

8308

Diag. Sht. No. 8362.

CS-218

Form 504	
U. S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY	
<b>DESCRIPTIVE REPORT</b>	
Type of Survey	<b>HYDROGRAPHIC</b>
Field No. <b>EX-2356</b>	Office No. <b>H-8308</b>
LOCALITY	
State	<b>ALASKA</b>
General locality	<b>ALEUTIAN ISLANDS, ANDREANOF ISLANDS GROUP</b>
Locality	<b>CHUGUL ISLAND TO FENIMORE PASS</b>
<u>19 56</u>	
CHIEF OF PARTY	
<b>G.A. NELSON</b>	
LIBRARY & ARCHIVES	
<b>APR 22 1957</b>	
DATE	

DESCRIPTIVE REPORT

to accompany

Hydrographic Survey H-8308 (Field No. EX-2356)

Aleutian Islands, Alaska

Chugul Island to Fenimore Pass

1956

Scale 1:20,000

USC&GSS EXPLORER

George A. Nelson, Comdg.

Surveyed by: G. A. Nelson, F. R. Gossett, E. F. Hicks, Jr., P. A. Weber,  
J. O. Phillips, E. W. Richards

A. PROJECT:

This survey was executed in accordance with:

Revised Instructions - Project CS-218, Aleutian Islands, Alaska, dated  
16 December 1954 and  
Supplemental Instructions - Project 1218, Aleutian Islands, Alaska,  
dated 10 November 1955.

B. SURVEY LIMITS AND DATES:

The survey covers the easterly portion of Igitkin Pass, all of Tagalak Pass and Fenimore Pass, and includes the inshore hydrography on the south-easterly coast of Chugul Island; and all inshore hydrography around Tagalak Island. It joins survey H-8306 (EX-2156)<sup>(1956)</sup>, scale 1:20,000 on the west, H-8309<sup>(1956)</sup> (EX-6156), scale 1:60,000 on the south, and H-8307 (EX-2256)<sup>(1956)</sup>, scale 1:20,000 on the southwest corner.

Work began on the sheet 13 August 1956 and end<sup>d</sup> on 4 September 1956.

C. VESSEL AND EQUIPMENT:

All hydrography was done by the Ship EXPLORER and its launches 1, 2 and 3 operating from the ship.

Launch 1 completed the westerly portion of Tagalak Pass.

Launch 2 worked the easterly portion of Tagalak Pass, the southeasterly end of Igitkin Island, northeastern and southwestern end of Tagalak Island.

Launch 3 worked the easterly end of Tagalak, the southeasterly end of Chugul Island, and the center portion of Tagalak Pass, and the northwesterly end of Tagalak.

The Explorer worked offshore north and south of Tagalak and through Fenimore pass.

The Explorer used 808 fathometer no. 113 S.

Launch 1 used 808 fathometer no. 136 SP.

Launch 2 used EDO fathometer no. 212.

Launch 3 used 808 fathometer no. 137 SP and no. 158 SPX.

All fathometers were calibrated for a velocity of 800 fms./sec.

#### D. TIDE AND CURRENT STATIONS.

A portable tide gage was maintained during the period of this survey on Tagalak Island near Fenimore Pass.

Latitude  $51^{\circ} 57.6' N.$  Longitude  $175^{\circ} 35.25' W.$

All tide reducers were taken from the above gage. No time or range or range corrections were applied.

Two current stations were observed on the limits of this sheet. They were located at:

No. 48 Latitude  $51^{\circ} 58.3'$  Longitude  $175^{\circ} 34.3'$

No. 49 Latitude  $51^{\circ} 58.48'$  Longitude  $175^{\circ} 33.54'$

Latitude and longitude of the above stations were taken from the boat sheets for this area.

#### E. SMOOTH SHEET

The smooth sheet projection was made by hand aboard the Ship EXPLORER in November 1956.

Station NEF shoran arcs were inked with beam compass from the station plotted on the sheet.

Station MOSS shoran arcs were inked with beam compass from the station off the sheet. The position of Moss was determined by plotting computed inverse distances from three positions plotted on the sheet.

Topographic stations embraced by map manuscript T-11549, T-11550, and T-11551 <sup>(1953-51)</sup> were pricked through from the <sup>(1953-51)</sup> ~~blue~~ <sup>black</sup> line imprints of the applicable manuscripts.

Shoreline and topographic details were transferred direct to the smooth sheet from the blue line transparency of the applicable manuscripts.

Shoreline and topographic details have been verified in accordance with subject 757 of the Hydrographic Manual.

#### F. CONTROL STATIONS

Triangulation stations were established by the U.S. Navy in 1934, by G.C.M/. in 1943, and by this party in 1956. Navy 1934 triangulation is published by the Coast and Geodetic Survey.

