8239

Diag. Cht. No. 8863-3.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. EX-2555 Office No. H-8239

LOCALITY

State Alaska - Aleutian Islands

General locality South Coast of Adak and Kagalaska Islands

Locality Crone Island to Quail Bay

19~~4~~55

CHIEF OF PARTY

S. B. Grenell

LIBRARY & ARCHIVES

DATE April 10, 1956

B-1870-1 (1)

8239

Form 537
(Ed. June 1946)

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-8239

Field No. EX-2555

State Alaska, Aleutian Islands

General locality South Coast of Adak and Kagalaska Islands

Locality Crone Island to Quail Bay

Scale 1:20000 Date of survey Aug. 4-27, 1955

Instructions dated 16 December 1954

Vessel Explorer

Chief of party S. B. Grenell

Surveyed by S. B. Grenell, K.B. Jeffers, E.F. Hicks, F.X. Popper, G.E. Haraden, and S. L. Hollis.

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

Fathograms scaled by Fathometer Readers

Fathograms checked by K.B. Jeffers, G.E. Haraden, H. A. Garcia

Protracted by G. E. Haraden

Soundings penciled by G. E. Haraden

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

REMARKS:

U. S. GOVERNMENT PRINTING OFFICE 693019

8 NS.

Descriptive Report to Accompany
Hydrographic Survey H-8239
Field No. EX-2555
Crone Island to Quail Bay
Project 1218 - Season 1955
Scale 1:20,000

Surveyed by: S.B. Grenell, K.B. Jeffers, E.F. Hicks, F.X. Popper, S.L. Hollis, and G.E. Haraden.

A. PROJECT:

This survey was accomplished in accordance with the Director's instructions dated 16 December 1954, Project - 1218 (formerly CS-218).

B. SURVEY LIMITS AND DATES:

This survey covers the inshore area along the south coast of Adak and Kagalaska Islands and between Crone Island and Quail Bay. Junctions were made with contemporary surveys as follows:

1955
- H-8238, 1:20,000, western limit off Crone Island.
- H-8240, 1:25,000, eastern limit off Quail Bay.
- H-8234, 1:40,000, at southwest corner.
- H-8235, 1:40,000, south and southeast limits.

A junction was made with H-8071, 1:10,000 scale survey by the PATHFINDER in 1953 at the south entrance to Kagalaska Strait.

The offshore part of this sheet south of Kagalaska Island was covered by a Navy reconnaissance survey in 1934 at a scale of 1:60,000. H-6899

This survey was made between 4 and 27 August 1955.

C. SURVEY VESSEL AND EQUIPMENT:

The offshore portion of this survey was accomplished by the Ship EXPLORER using EDO and 808 graphic recorders and shoran control. Bottom samples were obtained with snapper type cups on a wire sounding machine. * No Edo profiles submitted with H-8239.

The inshore areas were surveyed by EXPLORER launches No. 1, 2 and 3 using 808 graphic recorders supplemented by hand lead soundings. All launch hydrography is controlled by sextant fixes on photo-hydro signals.

D. TIDE AND CURRENT STATIONS:

A portable automatic tide gage was installed at Elf Island and operated during the period of this survey except as shown on the attached tide note. Soundings obtained on 24 and 27 August are referred to the standard tide station at Sweeper Cove--all other soundings are referred to MLLW as recorded at the Elf Island tide station. A Roberts

recording current buoy was established in 67 fathoms at current station No. 14, position 18B (ship), Latitude 51-38.15, Longitude 176-34.6. The record obtained by the buoy was supplemented by monitored recordings aboard ship. See Special Report on Current Observations — 1955, submitted with the current records.

A current station in Kagalaska Strait was also occupied with excellent results. Not shown on H-8239 or H-8071. Location not recorded in sounding volumes.

E. SMOOTH SHEET:

The smooth sheet projection was constructed by hand on a flat sheet 42" x 60" and then cut to 36" x 54". Shoran arcs were drawn as soon as the projection was checked.

