

8205

Diag. Cht. No. 8551-3.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey HYDROGRAPHIC

Field No. BO-1355 Office No. H-8205

LOCALITY

State ALASKA

General locality PRINCE WILLIAM SOUND

Locality PRINCE OF WALES PASSAGE

1955 - 57

CHIEF OF PARTY

H. C. Applequist
Curtis Le Fever
Fred Nolella

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8205

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-8205

Field No. BO-1355

State Alaska

General locality Prince William Sound

Locality Prince of Wales and Bainbridge Passages

Scale 1:10,000 Date of survey 1955, 1956 & 1957

Instructions dated 28 December 1954, 10 February 1955 and 28 November 1955

Vessel Ship BOWIE, Launch 92

Chief of party H. C. Applequist (1955), Curtis Le Fever (1956) & F Natella (1957)

Surveyed by K.A. Mac Donald Curtis LE Fever Lorin F. Woodcock
J. Frank May Jr. J. Frank May Jr.

Soundings taken by fathometer, graphic recorder, hand/lead/white

Fathograms scaled by Ship Personnel

Fathograms checked by Ship Personnel

Protracted by Vincent F. Flor

Soundings penciled by Vincent F. Flor

Soundings in fathoms feet at MLW MLLW

REMARKS: This is a combined title sheet covering the three years
that this survey was worked on.

G.S.
202

DESCRIPTIVE REPORT
to accompany
HYDROGRAPHIC SURVEY SHEET NOS. H-8204 (Field No. BO-1255
and H-8205 (Field No. BO-1355)

South Entrance and Southern part of Prince of Wales Passage,
Prince William Sound, Alaska

Scale 1:10,000

USC&GSS BOWIE
Project 1277

H.C. Applequist, Chief of Party
Surveyed by: K.A. Mac Donald

A - PROJECT:

The survey was done in accordance with instructions for
Project CS-277 dated 28 December 1954 and 10 February 1955.

B - SURVEY LIMITS AND DATES:

The survey covered an area from Latitude $60^{\circ} 04'$ in Prince
of Wales Passage South to Latitude $59^{\circ} 58'$ and East to Longitude
 $148^{\circ} 17'$ at the approach to the Passage and West to Longitude
 $148^{\circ} 07'$ at the entrance to Elrington Passage. Field work was
begun 22 July 1955 and ended 20 September 1955.

C - VESSEL AND EQUIPMENT:

Diesel Launch No. 92, operating from the Ship BOWIE in
Squirrel Bay was used for all hydrography. Launch 92 has a
turning radius of approximately 12 meters at sounding speed.
Fathometer No. S-163 of the 808-J type was used for all sounding.
Inboard bilge transducers were substituted for the keel mounted
unit on g day, 6 August 1955 giving much better results in
depths over 50 fms. The Ship BOWIE was used for taking bottom
samples.

D - TIDE AND CURRENT STATIONS:

A portable tide gage was maintained at Squirrel Bay during
the survey. Position of the gage was Latitude $60^{\circ} 00.31'N$,
Longitude $148^{\circ} 07.82'W$.

F - CONTROL STATIONS:

All control used for this survey was obtained from photo cuts
using the preliminary manuscripts T-9148, T-9149 and T-9150. This
was done by the field party.

Considerable difficulty was experienced with the control,
especially in the vicinity of the entrance to Elrington Passage.
Relocation of the signals using the final manuscript should remedy
the bad crossings and jumps in the fixes.

G - SHORELINE AND TOPOGRAPHY:

Shoreline and topographic details were taken from Photo. manuscripts T-9148 and T-9150.

The low water line was not defined by the soundings, due to the fact that the shoreline was very steep and dropped off immediately to deep water.

H - SOUNDINGS;

Soundings were taken with an 808*J fathometer, bar checks were taken daily and meaned for the entire period. Phase corrections were obtained by making scale comparisons, while drifting over flat bottom. Fathometer errors due to a long stylus arm are discussed in a supplemental report "808 Fathometer Errors", which is included with this report.

I - CONTROL OF HYDROGRAPHY:

All hydrography was controlled by three point sextant fixes.

J - ADEQUACY OF SURVEY:

The survey is considered complete and adequate to supersede prior surveys for charting.

K - CROSSLINES:

Crosslines made up approximately 8% of the total. The East West crossline just north of LONE TREE PT. LT. has considerable discrepancies at crossings. This was caused by poor control, as explained in paragraph F.

L - COMPARISON WITH PRIOR SURVEYS:

Comparison with Survey 4694, Scale 1:20,000, May & July 1927 shows generally good agreement. The 20 fm. curve just South of Procession Rocks appears to have moved a considerable distance to the north, and the shoal in Latitude $59^{\circ} 58.3'$, Longitude $148^{\circ} 13.4'$ was not discovered on Survey 4694.

Comparison with Survey 2833, Scale 1:40,000, 1906 shows generally good agreement, bottom samples however are in very poor agreement.

Comparison with Survey 3188, Scale 1:20,000 shows generally good agreement, bottom samples are in poor agreement.

H-8205
LIST OF SIGNALS USED ON HYDRO. SURVEY NO. BO-1355

435 Lim
204 Fal
087 Bus
701 Sad
025 Ben
305 Han
374 Isle Δ 1910 - 1927
507 Mar
409 Jay
109 Day
621 Ped Δ 1910
737 SIS

except triangulation,

Origin of all signals, ^{except triangulation,} is the preliminary photo manuscript.
Signals are to be relocated from the final manuscript by the
Photogrammetric Office.

STATISTICS
FOR
HYDROGRAPHIC SURVEY SHEET NO. BO-1355

DAY	EXCDATE	POSITIONS			MILES OF SOUNDINGS				NAUT. MILES		BTM. SAM.
		LTR	1955	VOL.	VOL.	TOTAL	NAUTICAL	STATUTE	VOL.	TOTAL	
a	7-22	1	180	180	15.9	15.9	18.2	18.2	10.0	3.0	
b	7-23	2	36		4.5		5.2				
b	7-23	2	65	101	9.1	13.6	10.4	15.6	5.0	2.0	
c	7-25	2	163	163	19.9	19.9	22.9	22.9	5.0	7.0	
d	7-26	3	21	21	2.4	2.4	2.8	2.8	3.0	0.5	
e	9-6	4	38	38	4.0	4.0	4.6	4.6	2.0	0.5	
TOTAL LAUNCH NO. 92				503		55.8		62.1	25.0	13.0	
A	9-20	4	11	11	0.0	0.0	0.0	0.0	0.0	7.0	11
TOTAL SHIP BOWIE			11	11						7.0	11
TOTAL FOR SHEET				514		55.8		62.1	25.0	20.0	11

TOTAL AREA: 2.3 SQ. STATUTE MILES

TIDE NOTE

All soundings were reduced to MLLW using tide data from the portable tide gage in Squirrel Bay, Latitude 60 00.31'N, Longitude 148 07.82' W. 4.9 Ft. on the tide staff corresponds to MLLW. Reference letter dated 6 September 1955, 36-108-982B.

Charles A. Schanck
Commander, C&GS
Commanding Ship BOWIE

DESCRIPTIVE REPORT TO ACCOMPANY
HYDROGRAPHIC SURVEY SHEET H-8205 (FIELD NO. BO-1355)
PRINCE OF WALES PASSAGE, PRINCE WILLIAM SOUND, ALASKA

PROJECT NO. 12770

1956

SCALE 1:10000

Curtis Le Fever
Curtis Le Fever
J. Frank May, Jr.

Chief of Party

Hydrographers

A-PROJECT:

This survey was done in accordance with instruction for Project CS-277 dated 28 December, 1954, revised instructions for Project 1277 dated 10 February, 1955, and supplemental instructions for Project 12770 dated 28 November, 1955.

