

8377

Diag. Cht. No. 8502-2.

Form 504	
U. S. DEPARTMENT OF COMMERCE	
COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	Hydrographic
Field No.	PF-2557
Office No.	H-8377
LOCALITY	
State	Alaska
General locality	North Side Alaska Penin- Sula
Locality	Port Heiden
1957	
CHIEF OF PARTY	
F. B. Quinn	
LIBRARY & ARCHIVES	
DATE	January 27, 1958

USCOMM-DC 5087

Area 6

CAT

16006

16343

16011

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-8377

Field No. P.F.-2557

State Alaska

General locality N. Side Alaska Peninsula

Locality Port Heiden

Scale 1:20,000 Date of survey August 1957

Instructions dated 20 December 1954, 21 October 1955, 1 October 1956

Vessel PATHFINDER Launches 1, 2, 3, and 4

Chief of party F. B. Quinn

Surveyed by L. S. Baker, H. H. Druebert, R. D. Bernard

Soundings taken by hand level, graphic recorder, hand level, wire

Fathograms scaled by Launch Personnel

Fathograms checked by Ship's Officers

Protracted by H. H. Druebert

Soundings penciled by B. L. Gabrielson, K. W. Jeffers

Soundings in fathoms feet at MLW MLLW

REMARKS:

*Computer see addendum*

*Applied to S.G.*

DESCRIPTIVE REPORT TO ACCOMPANY

HYDROGRAPHIC SURVEYS ~~H-8376 (PF-2459)~~ and H-8377 (PF-2557)

NORTH SIDE ALASKA PENINSULA, ALASKA

Scale: 1:20,000  
USC&GSS PATHFINDER

Date: August 1957  
F. B. Quinn, Commanding

A. PROJECT:

These surveys are a part of Project 13750. Original instructions were dated 20 December 1954; supplemental instructions, 21 October 1955 and 1 October 1956. The instructions were issued by the Director and the assistant Director.

B. SURVEY LIMITS AND DATES:

These surveys are of the bay of Port Heiden and its approaches. They extend off shore about 4 miles to the 10 and 11 fathom curves.

Sheet H-8376 includes all of the bay and the off shore area West of the entrance. Its Northern limit joins H-8377, which includes the area off the entrance and to the East. The off shore limit of these sheets join H-8378.

Hydrography was begun 11 August and completed 30 August.

C. VESSELS AND EQUIPMENT:

Hydrography was done by PATHFINDER launches 1, 2, 3 and 4.

Launch No. 1 was equipped with 808 Fathometer No. 74-S and Shoran indicator No. 1313 on H-8376 and No. 1352 on H-8377. Launch No. 1 worked mainly on the inside area sheet H-8376 and one day on the Eastern part of H-8377.

Launch No. 2 was equipped with 808 Fathometer No. 46 Shoran indicator No. 518 and a Comparator and POI Meter.

Launch No. 2 worked on the outside area sheet No. H-8377.

Launch No. 3 was equipped with 808 Fathometer No. 52 and Shoran indicators 1313 and 1352. Launch No. 3 was used only one day, for cross lines on sheet H-8377 in the Eastern area of the sheet.

Launch No. 4 was equipped with an 808 Fathometer No. 61 and Shoran indicator No. 581. Launch No. 4 worked the outside area of sheet H-8376 and one day on the Eastern limit of sheet H-8377, outside.

All Fathometers were calibrated for 800 fathoms per second.

The turning radius for all launches is about 20 meters.

All launches operated from the ship during the entire survey.

D. TIDE AND CURRENT STATIONS

No current observations were made within the area of these surveys. See tide note attached.