Shoreline and photo-hydro signals were transferred by burnishing blue line prints of advance manuscripts T-11331, T-11332, 11333, and T-11326. These manuscripts were compiled from nine-lens photographs which were inspected in the field by this command. → of 1953-54

The transfer of shoreline and signals has been verified in accordance with Section 757 of the hydro manual.

F. CONTROL STATIONS:

Triangulation control was used as follows: HID, BOOT, DAK and EASY, — U.S. Engineers, 1943; ABLE, MUNZI and SHARP, PATHFINDER, 1953; SPUD, 1945; FANG, 1955.

Photo-hydro signals were pricked on 9-lens photographs in the field. Final positions were determined by radial plot in the Washington Office as shown on advance manuscripts T-11326, and T-11331 thru T-11333.

Shoran station ELF was located by a short traverse from DAK (USE) 1943. Shoran stations FANG and SPUD were erected at triangulation stations of the same name.

Three signals, (RAD, STY, and INK) were originally located by sextant fixes on previously identified photo points. Signal INK was located in the photo-plot and is identified by a red circle. When fixes at signals RAD and STY were plotted it was apparent that one or more of the photo-hydro signals was incorrectly plotted. After considerable investigation the position of signal GIG was shifted approximately 30 meters north. This is in close agreement with boat sheet position, results in a more reasonable plot of signals RAD and STY and agrees with the photo-location of signal INK. See page 3, Volume 2 of the sounding records.

Hydro. development on smooth sheet satisfactory when these stations were used.

Smooth plot of hydrography in Boot Bay indicates that there is considerable doubt as to the correctness of signal positions in this area. This is probably due to the uncertainty in the location of the hydrographic

Hydrographic development in Boot Bay satisfactory after few minor adjustments in fixes were made.

signals RAD and STY. The shifts amount to a maximum of approximately 30 meters in longitude. A re-examination of the photographs and photo-plot is indicated.

Photo-hydro station YEL was found to be in error on the advance manuscript causing jumps in the sounding lines. The position of the station as per boat sheet was transferred and used on the smooth sheet. Smooth sheet position of YEL satisfactory.

From position 48b to 62b (Launch No. 2) the sounding lines in the small bight at Latitude 51-39.5, Longitude 176-39 were plotted from the boat sheet where station SAM was involved. Signal SAM appears to have shifted slightly from boat sheet position. This shift, coupled with the fact that many of the fixes in the area were necessarily weak, causes erratic jumps in the sounding lines. See note in Vol. 6, page 37 of sounding records. Smooth plotted sdg. lines satisfactory.

G. SHORELINE AND TOPOGRAPHY:

The shoreline and foreshore detail are taken from ~~advance~~ reviewed manuscripts T-11326, T-11331, T-11332, and T-11333 as furnished by the Washington Office. The shoreline is rocky and very irregular. Most inshore area is fringed by kelp and rocks which prevented the delineation of the low water line and the one fathom curve.

H. SOUNDINGS:

Soundings by the ship were scaled from continuous profiles recorded on 808 type fathometers supplemented where necessary by EDO fathometer No. 4. Bottom samples were obtained with the wire sounding machine and snapper cup sampler. Profiles Not submitted with H-8239

Launch soundings were obtained from 808 graphic recorders supplemented by hand lead soundings in critical areas.

All soundings have been check-scanned by ship's officers and corrected for tide, variation from initial setting, draft, and phase where necessary. See Special Report on Fathometer Corrections.

I. CONTROL OF HYDROGRAPHY:

The offshore ship hydrography is controlled by shoran distances from FANG, ELF and SPUD. A few lines parallel to the shore are controlled by sextant fixes on photo-hydro signals. All launch hydrography is controlled by visual fixes on shore signals.

Shoran stations FANG and SPUD were manned for short periods as required. Station ELF was manned continuously while work was in progress on the south side of the chain. See Special Reports on Shoran Corrections, Use of Portable Shoran Shacks, and Construction and Use of a Drum Buggy.