B-SURVEY LIMITS AND DATES:

The survey covered an area in Prince of Wales Passage from Lat. $60^{\circ} 08.5'N$ east of Fleming Island, Lat. $60^{\circ} 10.0'N$ west of Fleming Island, south to Lat. $60^{\circ} 04.5'$, east to Long. $147^{\circ} 59'$ and west to Long. $148^{\circ} 07'$.

This survey was accomplished between 21 August and 24 September 1956. Prior survey of area was H-3188, 1:20000, 1910.

C-VESSEL AND EQUIPMENT:

Hydrography was accomplished with Launch # 133 operating from Ship BOWIE. Ship BOWIE was used in areas where launch fathometer could not get soundings. Fathometers No. S-163J and S-144 of the 808J type were used on the launch while S-111 and Edo fathometer No. 2, model 185 was used aboard Ship BOWIE. Both ship and launch were used for taking bottom samples. Ship BOWIE has a turning radius of approximately 75 meters at a sounding speed of 8.5 knots.

D-TIDE AND CURRENT STATIONS:

A portable tide gage was maintained by ship personnel on the east side of Bainbridge Point, Prince of Wales Passage, Lat. $60^{\circ} 11.8'N$ Long. $148^{\circ} 02.5'W$. Record was obtained from 14 August through 24 September, 1956.

A range factor of -1.8 feet for high tides, -0.1 to low tide and -05 minutes time correction was applied to Cordova, Alaska predicted tides for boat sheet soundings.

D-TIDE AND CURRENT STATIONS: (CONT.)

One current station was occupied in Prince of Wales Passage. The station is located at Lat. $60^{\circ}02.5'N$, Long. $148^{\circ}07.9'W$.

E-SMOOTH SHEET:

The smooth sheet is not constructed or plotted to date.

F-CONTROL STATIONS:

The control for this survey was obtained from triangulation, photo cuts, and hydro signals. The triangulation was established by G. T. Rude in 1910, H. C. Applequist in 1955, and Curtis Le Fever in 1956. Control by photo cuts was obtained by using preliminary manuscripts T-9147 and T-9145. Some photo signals were obtained from T-9147 and T-9148 used during the 1955 season. Hydro signals locations were obtained taking sextant fixes to triangulation and photo control points. Photo control was done by the field party operating from the Ship BOWIE.

G-SHORELINE AND TOPOGRAPHY:

Shoreline and topography details were taken from blue line prints of manuscripts T-9145 and T-9147.

The low water line was defined in all areas except when shoreline was very steep and dropped off immediately to deep water.

H-SOUNDINGS:

Soundings were taken with both 808J fathometer and Edo serial 2 type 185. Phase corrections were obtained by making scale comparisons on relatively flat bottom. The comparisons were made aboard Ship BOWIE. Adequate number of bar checks were taken during survey.

*Note
error
for
Fath
163*

On two days, "H" and "K", soundings obtained were erratic and therefore were rejected. (Positions 1-154j and 1-32k.) Since Ship BOWIE will be in that area in 1957, these two days will be rerun.

Abstract of bar checks and index correction are enclosed.

I-CONTROL OF HYDROGRAPHIC WORK:

Hydrography was controlled throughout by three point fixes using standard hydrographic sextants.

J-ADEQUACY OF SURVEY:

The survey is considered complete and adequate to supersede prior surveys for charting. Junctions made with the 1955 survey in Prince of Wales were satisfactory. Soundings obtained on "j"

J-ADEQUACY OF SURVEY: (CONT.)

and "k" day (listed under heading H Sounding) were erratic and therefore were rejected. There was a variation of paper travel against time throughout. Speed correction of the soundings were made by percentage of variation from normal paper travel. Corrections were so erratic it was decided to rerun the two days. Also, ship soundings duplicated some lines that were rejected.

K-CROSSLINES:

Crosslines made up; approximately 8% of the total. Only discrepancies in crossing were lines that crossed "j" and "k" days. (i.e. part of "k" day). These days have been rejected.

L-COMPARISON WITH PRIOR SURVEYS:

Comparison with Survey H-3188, scale 1:20000, 1910, shows generally good agreement in reference to dangers to navigation, yet newly found shoals and shoals found in 1910 which have been found to have lesser depths than recorded in that year indicate that 1956 survey should be accepted as the basic survey.

M-COMPARISON WITH CHARTS:

Comparison with chart 8523 indicate that changes should be made on chart. Newly found shoals and shoals with lesser depths aren't shown on chart so therefore survey H- 8205 should be accepted as basic survey.

N-DANGERS AND SHOALS:

There were two newly found shoals, one with a least depth of $8\frac{1}{2}$ fathoms developed in Lat. $60^{\circ} 06.35'$, Long $148^{\circ} 14.75'$. The other with a least depth of $6\frac{1}{2}$ fathoms located in Lat. $60^{\circ} 04.58'$ Long. $148^{\circ} 06'W$. Two other shoals that were found in 1910 survey were further developed and found to have shoaler depths than recorded in 1910. Shoal at Lat. $60^{\circ} 05.1'$, Long. $148^{\circ} 05.475'$ was found to have a least depth of $5\frac{1}{2}$ fathoms. Another shoal was developed and discovered to have a least depth of $2\frac{1}{2}$ fathoms. This shoal was located in Lat. $60^{\circ} 08.375'N$, Long. $148^{\circ} 02'W$.

Iktua Rocks are a danger to navigation as is evident. A shoal extends around the group of rocks.

O-COAST PILOT:

No Coast Pilot information to add to report.

P-AIDS TO NAVIGATION:

No aids to navigation to mention.

R-GEOGRAPHIC NAMES:

The $1\frac{1}{2}$ mile bay found in the Passage between Lat. $60^{\circ} 06'N$ and

R-GEOGRAPHIC NAMES: (CONT.)

60° 07.4'N and between Long. 147° 59'W and 148° 01.2'W has been given the name of Iktua Bay.

Z-TABULATION OF APPLICABLE DATA:

1. Triangulation data submitted 10 Dec. 1956, BO-56-1000.

2. Attached to this report:

1. List of signals
2. Statistics
3. Abstract of bar check
4. Tidal notes

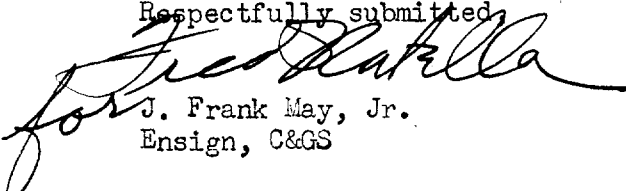
3. To accompany this report:

1. Fourteen sounding volumes
2. Boat Sheet H-8205
3. Plot Manuscripts T-9145 and T-9147
4. Control station identification

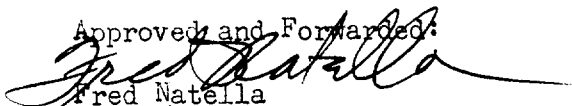
4. Already submitted to Washington Office:

1. List of Geographic Positions:
2. Descriptions of Triangulation Stations:

Respectfully submitted,


J. Frank May, Jr.
Ensign, C&GS

Approved and Forwarded:


Fred Natella
Commander, C&GS
Commanding Officer, USC&GSS BOWIE

LIST OF SIGNALS
 Hydrographic survey No. 8205
 Field No. BO 1355

NAME	ORIGIN
Abe 002	Photo 1956, T-9147
Ace 012	Hydro, sounding vol.1, pg. 4
Act 018	Photo, 1955 T-9147
Air 037	Photo, 1956 T-9147
Amp 056	Photo, 1956 T-9145
Ant 058	Photo, 1956 T-9147
Axe 092	Hydro, sounding vol. 1, pg. 3-4
Bag 003	Photo, 1956 T-9147
Bad 001	photo, 1956, T-9145
Box 069	Photo, 1956 T-9147
Bus 087	Photo, 1955 T-9147 ⁶
Cab 100	Photo, 1956 T-9145
Cap 104	Photo, 1956 T-9147
Cat 108	Hydro, sounding vol. 1, pg. 3
CEDAR 121	1956 Triangulation
Cry 179	Photo, 1956 T-9147
Dad 101	Photo, 1956 T-9147
Dam 105	Photo, 1956 T-9147
DEER 122	1956 Triangulation
Dog 163	Photo, 1956 T-9147
Dot 168	Photo, 1956 T- 9145
Eel 224	Photo, 1956 T-9147
Egg 233	Photo, 1955 T-9147
Eye 292	Hydro, sounding vol. 1, pg. 4
Fal 204	Photo, 1955, Manuscript T- 9148
Far 207	Photo, 1955, Manuscript T- 9147
Fat 208	Hydro, sounding Vol. 1, pg. 3
Fly 249	Photo, 1955 T- 9147
Fog 263	Hydro, sounding vol. 1, pg. 4
Fox 269	Photo, 1956 T- 9145
Gal 304	Photo, 1956 T- 9147
Gas 307	Photo, 1956 T- 9147
Gem 325	Photo, 1955 T-9147
Gig 333	Photo, 1955 T-9147
GILL 334	1956 Triangulation
Go 36	Photo, 1956 T-9147
Hat 308	Photo, 1956 T-9147
HORN 367	1956 Triangulation
Hut 388	Photo, 1956 T-9147
Ice 312	Photo, 1956 T-9147
It 338	Photo, 1956 T-9147
Jar 407	Photo, 1956 T-9147
Jay 409	Photo, 1955 T-9147
Joe 462	Photo, 1956 T-9147
Joy 469	Photo, 1956 T-9147
Jug 483	Photo, 1956 T-9145
Kel 424	Hydro, sounding vol. 1, pg.4
Kid 431	Hydro, sounding vol. 1, pg.3
LAVA 408	1956 Triangulation
Lay 111	Hydro, sounding vol. 1, pg.3-4

LIST OF SIGNALS: (CONT.)

NAME	ORIGIN
Lip 436	Photo, 1956 T-9147
Log 463	Photo, 1956 T-9145
Lu 448	Hydro, sounding vol.1, pg. 2
Lux 489	Photo, 1956 T-9147
Mac 501	Hydro, sounding vol. 1, pg.3
Mal 504	Photo, 1956 T-9147
Man 505	Photo, 1956 T-9147
Mar 507	Photo, 1955 T-9147
May 509	Hydro, sounding vol. 1, pg. 4
MAYBE 222	1955 Triangulation
Moo 566	Photo, 1955 T- 9147
MOON 200	1955 Triangulation
Mop 444	Photo, 1956 T-9147
Nat 508	Photo, 1956 T-9147
Ned 521	Photo, 1955 T-9147
Nel 524	Photo, 1956 T-9145
Nut 588	Photo, 1956 T-9147
Oak 604	Hydro, sounding vol. 1, pg. 3
Oil 634	Photo, 1955 T-9147
Old 641	Photo, 1956 T-9147
Ox 69	Photo, 1956 T-9147
Pal 555	Photo, 1956 T-9147
Par 607	Hydro, sounding vol. 1, pg. 2
Pat 608	Photo, 1956 T-9147
Pay 609	Photo, 1955 T-9147
Pep 626	Hydro, sounding vol. 1, pg. 4
Pie 632	Photo, 1956 T-9145
Pup 686	Photo, 1956 T-9145
Rag 703	Photo, 1956 T-9147
Rat 708	Hydro, sounding vol. 1, pg. 3
Ray 709	Photo, 1956 T-9147
Rip 736	Photo, 1956 T-9147
Rock 761	1955 Triangulation, (Iktua)
Sag 666	Photo, 1956 T-9147
Sam 705	Photo, 1956 T-9147
SIM 735	1955 Triangulation, (Simple)
Sip 777	Photo 1956, T-9147
Sky 749	Photo, 1956 T-9145
Spruce 767	1956 Triangulation
Sun 785	Hydro, sounding vol. 1, pg. 4
Tan 805	Photo, 1956 T-9147
Tap 806	Photo, 1956 T-9145
Tax 809	Photo, 1956 T-9147
Tip 836	Photo, 1956 T-9147
Tub 880	Hydro, sounding vol.1, pg. 3
Val 804	Photo, 1956 T-9147
Wax 909	Photo, 1956 T-9147
Win 935	Photo, 1956 T-9147
Zoo 966	Photo, 1956 T-9147

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 8205

Field No. BO 1355

State Alaska

General locality Prince William Sound

Locality Prince of Wales Passage, Bainbridge Passage

Scale 1: 10,000 Date of survey 1956

Instructions dated 28 Dec. 1954; 10 Feb. 1955; 28 Nov. 1955

Vessel Ship Bowie, Launch 92

Chief of party Curtis Le Fever

Surveyed by Curtis Le Fever and J. Frank May, JR.

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

Fathograms scaled by L. Laturas and J. La Roche

Fathograms checked by H. R. Lippold and J. Frank May

Protracted by _____

Soundings penciled by _____

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

REMARKS: Sheet BO 1355 was not completed in 1956. As explained
in this report two days of hydrography in Prince of Wales Passage was to
be rerun in 1957. Also a part of Bainbridge Passage was to be done in 1957.
There will be two boat sheets and an additional report for the 1957 season.

STATISTICS
FOR
HYDROGRAPHIC SURVEY NO. 8205
VESSELS: SHIP BOWIE & LAUNCH #133

DATE	VOLUME	DAY LTR.	NO. POSITIONS	NAUT MILES	STAT MILES
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Ship BOWIE

9-14-56	1	A	60 ✓	2.2	2.5
9-15	1	B	158 ✓		
9-15	2	B	11 ✓	28.2	32.4
9-17	2	C	87 ✓	12.9	14.8
9-24	2	D	<u>10</u> ✓	<u>1.6</u>	<u>1.8</u>
TOTAL			326	44.9	51.5

Launch # 133

8-21-56	1	a	91 ✓	9.6	10.5
8-22	1	b	84 ✓	10.0	11.5
8-23	1	c	51 ✓		
8-23	2	c	31 ✓	12.0	13.7
8-27	2	d	61 ✓	8.6	8.7
8-28	2	e	139 ✓	17.8	19.2
8-29	3	f	133 ✓	16.4	18.7
8-30	3	g	109 ✓		
8-30	4	g	65 ✓	24.5	27.7
8-31	4	h	147 ✓	18.5	21.1
9-1	5	j	154 Rejected	22.9	26.1
9-3	5	k	6028 *	4.0	4.5
9-4	6	l	200 ✓	27.1	31.1
9-5	6	m	34 ✓		
9-5	7	m	156 ✓	22.8	26.0
9-11	7	n	78 ✓		
9-11	8	n	100 ⁶ ✓	12.3	14.1
9-12	8	p	118 ✓		
9-12	9	p	23 ✓	17.5	20.0
9-14	9	q	214 ✓	22.3	25.5
9-15	10	r	192 ✓		
9-15	11	r	14 ✓	13.0	15.5
9-17	11	s	91 ✓	8.0	9.2
9-19	12	t	15 ✓	6.0	6.8
9-23	12	u	110 ✓	11.9	13.6
9-24	12	v	<u>90</u> ✓	<u>7.9</u>	<u>9.0</u>
TOTALS			1655 2380	287.07	334.1

* 32 position on "k" day rejected.