Shoran station<sup>Moss</sup> is at station MOSS PT., 1956.

Position of shoran stations CHU and NEF were computed from CHUGUL (USN), 1934 and FEN, 1956, respectively, from distances and directions recorded in triangulation records. Computations are included with the data for H-8309.<sup>(1956)</sup>

Shoran station CHU was not used as a shoran station on this sheet. The mast was used in visual fixes only.

All other topographic stations are photo-hydro stations located in 1956 by photogrammetric methods on manuscripts T-11549, T-11550, and T-11551.<sup>(1953-57)</sup> <sup>(1953-57)</sup> <sup>(1953-57)</sup>

Hydrographic signals were located by conventional methods.

Tangents were used as fixes in the western part of Fenimore Pass. In almost all instances at least two (2) hydrographic stations were used along with one tangent. The tangent used is self-evident when plotted along with the hydrographic stations.

#### G. SHORELINE AND TOPOGRAPHY

Shoreline and topography detail is from photogrammetric compilation of manuscripts T-11549, T-11550 and T-11551 from 1956 field inspection data.<sup>(1953-57)</sup> <sup>(1953-57)</sup> <sup>(1953-57)</sup>

#### H. SOUNDINGS

All soundings on sounding lines were obtained with echo sounding equipment listed in paragraph C.

No unusual methods were used.

#### I. CONTROL OF HYDROGRAPHY

Ship hydrography in the southeast positions of the sheet were controlled by shoran using Stations MOSS and NEF.

All other hydrography, ship and launch, was controlled by visual sextant fixes on shore stations.

#### J. ADEQUACY OF SURVEY

The survey of the area is complete and is adequate to supersede prior surveys.



Depth curves can be adequately drawn at junctions with other sheets. Junctions with other sheets are satisfactory.

K. CROSSLINES

Cross lines represent a minimum ten (10) percent of the hydrography. Crossings are satisfactory except for two on the line, 134B to 138B. The line is poorly controlled and is believed to be out of position. The crossing discrepancies are 3 fms and 4 fms respectively. LINE 134B TO 138B WAS REPLOTTED TO AGREE WITH CROSSLINE HYDROGRAPHY. SEE VOL. I, pp. 64-65.

L. COMPARISON WITH PRIOR SURVEYS

This area was previously surveyed by the U.S. Navy in 1934, H-6897 on a 1:30000 scale. There is reasonable agreement between this survey and the old Navy survey. This survey was also compared with USC & GS Chart 9138, dated 1943, scale 1:30000. This comparison was favorable, however, the following rocks were investigated and found to be non-existent.

Latitude 51°58.23'	-	Longitude 175°39.16'	✓
51 58.28		175 39.18	✓
51 58.27		175 44.70	✓
51 58.19		175 36.91	✓
51 58.05		175 37.05	✓
51 57.98		175 37.07	✓
51 57.92		175 37.08	✓
51 57.62		175 34.56	✓
51 57.54		175 34.62	✓
51 57.52		175 34.68	✓

M. COMPARISON WITH CHART

In general there is good agreement between charted depths (Chart 9138, 1st. ed. 52- 9/22) and soundings on the present survey.

See (L) for further comparisons concerning rocks and rocks awash.

Chart 9138 shows a sunken rock at Lat. 51°58.25', Long. 175°40.72'. A least depth of 1.6<sup>9</sup>fms was obtained at this spot.

N. DANGERS AND SHOALS

There is one shoal recorded at Long. 175°40.72'W - Lat. 51°58.25'W. The least depth sounded was 1.6<sup>9</sup>fms.

O. COAST PILOT INFORMATION

See "Coast Pilot Notes U.S. Coast Pilot 9, Alaska, Cape Spencer to Artic Ocean, Ship EXPLORER 1956" forwarded to Washington office 26 September 1956.

P. AIDS TO NAVIGATION

One fixed aid to navigation, Chugul Island Light, exists within the area of this survey. This light was located by triangulation in 1956 and was reported on form 567.

X. MISCELLANEOUS

Position 108 through 112 f day, launch 3, weren't plotted from given fixes due to angles being swingers. Position 111f was plotted on arc with reference to the beach. Position 108, 109, 110 and 112 are plotted on swinger arc and distance from beach with reference to boat sheet.

On position 1c through 13c Launch 3 purple ink was used in prick hole instead of green. Position numbers are, however, properly numbered in green.

Photo plot of triangulation station FEN is 7.5 meters S; 23.5 meters West of geographic position (true point). A telegram was received from Washington giving verification of the true geographic position.

Z. TABULATION OF APPLICABLE DATA

Data forwarded with this report.