J. ADEQUACY OF SURVEY:

This is the first complete basic survey to be made of this area. Only a few reconnaisance soundings have been obtained previously. Adequate junctions were made with contemporary surveys to the east, south and west. A junction was also made with the 1953 (H-8071) survey at the south end of Kagalaska Strait. Depth curves at the junctions with these surveys can be adequately drawn. There are no holidays and no additional work is required. This survey should supersede all previous hydrographic surveys of the area.

K. CROSSLINES:

The crosslines constitute approximately 10.6% of all lines run. In general the crossings are excellent. A few discrepancies of 2 to 3 fathoms occur on the steep slopes inshore and are not in excess of what could be expected in such areas.

Depths at crossings in adequate agreement.

L. COMPARISON WITH PRIOR SURVEYS:

No prior survey has been made of this area.

M. COMPARISON WITH CHARTS:

A few soundings are shown on chart No. 9141 east of Kagalaska Strait, and a few offshore soundings are shown on chart No. 9193. The 1934 reconnaisance survey is the source of all such soundings. There are no critical soundings on the old survey. Information charted in this area should be recompiled from the new data. See paragraph "N" of this report for further comparison with charts.

PG Review

N. DANGERS AND SHOALS:

Two sunken rock symbols are shown on charts No. 9141 and 9193 on the west side of the southern approach to Kagalaska Strait, viz.: Latitude 51-44.24, Longitude 176-25.77 and Latitude 51-43.87, Longitude 176-25.81. No indication of either rock was found and both should be deleted.

Investigated on H-8071

See H 2, p95, H-8071 and L 563 (1956)

There are a number of sunken rock and rock awash symbols charted in Boot Bay which appear to be charted for the purpose of indicating foul areas without regard to actual location of such features. These symbols should be deleted and only those rocks shown which appear on the shoreline manuscripts or the smooth sheet.

The following newly found dangers should be charted:

(1) Latitude 51-41.00, Longitude 176-36.97 - Rock awash (at MHW), Chart 9193.
(2) Latitude 51-44.12, Longitude 176-26.23 - Rock awash, Chart 9141 & 9193.

(2)

O. COAST PILOT INFORMATION:

See special report on "Notes for Revision of Coast Pilot No. 9" submitted in October 1955.

The coast line of Adak and Kagalaska Islands included in this survey is extremely broken and irregular and fringed in many places by rocks and kelp. There are no good anchorages for large vessels along this coast. Such vessels will find some shelter in Boot Bay except in southerly weather. To enter Boot Bay from a position 1.1 miles 220° from Boot Point make good a course of 000° with a small islet at the entrance to the bay on the port bow. When the south tangent of the islet bears 270° change course to 329° and proceed about 0.5 miles and the south end of a small island comes abeam to starboard. Then change course to 357° for 0.7 mile and turn to a west course to anchorage in desired depth, 20 to 30 fathoms. Small shallow draft vessels may enter the bay through the narrow channel west of Elf Island. Depths off Sig Ogo are unknown. Lat 51°44' Long 176°31.4'

There is a strong tidal current through Kagalaska Strait and tide rips dangerous to small boats occur in the strait when wind and current oppose each other. From observations at current station number 14, it appears that the current off shore flows in a westerly direction parallel with the general trend of the coast and has a maximum velocity of about 1.0 knot.

P. AIDS TO NAVIGATION:

There are no aids to navigation in this area.

Q. LANDMARKS FOR CHARTS:

There are no landmarks other than peaks and small islands in this area. See special report on landmarks for charts, previously submitted.

R. GEOGRAPHIC NAMES:

See special report on geographic names, previously submitted and attached names list.

New names have been recommended for three features, viz.:

(1) CRONE ISLAND - The largest of a group of small islands at the western limit of the sheet.

(2) CAMEL BAY - The partially blocked bay north of Crone Island and the first bay east of Hidden Bay.

(3) ELF ISLAND - The largest island on the southwest side of Boot Bay.

All names are suggested by the shape of the feature to which each is applied.