BAR CHECKS
PRINCE OF WALES

Fathometer #144

Day	1	2	3	4	5	6	7	8	9	10
a	0.9	2.0	2.9	4.0	5.0	6.0				
c	0.8	1.9	2.9	3.9	5.0	5.9				
m	1.0	2.0	3.0	4.0	4.9	5.8	6.9	7.9	8.9	9.8
	0.8	1.8	3.0	3.9	4.9	5.9	6.9	7.8	9.0	
p	0.7	1.8	2.9	3.8	4.9	5.9	6.9	7.8	8.9	9.9
	0.8	1.8	2.8	3.9	4.9	5.9	6.9	7.8	8.9	
r	0.8	1.8	2.9	4.0	5.0	5.9	6.9	8.0	9.0	9.9
	0.7	1.7	3.0	4.0	5.0	6.0	7.0	7.9	9.0	
v	0.8	1.9	3.1	4.0	5.2	6.1	7.0	8.0	9.0	10.0
	0.7	1.7	2.8	3.9	5.0	6.0	7.0	8.1	9.0	
Total	8.0	18.4	29.3	39.4	49.8	59.4	55.5	63.3	71.7	39.7
Mean	0.8	1.84	2.93	3.94	4.98	5.94	6.94	7.91	8.96	9.92
Corr.	0.2	0.16	0.07	0.06	0.02	0.06	0.06	0.09	0.04	0.08

Mean is plus 0.084: correction is plus 0.1 fathoms

Fathometer #163

Day	1	2	3	4	5	6	7	8	9	10
d	0.9	1.8	2.9	4.0	5.0	5.9	6.8			
	0.8	1.8	2.8	3.9	5.0	5.9	6.8	7.8	8.8	9.8
	0.8	1.8	2.8	3.9	4.9	5.8	6.8	7.9	8.8	
	0.9	1.9	2.9	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	0.9	1.9	2.9	4.0	5.0	5.9	7.0	8.0	9.0	
	0.9	2.0	3.0	4.0	5.0	6.0	7.0	7.8	8.9	
	0.9	1.9	2.9	3.9	4.9	5.9	7.0	7.9	8.8	
j	0.9	1.9	3.0	4.0	4.9	5.9	6.9	8.0	9.0	10.0
	0.9	1.9	2.9	3.8	4.9	5.8	6.9	7.9	8.8	
Total	7.9	16.9	26.1	35.5	44.6	53.1	62.2	63.3	71.1	29.8
Mean	0.88	1.88	2.90	3.94	4.96	5.9	6.91	7.91	8.89	9.93
Corr.	0.12	0.12	0.10	0.06	0.04	0.10	0.09	0.09	0.11	0.07

Mean is plus 0.09: correction is plus 0.1 fathoms

PHASE COMPARISON
PRINCE OF WALES PASSAGE

Fathometer

Correction by scale

	B	C	D	
No. S111	-2.0	-2.6	-2.0	
No. 144	-0.1	-0.7	-0.3	
NO. 163	-1.8	-4.4	-3.7 -5.1	← Ver. Note

A	B	diff.	B	C	Ddiff.	C	D	diff.	
40.3	42.1	-1.8	77.0	77.6	-0.6	113.3	112.5	+0.8	
40.3	42.2	-1.9	77.0	78.0	-1.0	113.4	112.7	+0.7	
40.1	42.2	-2.1	76.9	77.9	-1.0	113.3	112.9	+0.4	
40.2	42.3	-2.1	76.8	77.3	-0.5	113.5	112.8	+0.7	
40.2	42.3	-2.1	76.5	77.0	-0.5	113.8	113.1	+0.7	
40.3	42.3	-2.0	76.7	76.0	-0.3	113.8	113.1	+0.7	
40.2	42.2	-2.0	75.4	75.9	-0.5	114.0	113.3	+0.7	
40.3	42.4	-2.1	75.4	76.0	-0.6	114.0	113.3	+0.7	
40.0	42.0	-2.0	75.5	76.0	-0.5	114.0	113.7	+0.3	
39.9	42.0	-2.0	75.7	76.4	-0.7	114.3	114.0	+0.3	
Mean		-2.0			-0.6			+0.6	Fathometer S111

A	B	diff.	B	C	diff.	C	D	diff.	
41.4	43.2	-1.8	77.3	80.2	-2.9	116.1	116.9	+0.8	error RAG
41.4	43.2	-1.8	77.4	80.3	-2.9	116.1	116.8	+0.7	
41.5	43.2	-1.7	77.6	80.5	-2.9	116.1	116.5	+0.4	
41.6	43.2	-1.6	77.9	80.7	-2.8	115.8	116.5	+0.7	
41.5	43.3	-1.8	77.8	80.3	-2.5	115.5	116.2	+0.7	
41.6	43.5	-1.9	77.7	80.1	-2.4	115.5	116.3	+0.8	
41.8	43.6	-1.8	77.9	80.1	-2.2	115.5	116.1	+0.6	
41.8	43.7	-1.9	77.6	80.2	-2.6	115.3	116.0	+0.7	
41.9	43.8	-1.9	77.8	80.2	-2.4	115.2	116.0	+0.8	
41.9	43.8	-1.9	77.6	80.3	-2.7	115.2	116.0	+0.8	
41.9	43.9	-2.0	77.7	80.3	-2.6				
Mean		-1.8			-2.6			-0.7	Fathometer 163

A	B	diff.	B	C	diff.	C	D	diff.	
40.1	40.3	-0.2	75.4	75.9	-0.5	123.0	123.0	0.0	
40.0	40.1	-0.1	75.4	75.9	-0.5	124.0	124.0	0.0	
40.1	40.2	-0.1	75.0	75.6	-0.6	125.0	124.5	+0.5	
40.7	41.0	-0.3	75.0	75.5	-0.5	122.0	121.0	+0.8	
40.8	40.9	-0.1	74.9	75.2	-0.3	121.0	120.2	+0.8	
41.0	41.1	-0.1	74.8	75.3	-0.5	121.0	120.2	+0.8	
41.0	41.0	0.0	74.9	75.5	-0.6	121.0	121.0	0.0	
40.7	40.7	0.0	75.0	75.5	-0.5	121.0	121.0	0.0	
40.8	40.8	0.0	75.0	75.6	-0.6	122.0	121.6	+0.4	
41.0	41.0	0.0	75.0	75.8	-0.8	123.0	122.2	+0.8	
			75.2	75.9	-0.7	123.0	123.0	0.0	
						124.0	123.2	+0.8	
						124.0	123.4	+0.6	
						124.1	124.0	+0.1	
						125.0	124.3	+0.7	
Mean		-0.1			-0.6			+0.42	Fathometer 144

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens

6 October 1959

Plane of reference approved in
24 volumes of sounding records for

HYDROGRAPHIC SHEET 8205

Locality Prince William Sound, Alaska

H. C. Applequist)
Chief of Party: C. LeFever) in 1955 - 1957
F. Natella)
Plane of reference is mean lower low water, reading

4.9 ft. on tide staff at Squirrel Bay

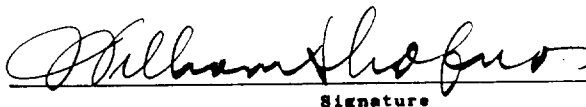
17.9 ft. below B.M. 1 (1955)

2.8 ft. on tide staff of 1956 at Bainbridge Point
15.5 ft. below B.M. 1 (1956)

Height of mean high water above plane of reference is:

Squirrel Bay 9.9 feet
Bainbridge Pt. . . . 10.5 feet

Condition of records satisfactory except as noted below:


Signature

Chief, Tides Branch

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 8205

Field No. BO 1355

State Alaska

General locality Prince of Wales Passage, Prince William Sound

Locality Prince of Wales Passage, Bainbridge Passage

Scale 1:10,000 Date of survey 1957

Instructions dated 28 December, 1954; 10 February, 1955; 28 November, 1955

Vessel Ship BOWIE, Launch 92

Chief of party Fred Natella

Surveyed by Lorin F. Woodcock, Johnnie Frank May, Jr.