- (a) 3 Boat Sheets
- (b) 1 Smooth Sheet
- (c) 12 Sounding Volumes
- (d) 2 Envelopes of Fathograms
- (e) 1 Cahier of Shoran abstracts.

Data forwarded separately.

- (a) Special report on fathometer corrections, 1956, EXPLORER.
- (b) Special Report on Shoran Corrections, 1956, EXPLORER. 154/56
- (c) Notes for revisions of Coast Pilot No.9.
- (d) Tide observations at small island just west of Fenimore Pass.
- (e) Seasons Report, Ship EXPLORER,
- (f) Records for current station Nos. 48 & 49.
- (g) Magnetic Observations at FEN.

Respectfully Submitted

*Oliver J. Weber*

Oliver J. Weber  
Ensign, C&GS

*ETA*

Approved and Forwarded

*E.H. Kirsch*

Capt. E.H. Kirsch  
Commanding Ship EXPLORER

STATISTICS FOR THIS SHEET

Vol. No.	Day Ltr.	Lach. No.	Date	No. of LL or Wire Sd.	No. Pos.	Naut.Mi. Sdg. Line.
1	A	EXPL	8-15-56	1	139	55.7
1	B	EXPL	8-21-56	7	167	65
2	C	EXPL	8-24-56	0	135	48.8
2 & 3	D	EXPL	9-3-56	2	249	100.8
3 & 4	E	EXPL	9-4-56	2	220	88.9
4	F	EXPL	9-9-56	0	18	7
5	a	1	8-13-56	0	136	25.6
6	a	2	8-13-56	0	149	26.5
6	b	2	8-15-56	0	160	21.7
6 & 7	c	2	8-21-56	1	151	30.7
7	d	2	8-22-56	0	93	15.6
7 & 8	e	2	8-29-56	1	208	38.3
8	f	2	9-2-56	0	176	29.0
8 & 9	g	2	9-3-56	0	192	38.8
9	h	2	9-4-56	0	164	29.6
10	a	3	8-15-56	1	168	25.8
10	b	3	8-21-56	0	153	27.2
10	c	3	8-22-56	0	13	1.4
11	d	3	8-30-56	0	111	17.6
11	e	3	9-2-56	0	216	32.6
11 & 12	f	3	9-3-56	0	141	21.6
12	g	3	9-4-56	2	190	28.7
TOTALS . . . . .				17	3349	776.5

Area - 74.86 Sq. Nautical Miles.

T I D A L   N O T E

To Accompany Hydrographic Sheet EX-2356 Reg. No. H-8308

Tide reducers for the whole sheet were taken from the records of the tide gage on a small island just west of Fenimore Pass.

POSITION OF FENIMORE PASS GAGE: ✓  
Longitude  $175^{\circ}35.25'$   
Latitude  $51^{\circ}57.6'$