Z. TABULATION OF APPLICABLE DATA.

(1) Submitted with this report:
- (a) 1 smooth sheet ✓
- (b) 3 boat sheets ✓
- (c) 9 volumes of sounding records ✓
- (d) 4 envelopes of fathograms ✓
- (e) 3 tracings of junctions X

(2) Submitted separately:
- (a) Special Report on Fathometer Corrections #141
- (b) Special Report on Shoran Corrections #142
- (c) Special Report on Geographic Names —
- (d) Notes for revision of Coast Pilot No. 9 —
- (e) Tide Records for Elf Island —
- (f) Records for Current Station No. 14 —
- (g) Special Report on Portable Shoran Shacks —
- (h) Special Report on Drum Buggy —
- (i) Magnetic Observations at Elf Island, Sta. DAK ✓

Respectfully submitted,

Eugene W. Richards

Eugene W. Richards
Lieutenant, C&GS

Approved and Forwarded:

George A. Nelson

George A. Nelson
Captain, C&GS
Commanding Ship EXPLORER

✓

Field No. 2555
H-8239

Vol. No.	Day Ltr.	Date	No. Pos.	Wire Sdgs.	Sta. Miles Sdg. Line
1(Ship)	A	8-4-55	66	0	31.3
1 "	B	8-5-55	40	7	14.9
1 & 2 "	C	8-8-55	113	0	80.7
2 "	D	8-10-55	65	0	23.0
2 "	E	8-11-55	109	12	62.4
2 "	F	8-16-55	34	0	11.7
2 "	G	8-24-55	4	4	0.0
2 "	H	8-27-55	13	13	0.0
3(Lch. 1)	a	8-8-55	166	0	30.2
3 & 4 "	b	8-11-55	225	0	40.0
4 "	c	8-12-55	221	2	30.9
4 "	d	8-16-55	147	0	19.9
5 "	e	8-19-55	116	1	15.3
6(Lch. 2)	a	8-5-55	108	0	21.3
6 "	b	8-11-55	187	0	26.4
6 & 7 "	c	8-12-55	137	0	28.6
7 "	d	8-19-55	108	0	18.3
7 "	e	8-27-55	97	1	14.8
8(Lch. 3)	a	8-5-55	113	3	19.5
8 & 9 "	b	8-16-55	109	0	20.8
9 "	c	8-19-55	50	0	8.4
		TOTALS	2228	43	518.4

AREA SURVEYED: 86.0 Square Statute Miles.

TIDE NOTE TO ACCOMPANY

H-8239(1955) Field No. EX-2555

Soundings on G and H days, and e day, Launch #2 were referred to the standard tide gage at Sweeper Cove, Adak Island. A time correction of $-2^{h}-00^{m}$ and a range factor of 1.0 were applied to the observed tides.

All other soundings were reduced for tide, using the observed values directly from a portable tide gage at Elf Island.

Position of Sweeper Cove tide gage — Lat. 50° - 51.7'N
Long. 176° - 38.4'W

MLLW = 3.3 feet on tide staff at Sweeper Cove.

Position of Elf Island tide gage — Lat. 51° - 42.8'N
Long. 176° - 31.8'W

MLLW = 2.2 feet on tide staff at Elf Island.

GEOGRAPHIC NAMES

HYDROGRAPHIC SURVEY H-8239

Field No. EX-2555

Crone Island	New name
Camel Bay	" "
Elf Island	" "
Boot Bay	
Boot Point	
Kaga Point	
Kagalaska Strait	
Sharp Cape	
Quail Bay	
Ragged Point	
Adak Island	
Kagalaska Island	