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

Fathograms scaled by F. Srebalus, D. Thompson

Fathograms checked by L.F.W and O.B.

Protracted by _____

Soundings penciled by _____

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

REMARKS: This report is in addition to that submitted in 1956.
Sheet 1355 was completed in 1957.

Additional Descriptive Report
To Accompany Hydrographic Survey H 8205 (BO 1355)
Prince Of Wales Passage, Prince William Sound, Alaska

Project No. 12770

1957

SCALE 1:10,000

Fred Natella
Lorin F. Woodcock, J. Frank May, Jr.

Chief of Party
Hydrographer

A-Project:

This survey was done in accordance with instructions for Project CS 277 dated 28 December, 1954, revised for Project 1277 dated 12 February, 1955, and supplemental instructions for Project 12770 dated 28 November, 1955.

B-Survey Limits and Dates:

Two days (w and x day) were used to rerun part of this survey (h and k days done in 1956) that was rejected and is described in the Descriptive Report for this survey submitted in 1956. This area is between Lat. $60^{\circ} 07'$ and $60^{\circ} 09'$ Long. $148^{\circ} 00'$ and $148^{\circ} 14'$. The rest of this survey was in Bainbridge Passage between Lat. $60^{\circ} 07'$ and $60^{\circ} 10'$ and Long. $148^{\circ} 05'$ and $148^{\circ} 07'$. The survey covered by this report was accomplished between 8 June and 31 July, 1957.

C:Vessel and Equipment:

Hydrography was accomplished with Launch 92 operating from Ship Bowie. Ship Bowie was used to take six bottom samples in Bainbridge Passage. Fathometers No. S 111 and 57-25 of the 808J type were used on Launch 92.

D-Tide and Current Stations:

A portable tide gauge was maintained by the ship's Personnel. It was located on the east side of Bainbridge Point, Lat. $60^{\circ} 11.8' N$ Long. $148^{\circ} 02.5'$. The record was obtained from 5 June to 31 July, 1957.

Standard tide gauge was placed in operation in Cordova, Alaska by ship's personnel. Record obtained was from 3 June to 10 September.

A range factor of -0.9' for high tides and 05 minutes time correction were applied to Cordova predicted tides for boat sheet soundings.

E-Smooth Sheet:

The smooth sheet was constructed by hand by the Seattle Processing Office. No further work has been done on this sheet on this date.

F-Control Stations:

The control for this survey was obtained from triangulation, photo cuts and hydrographic signals. Control in addition to that listed in the original report for this survey is listed following this report. Triangulation was obtained from accession 6-8634, vol. VI pg. 282, 1948 triangulation established by R. W. Knox. Control by photo cuts was obtained by using manuscripts t-9144 and t-9145. Hydrographic signals were located by sextant fixes to or from triangulation and photo control. Photo control work was done by ship's personnel.

G-Shoreline and Topography:

Shoreline and topographic details were taken from blue line prints of manuscripts T-9144 and T-9145.

H-Soundings:

Soundings were taken throughout with the 808j fathometer. Phase corrections were obtained by scale comparisons taken from Ship Bowie in areas of flat bottom. Adequate bar checks were taken throughout this survey. Abstract of bar checks and phase comparisons are listed following this report.

J-Adequacy of Survey:

Survey in Bainbridge Passage is an original survey and is considered complete and adequate.

K-Crosslines:

Crosslines made up approximately 10% of the total hydrography. No discrepancies were found in crossings on the boat sheet.

L-Comparison to Prior Survey:

No prior survey of this area.

M-Comparison with Charts:

No chart showing depths in this area.

N-Dangers and Shoals:

One shoal was found and developed in Lat. $60^{\circ} 09.85'$ Long. $148^{\circ} 05.51'$. Minimum depth was found to be 3^2 fathoms. pos. 86y

O-Coast Pilot:

No Coast Pilot information has been submitted at this date. The bay in Bainbridge Passage affords good anchorage for vessels in 22 fathoms as can be seen on the boat sheet.

P-Aids to Navigation:

There are no aids in this area;

Z-Tabulation of Applicable Data:

Attached to this report:

1. List of signals
2. Statistics
3. Abstract of bar checks
4. Phase comparisong
5. Tidal Note

To accompany the report: in addition to data accompanying Report 1, 1956

1. Six sounding volumes
2. Boat sheet H8205 (duplicate) of Bainbridge Passage.

Respectfully submitted,

Gg den Beeman

Ggden Beeman, Ens. C&GS
For J. Frank May

Approved and Forwarded:

Fred Natella

Fred Natella, CDR. C&GS
Commanding, Ship BONIE

TIDAL NOTE
FOR
HYDROGRAPHIC SURVEY NO.8312

The tide gage and staff used to obtain tidal data for this sheet was located at the East side of Bainbridge Point; Latitude $60^{\circ} 11.8'N$, Longitude $148^{\circ} 02.5'W$.

Mean lower low water is 2.8 feet above zero at the tide staff.
(Director's letter 36-470-9826, dated 30 October, 1956.) All manigrams have been submitted to the Washington Office.

LIST OF SIGNALS
Hydrographic Survey No. 8205
Field No. BO 1355

<u>NAME</u>	<u>ORIGIN</u>
Air 037	✓ Hydro, sounding Vol. #15, page 3
Ark 074	✓ Photo, 1957, T-9145
Bed 888	Photo, 1956, T-9145
Bar 007	Photo, 1957, T-9145
Bum 085	✓ Topo, 1957, T-9145
Bus 087	✓ Hydro, Sounding Vol. #15, pg. 3
Cry 179	✓ Photo, 1957, T-9144 6
Cow 169	✓ Photo, 1957, T-9145
DANA 999	✓ 1948 Triangulation
Dot 168	✓ Photo, 1957, T-9144 6
Dud 181	✓ Photo, 1957, T-9145
End 251	✓ Topo, 1957, T-9144 6
Eye 292	✓ Photo, 1957, T-9145 7
Few 229	✓ Photo, 1957, T-9144
Fog 263	✓ Topo, 1957, T-9144
Fry 279	✓ Topo, 1957, T-9144
Gem 325	✓ Photo, 1957, T-9144
Gin 335	✓ Hydro, Sounding Vol. #15, pg. 3
Hat 308	✓ Photo, 1957, T-9144
INNER 355	✓ 1948 Triangulation
Joy 469	✓ Photo, 1957, T-9144
Kid 431	✓ Photo, 1957, T-9144
Lux 489	✓ Photo, 1957, T-9144
Mud 581	Photo, 1957, T-9144
Mum 585	✓ Hydro, Sounding Vol. #15, pg. 2
Nat 508	✓ Hydro, Sounding Vol. #15, pg. 2
Nig 533	✓ Photo, 1957, T-9144
Oak 604	✓ Photo, 1957, T-9144
Oil 634	✓ Hydro, Sounding Vol. #15, pg. 2
Old 641	✓ Photo, 1957, T-9144
OUTER 688	✓ 1948 Triangulation
Pal 555	✓ Hydro, Sounding Vol. #15, pg. 3
Pet 628	✓ Photo, 1957, T-9144
Pun 685	✓ Hydro, Sounding Vol. #15, pg. 3
Rat 708	✓ Photo, 1957, T-9144
Rum 987	✓ Photo, 1957, T-9144
Rut 788	✓ Photo, 1957, T-9145
Sag 666	✓ Photo, 1957, T-9144
Sal 704	✓ Hydro, Sounding Vol. #15, pg. 2
SIP 777	✓ 1948 Triangulation
Sue 782	✓ Photo, 1957, T-9144
Tap 806	✓ Photo, 1957, T-9145
Tom 865	✓ Photo, 1957, T-9144
Tub 880	✓ Photo, 1957, T-9144
Van 876	✓ Photo, 1957, T-9145