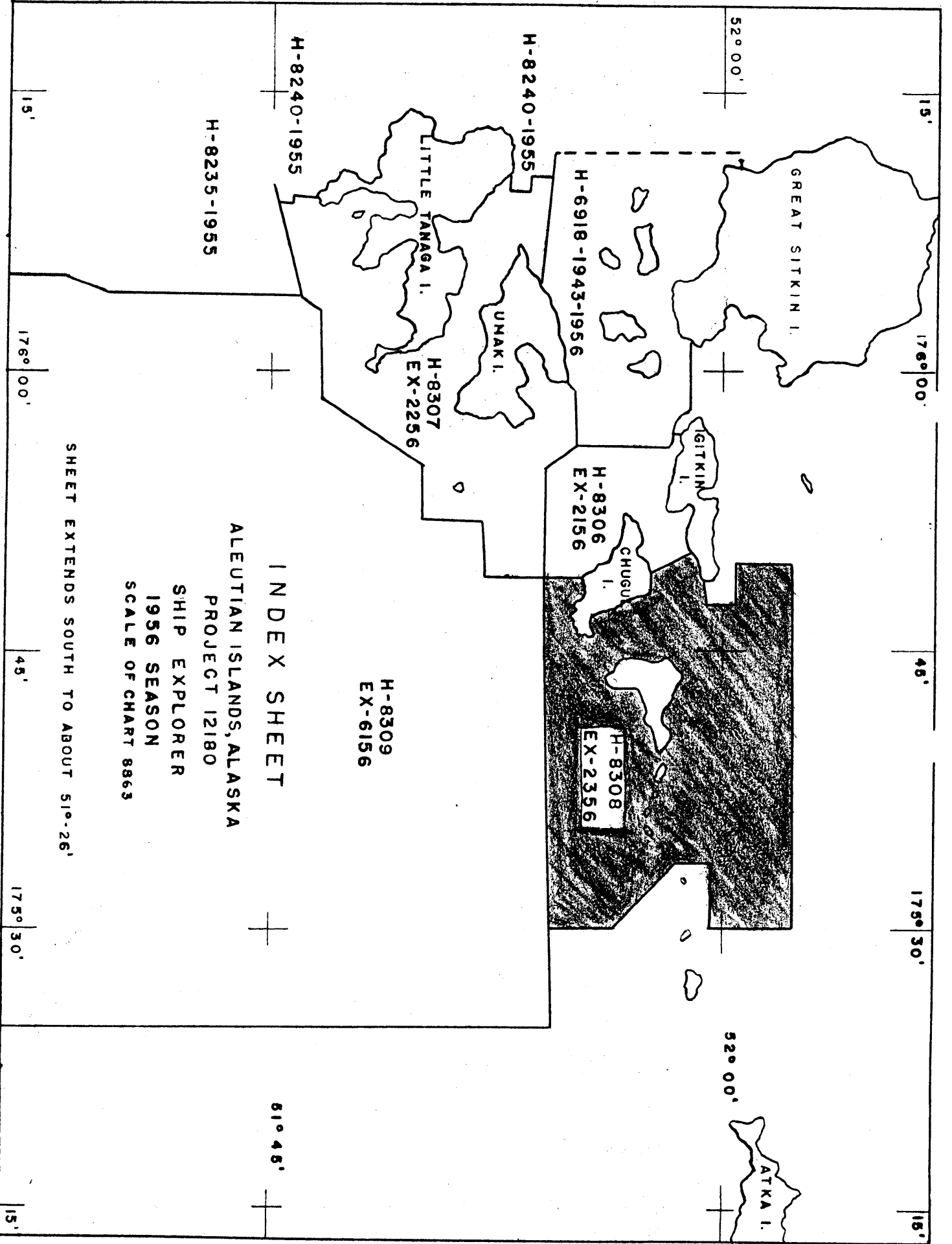
Staff Reading of MLLW was 3.2 feet.

APPROVAL SHEET  
Ex-2356 (H-8308)

This sheet along with supporting records has been examined and is approved and forwarded.

*E. H. Kirsch*

E.H. Kirsch  
Capt. C&GS  
Commanding  
Ship EXPLORER



INDEX SHEET

ALEUTIAN ISLANDS, ALASKA

PROJECT 12180

SHIP EXPLORER

1956 SEASON

SCALE OF CHART 8863

SHEET EXTENDS SOUTH TO ABOUT 51° 26'

15'

176° 00'

46'

175° 30'

15'

52° 00'

52° 00'

H-8240-1955

H-8240-1955

H-8235-1955

H-6918-1943-1956

H-8307  
EX-2256

H-8306  
EX-2156

H-8308  
EX-2356

H-8309  
EX-6156

61° 45'

15'

176° 00'

45'

175° 30'

15'

GREAT SITKIN I.

UNAKI I.

LITTLE TANAGA I.

IGITKIN I.

CHUGUL I.

ATKA I.

GEOGRAPHIC NAMES  
 Survey No. H-8308

Name on Survey											
	A	B	C	D	E	F	G	H	K		
<u>Alaska</u>											1
<u>Aleutian Islands</u>											2
<u>Andreanof Islands</u>			(to be preferred over Andreanof Group)								3
											4
<u>Fenimore Pass</u>										BGN	5
<u>Tagalak Island</u>			(tide station on islet near it)							"	6
<u>Cathedral Point</u>										"	7
<u>Tagalak Pass</u>										"	8
<u>Cape Kagalus</u>										"	9
<u>Chugul Island</u>										"	10
<u>Igitkin Pass</u>										"	11
<u>Igitkin Island</u>										"	12
<u>Kingfisher Point</u>										"	13
			Names approved 5-27-57								14
			L. Heck								15
			See chart 9193 for best placement of names.								16
											17
											18
											19
											20
											21
											22
											23
											24
											25
											26
											27



TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens:

29 May 1957

Plane of reference approved in  
12 volumes of sounding records for

HYDROGRAPHIC SHEET 8308

Locality Aleutian Islands, Alaska

Chief of Party: G. A. Nelson in 1956

Plane of reference is mean lower low water, reading

3.2 ft. on tide staff at Fenimore Pass

7.7 ft. below B.M. B. M. 1 (1956)

Height of mean high water above plane of reference is 3.3 feet.

Condition of records satisfactory except as noted below:

  
Signature

Chief, Tides Branch

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. ..8308..