LIST OF SIGNALS

Survey No. H-8239

Field No. EX-2555

NAME	SOURCE
ABLE	Able 1953
ACT	T-11332
AID	T-11331
AMP	T-11327
AMY	T-11332
ANN	T-11331
AUK	T-11331
AVE	T-11331
BAY	T-11331
BEL	T-11331
BES	T-11331
BIB	T-11331
BIX	T-11331
BOOT	Boot (USE) 1943
BUY	T-11332
BID	T-11332
CAW	T-11331
COG	T-11331
COY	T-11331
CUL	T-11332
CUR	T-11332
DAD	T-11331
DAK	Dak (USE) 1943
DAW	T-11332
DEN	T-11331
DEW	T-11332
DIX	T-11331
DON	T-11332
DOW	T-11331
EAR	T-11331
EASY	Easy (USE) 1943
EBA	T-11332
EGG	T-11331
ELF	Descriptive Report H-8234
ELM	T-11332
EON	T-11332
ERG	T-11331
EWE	T-11331
FANG	Fang 1955
FEE	T-11331
FIB	T-11331
FIE	T-11332
FIG	T-11332
FIT	T-11331
FLO	T-11331
FLY	T-11331
FOE	T-11333
FUR	T-11332
GAS	T-11331
GEE	T-11331
GEL	T-11332
GET	T-11331
GIB	T-11333
GIG	T-11332
GOB	T-11332
GUM	T-11331
GUY	T-11331
GYP	T-11331
HAR	T-11332
HEN	T-11331
HEP	T-11331
HER	T-11331
HEX	T-11332
HID	Hid(USE) 1943
HIP	T-11331
HIS	T-11332
HOE	T-11331
HUG	T-11331
IDE	T-11331
IKE	T-11332
IKY	T-11331
IMP	T-11331
INK	Vol 2 page 3
ION	T-11332
IZO	T-11331
JAB	T-11331
JAG	T-11331
JAM	T-11331
JAR	T-11332
JAX	T-11332
JAZ	T-11331
JED	T-11331
JEN	T-11331
KAM	T-11331

KAY	T-11331
KEN	T-11332
KIL	T-11331
KIM	T-11332
KIS	T-11331
KOF	T-11331
KUM	T-11331
LAF	T-11331
LAW	T-11331
LED	T-11331
LEW	T-11331
LIP	T-11331
LIT	T-11332
LOC	T-11332
LUM	T-11331
MAC	T-11331
MAL	T-11332
MAN	T-11331
MAO	T-11331
MAY	T-11331
MID	T-11331
MIT	T-11331
MIX	T-11331
MOE	T-11332
MUNZI	Munzi, 1953
NAP	T-11331
NEK	T-11331
NIB	T-11332
NIK	T-11331
NIX	T-11331
NOD	T-11331
NOR	T-11331
NOT	T-11331
NUL	T-11331
OAF	T-11331
OBI	T-11331
ODE	T-11331
ORA	T-11332
ORG	T-11331
OWE	T-11331
OWL	T-11331
PAB	T-11331
PAM	T-11331
PAT	T-11331
PEA	T-11331
PEG	T-11331
PEP	T-11331
POW	T-11331
PUT	T-11332
QUO	T-11331
RAD	Vol. 2, page 3
RAP	T-11331
RAW	T-11331
RIB	T-11331
RIM	T-11331
RUG	T-11331
RYE	T-11332
SAL	T-11331
SAM	T-11331
SAT	T-11331
SAX	T-11331
SEE	T-11331
SHARP	Sharp, 1953
SIN	T-11332
SKI	T-11333
SPUD	Spud, 1945
STY	Vol. 2, page 3
TAD	T-11332
TAG	T-11331
TAP	T-11331
TEA	T-11331
THY	T-11331
TON	T-11331
TOT	T-11333
TRY	T-11333
UGO	T-11331
URN	T-11331
VIE	T-11333
VIM	T-11331
VIP	T-11331
VON	T-11331
VOW	T-11332
WAG	T-11332
WAY	T-11331
WEE	T-11331
WET	T-11331
WHO	T-11331
YAM	T-11331
YEL	T-11332
YIP	T-11331
YOU	T-11331
ZAC	T-11331
ZIP	T-11331

Approval Sheet

H-8239 (EX-2555)

The ship hydrography on this survey was accomplished under my direct supervision. The launch work was inspected daily. All field records have been examined and are approved. No additional field work is required.

The smooth sheet is only partially plotted at this time and is subject to review by my relief.