LIST OF SIGNALS: (CONT)

<u>NAME</u>	<u>ORIGIN</u>
Vet 828	/ Photo, 1957, T-9144
Vex 829	/ Photo, 1957, T-9144
War 907	/ Photo, 1957, T-9144
Win 935	/ Photo, 1957, T-9144
Why 939	/ Photo, 1957, T-9145
Yen 925	/ Photo, 1957, T-9145
Zoo 966	/ Photo, 1957, T-9145

STATISTICS
FOR
HYDROGRAPHIC SURVEY NO. 8205
Field No. BO 1355

<u>DATE</u>	<u>VOLUME</u>	<u>DAY LTR.</u>	<u>NO. POSITIONS</u>	<u>NAUT. MILES</u>	<u>STAT. MILES</u>	<u>B.S.</u>
Launch #92						
6/8/57	15	w	131 ✓	17.2	19.7	
6/10/57	15-16	x	125 ✓	18.6	21.3	
6/26/57	16	y	91 ✓	13.1	16.0	
7/1/57	17	z	196 ✓	24.8	28.5	
7/29/57	17-18	aa	59 ✓	5.8	6.6	
7/30/57	19	ab	145 ✓	12.0	13.8	6
TOTAL			747 ⁸	92.3	106.1	6
Ship BOWIE						
7/31/57	3	E	7 ₆			6

PHASE CORRECTIONS FATHOMETER 57-25

<u>A</u>	<u>B</u>	<u>DIFF</u>	<u>B</u>	<u>C</u>	<u>DIFF</u>	<u>C</u>	<u>D</u>	<u>DIFF</u>
52.3	53.0	-0.7	41.2	41.8	-0.6	120.0	120.3	-0.3
52.4	53.4	-1.0	41.3	42.2	-0.8	120.0	120.7	-0.7
52.6	53.4	-0.8	41.5	42.7	(-1.2)R	120.1	120.8	-0.7
52.7	53.5	-0.8	42.0	42.7	-0.7	119.8	120.8	-1.0
52.8	53.6	-0.8	42.0	42.9	-0.9	120.0	119.7	(0.3)R
52.9	53.7	-0.8	42.0	42.9	-0.9	119.4	120.0	-0.6
52.8	53.7	-0.9	42.6	43.7	(-1.1)R	119.8	120.1	-0.3
		<u>-0.8</u>	43.8	44.4	-0.6	119.8	120.3	-0.5
			45.0	46.0	-1.0	120.0	120.8	<u>-0.8</u>
			44.2	45.0	-0.8			-0.6
			44.3	45.0	-0.7			
			44.3	45.0	-0.7			
			44.6	45.3	-0.7			
			45.5	46.5	<u>-1.0</u>			
					<u>-0.8</u>			

<u>D</u>	<u>E</u>	<u>DIFF</u>
147.5	148.0	-0.5
148.0	148.5	-0.5
148.6	148.9	-0.3
148.7	149.1	-0.4
149.0	149.2	-0.2
149.3	149.5	-0.2
149.5	149.6	-0.1
149.7	149.9	-0.2
149.7	149.9	-0.2
149.7	150.0	-0.3
150.0	150.0	0.0
150.0	150.2	-0.2
150.0	150.2	<u>-0.2</u>
		-0.3

PHASE CORRECTIONS

<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>
-0.8	-1.6	-2.2	-2.5

PHASE CORRECTIONS PARACHUTE 8-111

A	B	DIFF	A	B	DIFF	A	B	DIFF
40.5	47.0	(-1.5)R	86.0	86.0	-2.0	111.6	116.0	-0.4
40.5	42.5	-2.0	86.2	86.0	-1.8	110.5	111.1	-0.6
40.8	42.5	-1.7	86.2	86.2	-2.1	110.5	110.9	-0.4
41.0	43.8	-2.2	86.5	86.2	-1.7	110.5	111.0	-0.5
41.0	43.2	-2.2	86.7	86.4	-2.2	110.5	111.0	-0.5
41.1	43.5	-2.4	87.0	86.4	-1.4	110.2	110.6	-0.4
41.3	43.0	-1.7	87.0	89.0	-2.0	109.6	109.9	-0.3
41.3	43.4	-2.1	86.8	89.1	-2.3	109.0	109.7	-0.7
41.5	43.4	-2.1	87.0	88.9	-1.9	108.5	108.7	-0.2
41.5	43.3	-2.0	87.2	88.9	-1.7	108.2	108.7	-0.5
42.0	43.7	-1.7	87.2	89.5	-2.3	108.0	108.7	-0.7
42.0	44.3	-2.3	87.5	89.5	-2.0	108.5	108.9	-0.4
42.3	44.3	-2.0	87.5	89.4	-1.9			
42.5	45.0	(-2.7)R			-1.5			
43.0	45.2	-2.2						
43.8	45.8	-2.0						
		-2.0						

PARACHUTE 8-101

A	B	DIFF
(76.8)	75.5)R	
77.7	75.5	(-1.8)R
78.0	75.5	-1.5
78.5	75.5	-1.0
78.5	75.6	-1.1
78.5	75.7	-1.2
78.5	75.7	-1.2
78.5	75.7	-1.2
78.5	75.7	-1.4
78.5	75.8	-1.5
78.7	75.8	-1.1
78.7	75.6	-0.9
74.8	75.6	(-0.8)R
74.8	75.8	-1.0
		-1.2

SCALE CORRECTIONS

A	B	C
-2.0	-3.5	-3.9

TIDAL NOTE
FOR
HYDROGRAPHIC SURVEY NO. 8312
1957 Season

The tide gage and staff used to obtain tidal data for this sheet was located at the east side of Bainbridge Point; latitude $60^{\circ} 11' 18''$ N, longitude $148^{\circ} 02' 15''$ W.

Mean lower low water is 2.5 feet above zero at the tide staff. All marigrams have been submitted to the Washington Office.

Summary of Bar Checks--Sheet BO 1355, H 8205

Fathometer 57-25

Volume	Day	2	5	8	10
19	ab	1.8	5.0	7.8	9.8
		1.9	4.8	7.8	
Total		3.7	9.8	15.6	9.8
Mean		1.85	4.9	7.8	9.8
Correction		0.15	0.10	0.2	0.2

Mean Correction Plus 0.2 fathoms

Fathometer S 111

17	z	1.8	4.8	7.8	9.8
		1.8	4.8	7.8	
15	w	1.8	4.8	7.6	9.6
		1.8	4.8	7.6	
		1.8	4.8	7.8	9.7
		1.8	4.8	7.8	
15	x	1.8	4.8	7.8	9.6
		1.6	4.8	7.8	
16	y	1.8	4.6	7.6	9.6
		1.8	4.6	7.5	
		1.8	4.8	7.6	9.5
		1.8	4.6	7.5	
Total		21.4	57.0	92.2	57.8
Mean		1.78	4.75	7.68	9.65
Correction		0.22	0.25	0.32	0.35

Mean Correction Plus 0.3 fathoms

GEOGRAPHIC NAMES PENCILED ON H-8205

AMERK PT.

