Number of positions revised	0..
Number of soundings revised (refers to depth only)	About 10 in order to straighten curves.
Number of soundings erroneously spaced	3 ..21.
Number of signals erroneously plotted or transferred	Signal "Tap" was mis- plotted on B. S.
Topographic details	Time .. 44 hrs
Junctions and curves Sketching depth curves (inking)	← Time 28.78 hrs → Junctions 50 → Curves
Verification of soundings from graphic record	Time .. 12 hrs

Verification by *A. Rose* Total time ... 280 hrs Date 1-3-58.

Reviewed by *J. Evans* Time 54... Date 2/24/58

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-8127

FIELD NO. HO-1354

S. E. Alaska-Cordova Bay-Hunter Bay, Klinkwan Cove, South Klakas
Inlet & Ruth Bay

Surveyed May-June 1954

Scale 1:10,000

Project No. CS-357

Soundings:

808 depth recorder
hand lead

Control:

sextant fixes on
shore signals

Chief of Party - J. Bowie
Surveyed by - E. F. Hicks, Jr. & J. Dermody
Protracted by - L. W. Eason II (Seattle P. O.)
Soundings plotted by - L. W. Eason II
Verified and inked by - S. Rose
Reviewed by - L. V. Evans III
Inspected by - R. H. Carstens

Date: 2/24/58

1. Shoreline and Control

The shoreline originates with unreviewed photogrammetric surveys T-11300 through T-11303 of 1953-54. The sources of control are given in the Descriptive Report.

2. Sounding Line Crossings

Depths are in adequate agreement at crossings.

3. Depth Curves and Bottom Configuration

The steep, rocky slopes along most of the shoreline precluded development of most of the low-water line and portions of other

inshore curves. The rest of the usual curves are adequately defined. This is an inshore area of small bays and narrow inlets, studded with islands, islets and rocks. The bottom is rugged, with steep slopes breaking away from most of the shoreline. Pinnacle rocks and shoals contribute to the irregularity of the bottom.

4. Junctions with Contemporary Surveys

A satisfactory junction was made with H-8067 (1953) at the entrance to Hunter Bay, the south end of Klakas Inlet and the entrance to Ruth Bay. The junction with H-8129 (1954) to the north in Klakas Inlet will be considered in the review of that survey.

5. Comparison with Prior Surveys

- A. H-2327 (1897) 1:10,000
H-2331 (1897) 1:80,000

These reconnaissance surveys show nothing of present value for charting in the area of the present survey. The present survey supersedes these prior surveys within the common areas.

- B. H-3043 (1909) 1:20,000

This prior survey covered only the Hunter Bay portion of the area of the present survey. The prior soundings are in general agreement with present depths, but the larger scale and more intensive development of the present survey reveal many bottom irregularities not found by the prior survey. There is evidence of shoaling of the mud bottom in the entrance to Hunter Bay. The present survey shows depths of 102 to 120 feet in the mid-channel area, approximate lat. $54^{\circ}52.6'$, long. $132^{\circ}21.2'$, where the prior survey found depths of 121 to 139 feet. The present survey is adequate to supersede this prior survey within the common area.

6. Comparison with Chart 8145 (Revised 7/29/57)
Chart 8147 (Revised 10/7/57)

A. Hydrography

The charted hydrography originates entirely with the boat sheet of the present survey. Most of the changes made during smooth plotting, verification and review are of minor

importance to charting. However, attention is called to the following:

(1) The 4-fm. sounding charted in lat. $54^{\circ}54.8'$, long. $132^{\circ}23.17'$ came from an erroneous sounding on the boat sheet and should be expunged from the charts. The actual depth at the position of the charted 4 fms. is 11 fms.

(2) The 4-fm. sounding charted in lat. $54^{\circ}54.80'$, long. $132^{\circ}23.84'$, has been revised to 4.9 fms. in the application of the final reducers.

(3) An uncharted $5\frac{1}{2}$ -fm. sounding falls in lat. $54^{\circ}53.93'$, long. $132^{\circ}23.83'$. The present survey supersedes the charted hydrography.

B. Aids to Navigation

Hunter Bay Daybeacon, the only charted aid to navigation within the area of this survey, is charted in substantial agreement with its survey position.

7. Condition of Survey

A. The field records and reports are complete and comprehensive.

B. The smooth plotting was satisfactory.

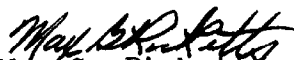
8. Compliance with Project Instructions

This survey adequately complies with the project instructions.

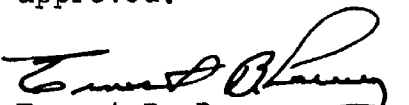
9. Additional Field Work Recommended

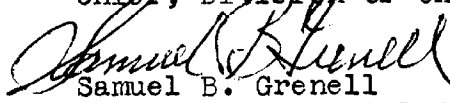
This is a good, basic survey and no additional field work is recommended.