S. B. Grenell
Capt., C&GS
Commanding Ship EXPLORER

GEOGRAPHIC NAMES

Survey No. H-8239

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K	
Alaska		} for title								1
Aleutian Islands										2
										3
Ragged Point									Bay	4
Quail Bay									"	5
Kagalaska Island									"	6
Sharp Cape									"	7
Kaga Point									"	8
Kagalaska Strait									"	9
Adak Island									"	10
Boot Point									"	11
Boot Bay										12
Elf Island		(tide station)								13
Camel Bay Cove L.H.										14
Crone Island										15
										16
				Names approved						17
				5-4-56. S. Heck						18
										19
Sweeper Cove		(tide station, off sheet)							Bay	20
										21
										22
										23
										24
										25
										26
										27

M 234

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. 8239

Records accompanying survey:

Boat sheets ..3..; sounding vols.. .9...; wire drag vols. .....;

bomb vols. .....; graphic recorder rolls 4-Envelopes

special reports, etc. 1-Descriptive report, 1-Smooth sheet, and.......

1-Envelope of Shoran Plotting Abstracts.

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

Number of positions on sheet		2228
Number of positions checked		44
Number of positions revised		9
Number of soundings revised (refers to depth only)		Phase 154 TOTAL 261
Number of soundings erroneously spaced		12
Number of signals erroneously plotted or transferred		—
Topographic details	Time	8 hrs
Junctions	Time	12 hrs
Verification of soundings from graphic record	Time	8 hrs

Verification by Ernest C. Thomas Total time 128 add.l 15 Date 4/10/58 5/22/58

Reviewed by [signature] Time 44 Date 5/14/58

M-2232-1

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-8239 FIELD NO. EX-2555

Alaska-Aleutian Islands, South Coast of Adak and Kagalaska Islands, Crone Island to Quail Bay

Surveyed: Aug. 1955 Scale 1:20,000

Project No. 1218

Soundings:	Control:
808 Depth Recorder	Shoran
Hand lead	Sextant fixes on shore signals

Chief of Party - S. B. Grenell
Surveyed by - S. B. Grenell, K. B. Jeffers, E. F. Hicks, F. X. Popper, G. E. Haradan and S. L. Hollis
Protracted by - G. E. Haraden
Soundings plotted by - G. E. Haraden
Verified and inked by - E. Thomas
Reviewed by - I. M. Zeskind Date: 5/14/58
Inspected by - R. H. Carstens

1. Shoreline and Control

The shoreline originates with reviewed air-photographic surveys T-11326, T-11331, T-11332 and T-11333 of 1953-54.

The source of the control is given in the Descriptive Report.

2. Sounding Line Crossings

Depths at crossings are in good agreement.

3. Depth Curves and Bottom Configuration

The usual depth curves were adequately delineated, except close inshore where the foul character of the bottom prevented development to the low-water line.

The bottom is very irregular in depths less than 50 fms. and fairly smooth in greater depths. Submarine feature such as pinnacles, shoals, troughs, ridges, ledges and reefs contribute to the bottom configuration.

4. Junctions with Contemporary Surveys

Adequate junctions were effected with H-8240 (1955) on the northeast, with H-8235 (1955) on the east and south, with H-8234 (1955) on the southwest, with H-8238 (1955) on the west and H-8071 (1953-56) on the north at the southern end of Kagalaska Strait.

5. Comparison with Prior Surveys

H-6890 (1933) U.S.N., 1-15,000
H-6893 (1934) U.S.N., 1-15,000
H-6899 (1934) U.S.N., 1-60,000

A comparison between the U. S. Navy reconnaissance surveys and the present survey reveals in general only minor differences in depths of 1-4 fms., except in several areas where greater differences are noted. An example of these differences in depths occurs in lat. 51°43.60', long. 176°23.05', where a prior depth of 24 fms. (charted) falls in present depths of 43 fms.

These discrepancies in depths are attributed to weak control, improper spacing of soundings and errors in depths on the Navy surveys. A comparison between the U. S. Navy and the present surveys also reveals discrepancies in the delineation of the shorelines, islets and rocks. These discrepancies are attributed to the reconnaissance nature of the Navy surveys.

The present survey is adequate to supersede the Navy surveys within the common area.