BAINBRIDGE ISLAND

EVANS ISLAND

FLEMMING ISLAND

IKTUA ROCKS

PRINCE OF WALES PASSAGE

VELOCITY CORRECTIONS
 FATHOMETER 808 No. S-111

Day	10	20	30	"A" 40	"B" 40	"A" 50	"B" 50
b	10.2	20.0	30.0	40.0	41.0		
	10.0	20.0	30.0	40.0			
c	10.0	20.0	30.0	40.0			
	10.0	20.0	30.0				
d	10.0	20.0					
	10.0	20.0					
e	10.0	20.0	30.0				
	10.0	20.0					
g	10.0	19.5	30.0	40.0	41.0	50.0	51.0
	10.0	20.0	30.0	40.0	41.0		
Mean	10.0	20.0	30.0	40.0	41.0	50.0	51.0
Corr.	0.0	0.0	0.0	0.0	-1.0	0.0	-1.0

Phase corrections for scales other than the "B" scale were obtained from previous comparisons with the fathometer. The phase corrections used are:

B Scale -1.0 Ft.
 C Scale -2.0 Ft.
 D Scale -3.0 Ft.

PROCESSING OFFICE NOTES H-8205

SMOOTH SHEET

The smooth sheet was hand constructed by the Seattle Hydrographic Unit using standard methods of construction and checking.

CONTROL STATIONS

Except for the triangulation and sextant located signals, the control was transferred from T-9144, T-9145, T-9146, T-9147, T-9148 and T-9149.

SHORELINE AND TOPOGRAPHY

The shoreline and topographic detail was transferred from blue-line prints of T-9144, T-9145, T-9146, T-9147, T-9148 and T-9149.

ADEQUACY OF SURVEY

The survey appears complete and adequate for charting.

The junction with H-8204 has been compared and found satisfactory. The depth curves can be adequately drawn at the junction.

The junction with H-8388, to the north will be compared when that sheet is complete.

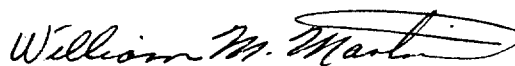
COMPARISON WITH CHART

Comparison has been made with Chart 8523, 3rd Ed. dated 7-30-51, corrected to 5-30-59.

The differences are so numerous that a detailed comparison seems rather a waste of time. It appears that a complete revision of the chart, in the area covered by the smooth sheet is in order.

See attached section of Chart 8523 for shoaler soundings from the smooth sheet.

Respectfully submitted



WILLIAM M. MARTIN
SUPERVISORY CARTOGRAPHER

APPROVED & FORWARDED:



G. C. MAST, CAPTAIN, C&GS
SEATTLE DISTRICT OFFICER

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. ~~8205~~ 8205....

Records accompanying survey:

Boat sheets ...³.; sounding vols. ²⁴...; wire drag vols.;
bomb vols.; graphic recorder rolls;
special reports, etc. 1-Smooth sheet & 1-Descriptive report....
1 Cahier-containing Diagrams for fathometer corrections &
1.808 Fathometer errors report filed with H-8204.....

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

GEOGRAPHIC NAMES

Survey No. H-8205

Name on Survey	Source of Name											
	A	B	C	D	E	F	G	H	K			
<u>Alaska</u>			(title)								1	
<u>Prince William Sound</u>			"						BGN		2	
<u>Amerk Point</u>											3	
<u>Evans Island</u>									BGN		4	
<u>Bainbridge Island</u>									"		5	
<u>Prince of Wales Passage</u>									"		6	
<u>Guguak Bay</u>											7	
<u>Iktua Bay</u>											8	
<u>Iktua Point</u>											9	
<u>Iktua Rocks</u>											10	
<u>Flemming Island</u>									BGN		11	
<u>Panhat Point</u>											12	
<u>Bainbridge Passage</u>									BGN		13	
			Names approved 9-17-50									14
Tide stations off sheet:											15	
<u>Squirrel Bay</u>									BGN		16	
<u>Bainbridge Point</u>									"		17	
											18	
											19	
											20	
											21	
											22	
											23	
											24	
											25	
											26	
											27	

L. Heck
Mott

The smooth sheet was "bubbled" badly when taken from the tube. 12/15/59 Helmer

VERIFIER'S REPORT OF HYDROGRAPHIC SURVEY NO. H- 8205

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.

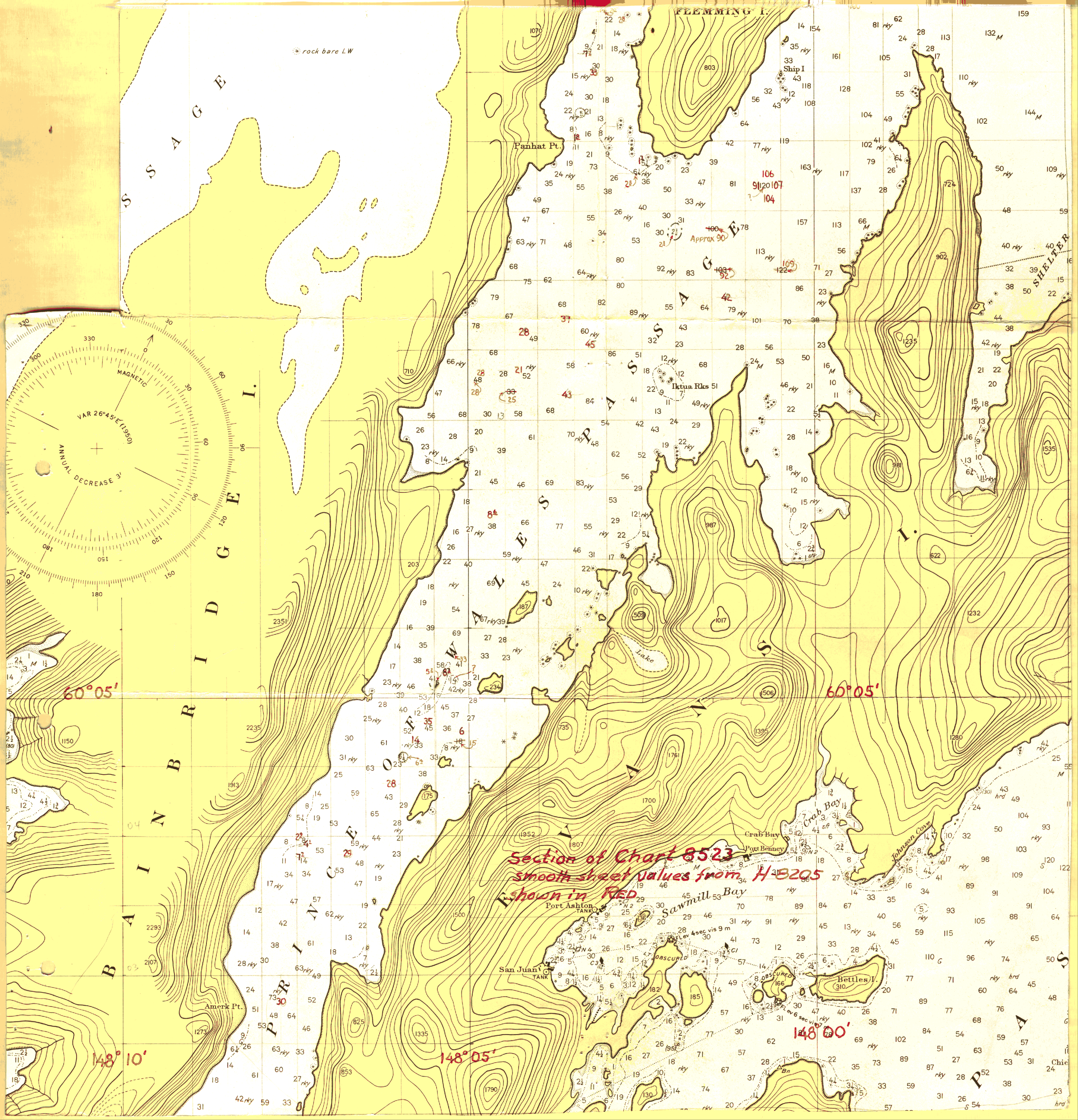
1. The descriptive report was consulted and appropriate notes were made in soft pencil regarding action taken.
2. Soundings originating with the survey and mentioned in the descriptive report have been verified, including latitude and longitude.
3. All reference to survey sheets mentioned in the descriptive 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.