Records accompanying survey:

Boat sheets .3...; sounding vols. 12...; wire drag vols. ....;  
 bomb vols. ....; graphic recorder rolls 4-Envelopes  
 special reports, etc. 1-Smooth sheet, 1-Descriptive report....  
 and 1-Cahier; Shore Abstracts... Manuscript No. T-11551 +  
 Blueline No. T-11551 filed with H-8438.

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

Number of positions on sheet	3349
Number of positions checked	238
Number of positions revised	46
Number of soundings revised (refers to depth only)	229
Number of soundings erroneously spaced	147
Number of signals erroneously plotted or transferred	1
Topographic details	Time 33 ms.
Junctions	Time 21 ms.
Verification of soundings from graphic record	Time 45 1/2 ms.

Verification by Charles D. Meador..... Total time 382. Date 10/4/74

Reviewed by..... Time ..... Date .....

↓ Please check 6 and 8 fm sdgs removed from  
 Chart 9140 in Tagalak Pass - See HONM 24(62) for  
 sdgs removed. These sdgs were removed when H-8308 was  
 applied to Ch 9140 prior to Ver. & Review of H-8308  
 N. W. Burgoyne - 6/22/62

VERIFIER'S REPORT OF HYDROGRAPHIC SURVEY NO. H- 8308

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.