6. Comparison with Chart 9141 (Latest print date 9-29-52)
Chart 9193 (Latest print date 6-3-57)

A. Hydrography

Chart 9141: The charted hydrography originates principally with the previously discussed Navy surveys which need no further consideration, supplemented by several soundings from the present survey prior to verification and review.

Chart 9193: The charted hydrography originates principally with the present survey prior to verification and review, and the Navy surveys previously discussed which need no further consideration. Only minor differences of 1-2 fms. are noted in the charted present survey depths after verification and review. The 1-fm. sounding charted in lat. 51°44.9'long. 176°30.3' should be replaced by the present survey rock awash symbol.

The present survey is adequate to supersede the charted hydrography within the common area.

B. Aids to Navigation

There are no aids to navigation within the area of the present survey.

7. Condition of Survey

a. The Descriptive Report and sounding Records are complete and comprehensive.

b. The smooth plotting was accurately done, except that about 150 soundings which were taken by the ship EXPLORER were revised as much as 2 fms. because of the actual phase correction varying from the mean used in the reduction of soundings.

8. Compliance with Project Instructions

The survey adequately complies with the Project Instructions.

9. Additional Field Work Recommended

The present survey is considered basic and no additional field work is recommended.

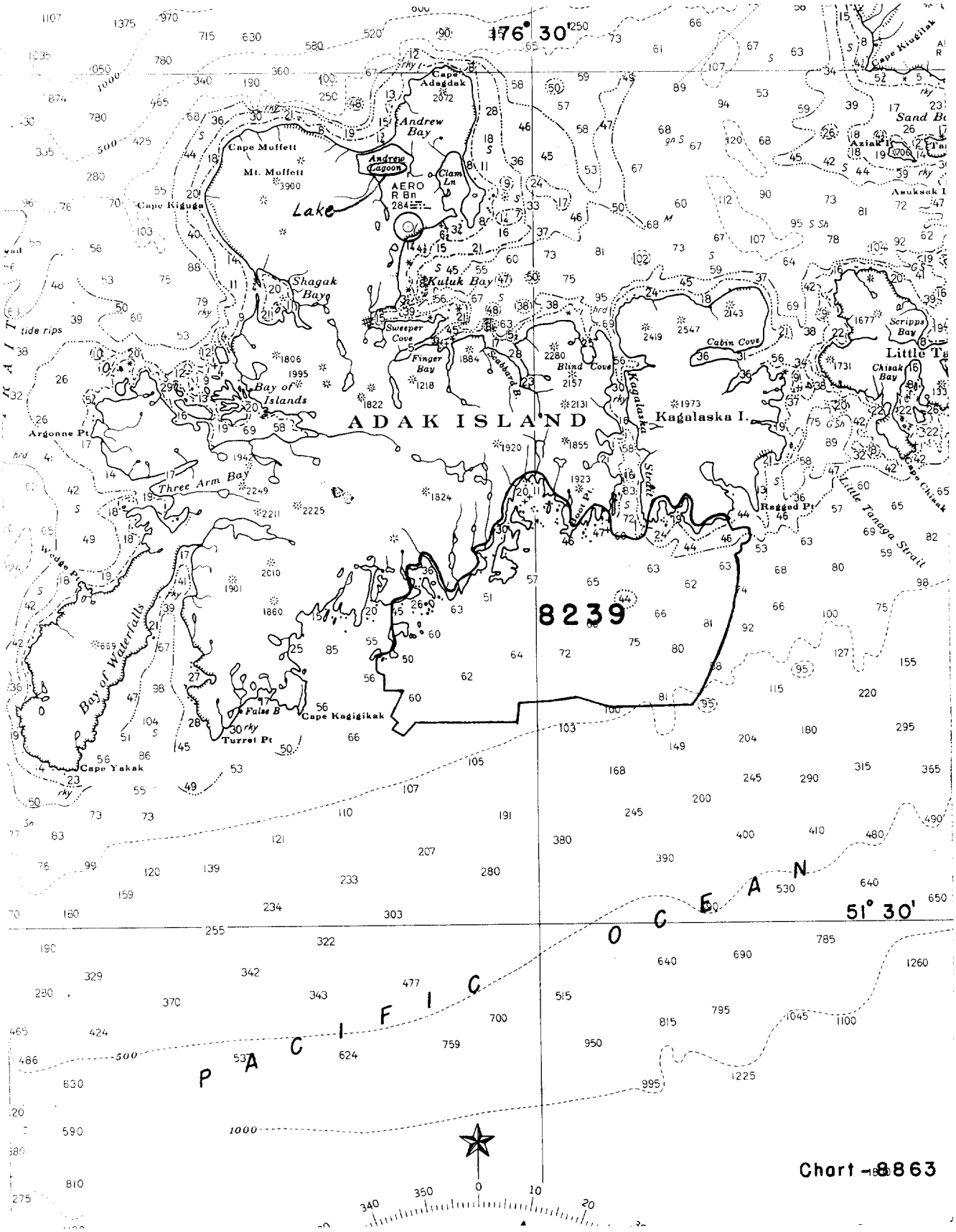
Examined and approved:

Max G. Ricketts
Chief, Nautical Chart Branch

Ernest B. Lewey
Chief, Division of Charts

Karl B. Jeffers
Chief, Hydrography Branch

Samuel B. Grenell
Chief, Division of Coastal Surveys


176° 30'
51° 30'
Cape Adagdak
Andrew Bay
Andrew Lagoon
Clam Ln
AERO R Bn
Cape Moffett
Mt. Moffett
3900
Cape Kiguga
Lake
Shagak Bay
Kuluk Bay
Sweeper Cove
Finger Bay
Seaberry B.
Blind Cove
Cabin Cove
Scripps Bay
Little Tanaga
Chisak Bay
Kagalaska Strait
Kagalaska I.
ADAK ISLAND
Bay of Islands
Argonne Pt
Three Arm Bay
Little Tanaga Strait
Ragged Pt
Boot Pt
Waddle Pt
Bay of Waterfalls
False B
Cape Kagigikak
Turret Pt
Cape Yakak
8239
P A C I F I C O C E A N
Chart - 8863

RHC

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. Apr. 1950

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Coastal Surveys~~: 9 May 1956

Division of Charts: R. H. Carstens

Plane of reference approved in
9 volumes of sounding records for

HYDROGRAPHIC SHEET 8239

Locality Aleutian Islands, Alaska

Chief of Party: S. B. Grenell in 1955
Plane of reference is mean lower low water, reading
2.2 ft. on tide staff at Elf Island
6.4 ft. below B. M. 1 (1955)

Height of mean high water above plane of reference is 3.6 feet.

Condition of records satisfactory except as noted below:

William Shofner

Chief, ~~Division of~~ Tides ~~and Current~~ Branch

U. S. GOVERNMENT PRINTING OFFICE 877033

H-8239

NAUTICAL CHARTS BRANCH

SURVEY NO. H-8239

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
8/1/56	Side over 8863	[illegible]	examined nothing applied for side over. Before After Verification and Review
12/29/56	9193	[illegible]	Partially applied to fill in blank areas. Before ~~After~~ Verification and Review Shoreline [illegible] not corrected. Consider as completely applied before verification [illegible]
5/28/57	9102	A.R. Wittman	Before ~~After~~ Verification and Review Examined (no corr)
6-24-58	8863	A.R. Wittmann	~~Before~~ After Verification and Review
7/18/58	9141	J.A. McGowan	~~Before~~ After Verification and Review * Wait for Reconstruction - JW *After shoreline is revised, apply inshore work
5/5/60	9141	W. Evans III	~~Before~~ After Verification and Review Applied inshore Hydro - consider fully applied until reconst in.
3-10-61	9102	F.M. Albert	~~Before~~ After Verification and Review via cht 8863 and [illegible]
6-19-62	9193	William H. Wall	Hydro - Partially Applied. ~~Before~~ After Verification and Review
12/30/92	16467	Joseph Robison	~~Before~~ After Verification and Review
			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.