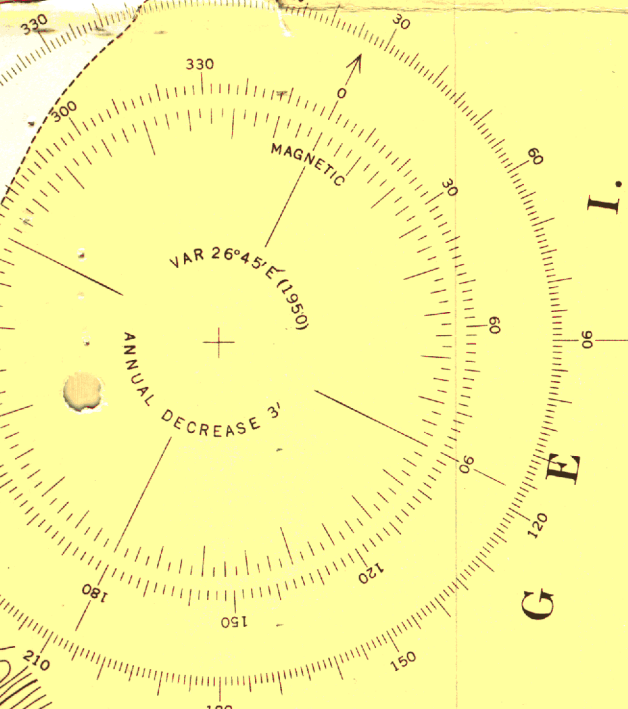
27. Source of shoreline and signals (when not given in report).
28. All notes on sheet are in accordance with figure 171 in the Hydrographic Manual.
29. All aids located, with those on contemporary topographic sheets, have been shown on survey.
30. Depth curves were satisfactory except as follows:
31. 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



rock bare LW



Section of Chart 8523
Smooth sheet values from H-8205
shown in RED

60° 05'

60° 05'

148° 10'

148° 05'

148° 00'

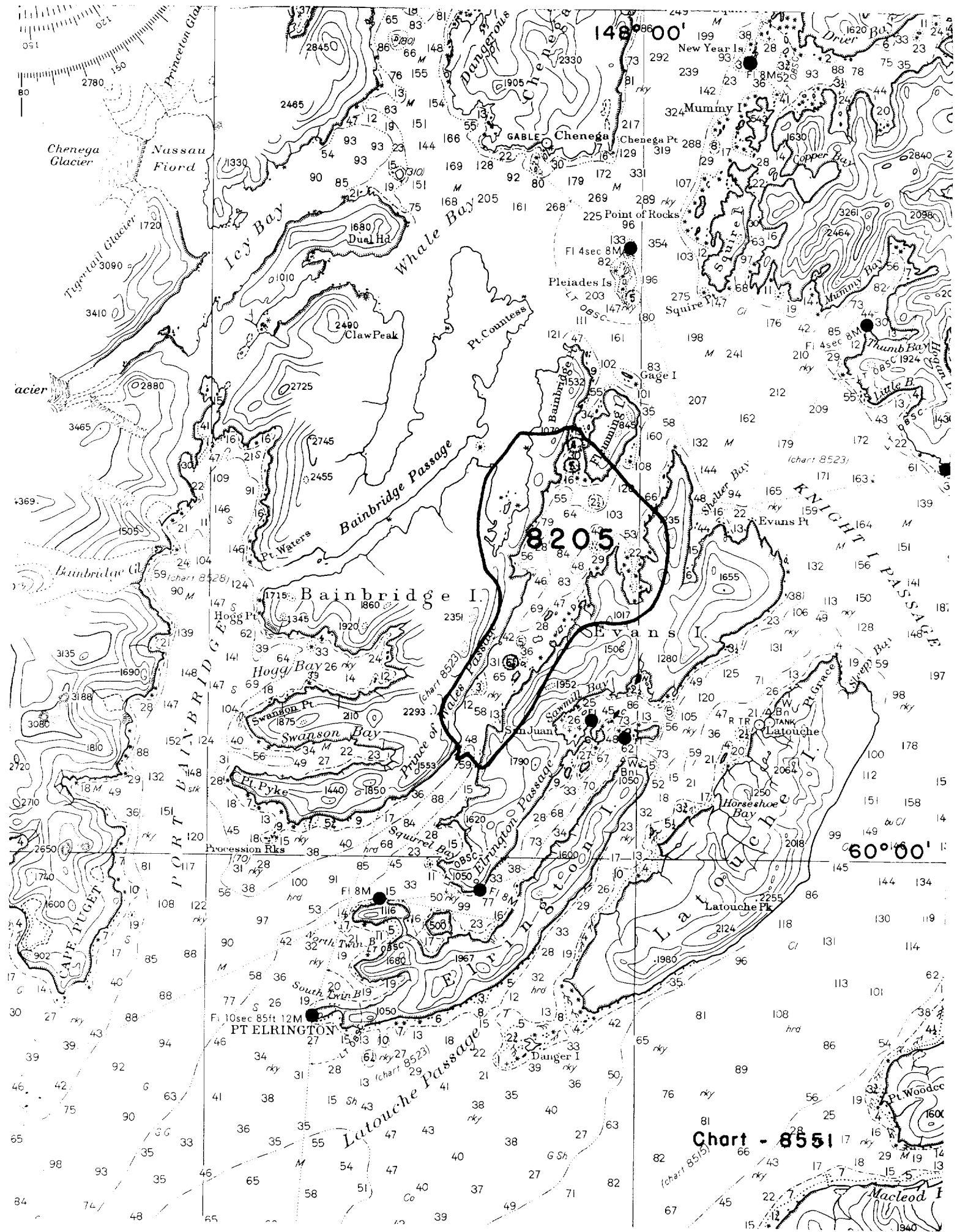


Chart - 8551

NAUTICAL CHARTS BRANCH

SURVEY NO. H-8205

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
12/17/59	8515	Helmer	Before After Verification and Review partial application of critical sdgs and curves. <i>4</i>
2/15/60	8551	Helmer	Before After Verification and Review partial application thru chart 8515
12/13/65	8523	C. Musfeldt	Before After Verification and Review critical only
4/12/71	8551	O.S. Forbu	Before After Verification and Review <i>appt</i> 100 fm. curve
11-10-77	8523	Stembel	Before After Verification and Review Class I document Consider fully applied <i>Re-examined</i>
8-8-83	16013	Simmons	Before After Verification and Review <i>Exam. No Corr. at this scale</i>
8/9/84	16702	P. Jensen	Before After Verification and Review <i>8th Ed, No corr., considered adequately</i>
7-26-91	16700	W.J. Ohno	Before After Verification and Review <i>Dwg #26</i>
9-5-91		J.C. Hopkins	<i>Examinal - No Correction - considered adequately applied</i> 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.