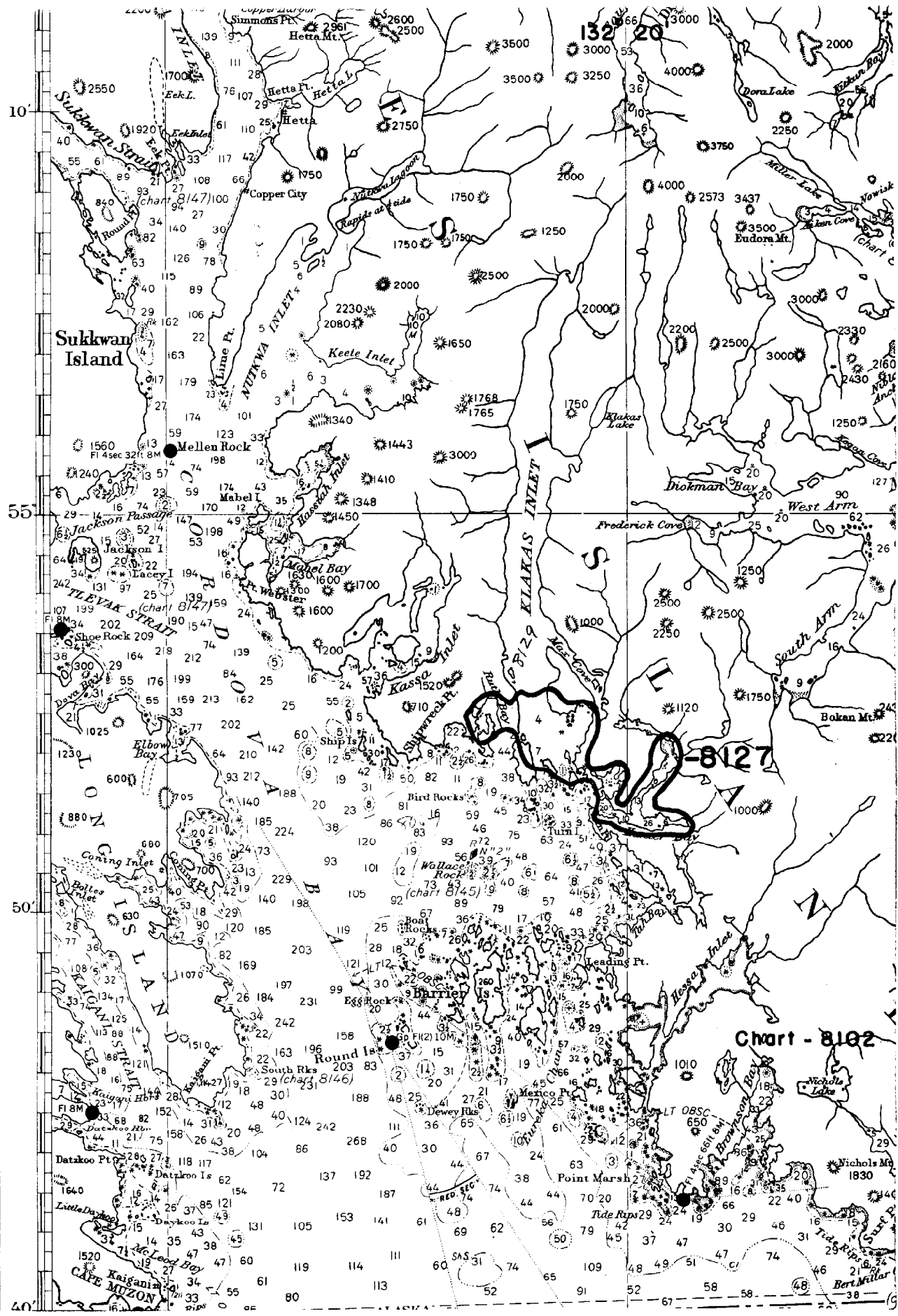
Examined and approved:


Max G. Ricketts
Chief, Nautical Chart Branch


Karl B. Jeffers
Chief, Hydrography Branch


Ernest B. Lewey
Chief, Division of Charts


Samuel B. Grenell
Chief, Division of Coastal Surveys



NAUTICAL CHARTS BRANCH

SURVEY NO. H-8127

Reviewed 2-24-58

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
<i>30 Aug 57</i>	<i>8145</i>	<i>Nichols</i>	Before After Verification and Review <i>Part. only</i>
<i>10/28/58</i>	<i>8152</i>	<i>R.E. Elkins</i>	Before After Verification and Review <i>Partly app thru chrt 8145.</i>
<i>Nov '60</i>	<i>8152</i>	<i>R.E. Elkins</i>	Before After Verification and Review <i>Completely</i>
<i>1/14/61</i>	<i>8102</i>	<i>E.E. Thomas</i>	<i>Completely applied thru Aug 12</i> Before After Verification and Review <i>Chrt 8152</i>
<i>13 Mar 61</i>	<i>8002</i>	<i>Geo Grayson</i>	Before After Verification and Review <i>No hydro at this scale consider as comp. appl</i>
<i>4/6/61</i>	<i>8145</i>	<i>Helmer</i>	Before After Verification and Review <i>Fully applied</i>
<i>5/3/62</i>	<i>8147</i>	<i>H. Radden</i>	Before After Verification and Review <i>Fully applied</i>
<i>8-5-63</i>	<i>8147</i>	<i>h.j. Keeler</i>	Before After Verification and Review <i>Crit conditions</i> <i>only for T.O. point. RKO</i>
<i>1/28/75</i>	<i>8147</i>	<i>M.D. KAVIS</i>	Before After Verification and Review, inspection of <i>signature - reexamined for critical corrections</i>
<i>5/22/75</i>	<i>8145</i>	<i>M. D. KAVIS</i>	Before After Verification and Review + signature <i>Fully Applied</i> <i>Re-examined only in conjunction with reviewed</i> <i>T-sheets - T-11300, T-11301, T-11303</i>

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.