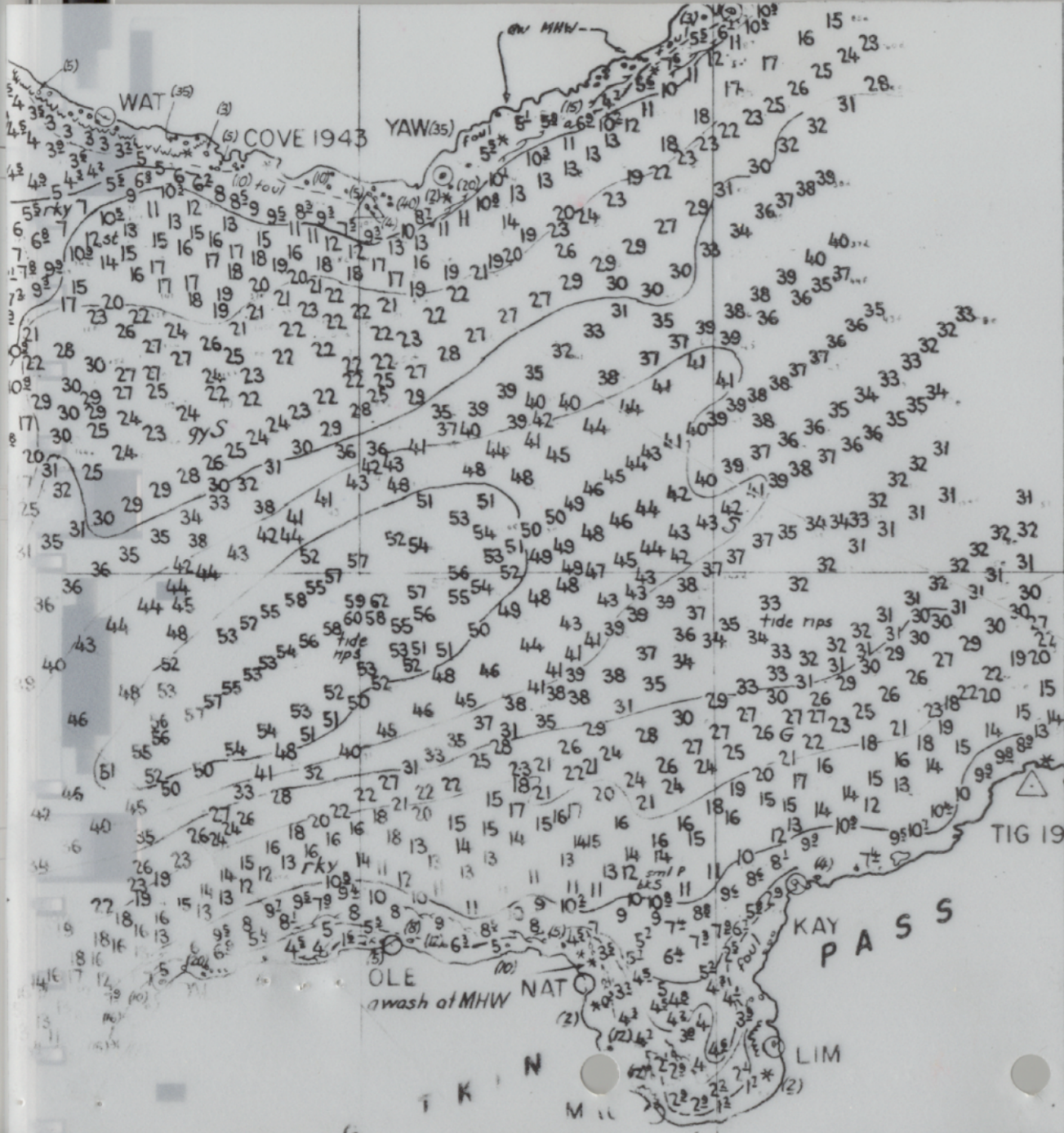
1. ✓ The descriptive report was consulted and appropriate notes were made in soft pencil regarding action taken.
2. ✓ Soundings originating with the survey and mentioned in the descriptive report have been verified, including latitude and longitude.
3. ✓ All reference to survey sheets mentioned in the 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. PLASTIC : CHECKED 5/07/74
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.  
NO BOTTOM SAMPLE WAS TAKEN ON THE SHOAL LOCATED AT LAT. 51° 56.66' LONG. 175° 45.45'
14. ✓ The reduction and plotting of doubtful soundings were checked.
15. The transfer of contemporary topographic information was carefully examined. ALL TOPOGRAPHIC FEATURES ON H-8308 WERE ERASED AND RE-DRAFTED. SPREADING OF INK INTO THE PAPER HAD PRODUCED A LINE WEIGHT OF 7mm. THIS HEAVY LINE WEIGHT HAD OBSCURED MANY ROCK AWASH SYMBOLS AND HAD CLOSED MANY BARE ROCK SYMBOLS.
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.  
INSPECTED BY FRANK SAULSBURY
19. ✓ All triangulation stations and transfer of topographic and hydrographic signals were checked. STATION "AMY" FROM T-11550 WAS REPLOTTED 0.18mm NW OF POSITION SHOWN ON SMOOTH SHEET. CONTROL STATION "CHU" HAD BEEN PRICKED ON SMOOTH SHEET BUT NOT INKED. THE TRUE GEOGRAPHIC POSITION OF TRIANGULATION STATION "TIG, 1943" IS SHOWN ON THE SMOOTH SHEET. ON T-11550 THE POSITION SHOWN FOR "TIG" IS ACTUALLY THE POSITION OF A SUB-POINT AND THE POSITION SHOWN FOR THE SUB-POINT IS THE TRUE POSITION OF "TIG".
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. NO INSHORE HYDROGRAPHY WAS RUN TO DELINEATE THE LOW WATER LINE.
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:  
THE 60 AND 70 FATHOM CURVES WERE ADDED TO BETTER SHOW BOTTOM RELIEF.
- 31. Sounding line crossings were satisfactory except as follows:  
SEE SECTION K, p.4 OF THE DESCRIPTIVE REPORT FOR H-8308.
- 32. Junctions with contemporary surveys were satisfactory except as follows: ON H-8306 (1956) INCORRECT SOUNDING VALUES HAD BEEN PLOTTED ON THE LINES 133-134 & AND 135-138 & [SEE VOL. 2, pp. 34-35 OF SOUNDING RECORDS FOR H-8306]. THE RECORDED VALUES, PLUS THE ADDITION OF THE ARBITRARY CORRECTOR MENTIONED IN PARAGRAPH 7C OF THE REVIEW FOR H-8306, WERE USED TO COMPUTE THE CORRECT SOUNDING VALUES. THESE VALUES WERE THEN PLOTTED ON H-8306. (ATTACHED IS A PLASTIC COPY OF H-8306 BEFORE CORRECTIONS WERE MADE.)  
IN THE AREA OF "IGITKIN PASS" THE ARBITRARY CORRECTORS MENTIONED IN PARAGRAPH 7C OF THE REVIEW OF H-8306 WERE APPLIED TO SELECTED SOUNDINGS ON H-8308 TO SATISFY JUNCTIONAL HYDROGRAPHY.
- 33. ✓ Condition of sounding records was satisfactory except as follows: REFERENCES TO BARE ROCKS AND ROCKS AWASH WERE UNCLEAR. IF T-SHEETS INDICATED ROCKS CLOSE TO BOAT POSITIONS, EVEN IF AT GREATER DISTANCES THAN RECORDED IN SOUNDING VOLUMES, THESE WERE ASSUMED TO BE THE ROCKS OF REFERENCE.
- 34. The protracting was satisfactory except as follows:  
WITH THE CHANGE IN THE POSITION OF "AMY" THE FOLLOWING POSITIONS WERE REPLOTTED: LAUNCH 2 (VOL. 607) & DAY; 9, 21-23, 26, 28, 29, 51-53, 68, 73, 81, 87, 135, 138, 144; LAUNCH 2 (VOL. 7) & DAY; 38, 40, 51, 57, 70-74.  
THE FOLLOWING POSITIONS WERE REPLOTTED: 64B (VOL. 1, p. 48), 102B (VOL. 1, p. 56), 134-138 B (VOL. 1, pp. 64-65), 17a (VOL. 6, p. 7), 32a (VOL. 7, p. 25), 4A (VOL. 8, p. 12), 91A (VOL. 8, p. 29), 125-126A (VOL. 8, p. 34), 25g (VOL. 8, p. 48), 108a (VOL. 10, p. 21), 153a (VOL. 10, p. 28), 50A (VOL. 12, p. 5), 52g (VOL. 12, p. 35); 138-139 A (VOL. 1, p. 32)
- 35. The field plotting of soundings was satisfactory except as follows: LINE 160B-167B (VOL. 1, pp. 70-71) WAS REJECTED.  
95% OF THE POSITION NUMBERS HAD TO BE ERASED AND REPOSITIONED IN ORDER TO KEEP THEM FROM BEING OBSCURED BY THE SOUNDING NUMBERS.
- 36. Notes to reviewer:  
ON PAGES 3-8, 35-61 OF VOL. 1 AND PAGES 64-66, 68-72 OF VOL. 2, ALL SOUNDING CORRECTORS EQUALING +.8 fm HAD BEEN ROUNDED-OFF TO A VALUE OF +.5 fm. USE OF THE +.8 fm SOUNDING CORRECTOR WOULD HAVE INCREASED THE VALUE OF THE REDUCED SOUNDINGS BY 1 fm. HOWEVER, THE ERROR OF +.3 fm IN DEPTH CAUSED BY USING +.5 fm INSTEAD OF +.8 fm AS THE SOUNDING CORRECTOR IS WITHIN THE ALLOWABLE ERROR OF +.5 fm (HYDRO. MANUEL, p. 20) AND THE DEPTHS RECORDED IN THE SOUNDING VOLUMES WERE PLOTTED AS RECORDED.

Verified by *Charles D. Meador* Date





JOHN H. 2308 (unverified)

58'

57'



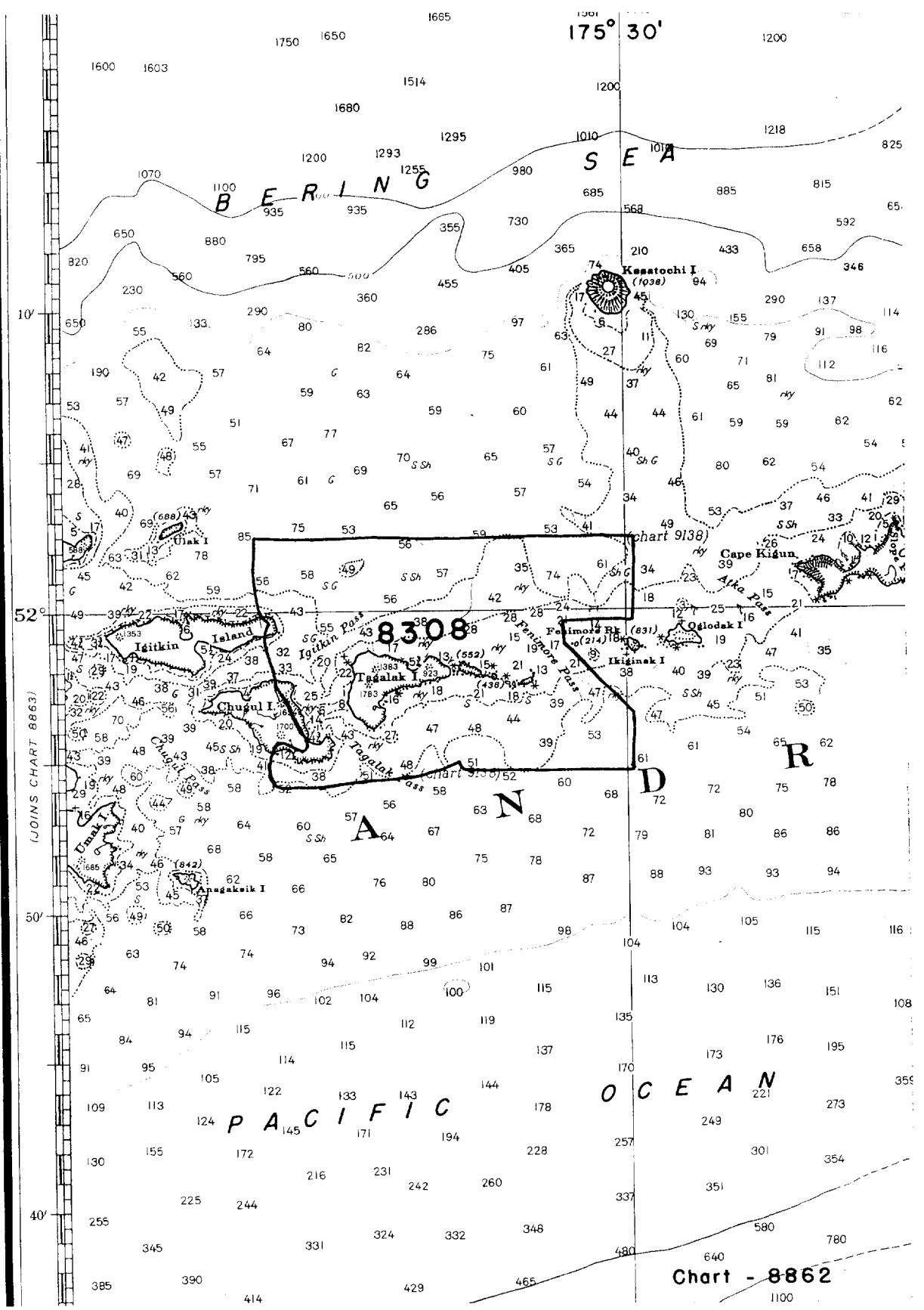


Chart - 8862

# NAUTICAL CHARTS BRANCH

SURVEY NO. H-3308 1956

## Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
5/27/57	9102	Wittmann	Before <del>After</del> Verification and Review Examined only. 91104
7-17-58	8863	Wittmann	Before <del>After</del> Verification and Review Applied from smooth sheet.
4/8/59	9139	Helmer	Before <del>After</del> Verification and Review Partial
4/24/59	9193	Helmer	Before <del>After</del> Verification and Review Partial
5-14-59	8862	R.K. Redander	Part appl Before <del>After</del> Verification and Review thru chart 9193 and 8863 Reconst
10-20-57	9138	E. M. Hoopj	Before <del>After</del> Verification and Review Partial
2/8/61	9140	J. H. Eaton	Before <del>After</del> Verification and Review Partial to chart
2/8/61	9138	J. H. Eaton	Before <del>After</del> Verification and Review Partial to chart
2/8/61	9139	J. H. Eaton	Before <del>After</del> Verification and Review Partial
5-18-61	9140	E. THOMPSON R. E. ELKINS	Before <del>After</del> Verification and Review Partly applied thru chart 9140 NM 10 (61), 9139 dig 6, 9138 dig 4.
7-27-61	9140	R. E. Elkins	Before Verification & Review - Partly applied Extensive make revision.
6/22/62	9193	Wahl	Crit Curve - only - partially applied.
1-19-66	9139	E. M. Hoopj	Before V & R partly applied thru charts 9138 & 9140 <del>Partially applied before V &amp; R in area of chart 9139 only.</del>
2/21/66	9193	John H. W. Lin	Part applied before V. & R. in area of chart 9139 only.
3/13/68	9138	W. H. Hall	Part applied before V. & R. in area of chart 9139 & 9140
5/6/70	9138	C. Kromm	fully applied before V & R

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.



RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-8308

INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.

2. In "Remarks" column cross out words that do not apply.

3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

CHART	DATE	CARTOGRAPHER	REMARKS
9102	7-18-77	M. SAGER	Full <del>Part Before</del> After Verification <sup>BEFORE</sup> Review Inspection Signed Via Drawing No. #17 <b>CLASS I</b> consider. Fully APPLIED
8862	10-27-77	M. SAGER	REVISED 3 Sides, ADDED 45 fm Sdy. REVISED 50 fm CURVE. Full <del>Part Before</del> After Verification <del>Review Inspection</del> Signed Via Drawing No. #12. Revised several sides revised 10 fm
8862	11/02/77	Kamio	REVISED 30 & 50 fm CURVES & added info. CONSIDER FINAL APPLICATION. Full <del>Part Before</del> After Verification <del>Review Inspection</del> Signed Via Drawing No. App'd thru 8862. Considered fully agreed as Class I survey.
9139	4/10/78	Nautoto	Full <del>Part Before</del> After Verification <del>Review Inspection</del> Signed Via Drawing No. (final application) (Re-am'd 4/4/80, added several shoaler sdgs.) Considered fully agreed as a class I survey
16471	4/14/80	Borowski	Full <del>Part Before</del> After Verification Review Inspection Signed Via Drawing No. #8 App'd thru chts 16484, 16478 to reflect shoaler conditions. Consider application final
16484	4/11/80	Sager	Full <del>Part Before</del> After Verification <del>Review Inspection</del> Signed Via Drawing No. #8 consider final application as CAT I SURVEY
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
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