The tide station was located just inside the Eastern entrance to Port Heiden behind Christiakof Island. No time or height adjustments were necessary, for the gage was very near the entrance which adequately covered the outside area, and the inside work didn't extend for enough into the bay to cause much of a time lag. ✓

#### E. SMOOTH SHEET:

The smooth sheets were made by hand by ship personnel. Shoran arcs were drawn with beam compass. A "dog ear" was made for H-8377 so that the arcs for LLL could be drawn. The "dog ear" was removed after the drawing of the arcs had been checked. The shoreline was transferred from blue-line tracings. ✓

#### F. CONTROL STATIONS:

The control stations for these surveys are Shoran stations CUP and LLL. ✓

LLL was directly over 2nd-order triangulation station LLLAC, 1949 established by R. J. Sipe. ✓

CUP was erected 11.0 meters West of 3rd-order triangulation station CUPOLA, 1949 established by R. J. Sipe. ✓

#### G. SHORELINE AND TOPOGRAPHY:

*Shoreline at Christiakof Island inked during preliminary vert review.*

The shoreline was transferred from blue-line tracings of advance manuscripts T-9552, T-9553, T-9555, T-9556, and T-9557. It was not inked on the smooth sheets. ✓

The shoreline in this area is generally unstable. In some areas, such as Strogonof Point, the beach is very flat making it difficult to estimate the high water line. Generally, the shoreline as shown on the manuscripts should be accepted for charting. ✓

The low water line in various portions of this area had to be drawn without actual zero foot soundings in the immediate vicinity to prove the estimate more valid. The actual sounding of this zero curve was prevented in the field by sea conditions. Consequently, the zero curve in these areas was drawn by combining (1) the hydrographer's estimate of distance to the water line while running his sounding line as close to the beach as possible, (2) the reduced sounding at the position where (1) was made, and (3) the level of the tide at that particular time. ✓

#### H. SOUNDINGS:

Soundings were recorded by 808 type portable depth recorders. Several comparisons were made with leadline soundings while obtaining bottom specimens. Most comparisons agreed very well. ✓

Bar checks were taken by each launch every day as permitted by weather and sea conditions. See "Fathometer corrections report" for this project. ✓

*Examined  
HNB*

The soundings were recorded on both the "A" and "B" scales. A phase correction was determined for each fathometer.

Corrections for tides were obtained from the portable automatic tide gage in operation at Chistakof Island, Port Heiden.

### I. CONTROL OF HYDROGRAPHY

The survey was mainly Shoran controlled. Launch No. 2 took a few visual fixes inside near Chistiokof Island, sheet H-8377. Launch No. 4 took a few visual fixes near Mesjik, sheet H-8386.

The location of the Shoran towers were determined from G. P.'s for 1949 triangulation stations.

The two Shoran Stations, LIL and CUP, were used for the control for all the hydrography outside their base line. When it was necessary to do hydrography within the limits of this base line, the USC&GSS PATHFINDER (PAT-4) was anchored in position and used as one of the Shoran stations in conjunction with either CUP or LIL, whichever of the two shore stations gave the stronger fix. Since the ship's position changed somewhat due to its swinging about the anchor, every half hour CUP and LIL were used to determine a Shoran fix of the ship which would then be used as the position of PAT-4 until the next position was determined a half hour hence. In order to facilitate the plotting of a new ship position every half hour and then using it for hydrographic control, an overlay with Shoran arcs drawn on it was used both in the field and for smooth plotting.

Shoran corrections were determined by comparing the Shoran distances with true distances as determined by visual 3-point fixes. Such calibrations were taken at various locations within the limits of the survey so that a curve of distance versus correction could be drawn and thus provide corrections truly representative of the particular receiver and area. See "Shoran Correction Report" for greater detail.

### J. ADEQUACY OF SURVEY

This survey is complete and adequate for charting, and should supersede all prior data from other sources. The junctions were all adequate and the depth curves were constructable. *→ Junction with H-8376 (1957) on south 1st disagreement from 1-3 feet.*

### K. CROSSLINES

About 10 per cent of the hydrography is crosslines. The crossings are generally good with one exception. On sheet H-8376, launch 4, "e" day seems to be consistently in error from 1 to 2 feet shoaler than "d", "f" and "g" days. This was thoroughly investigated and it was discovered that the seas were very rough on that particular day and therefore the fathogram is accurate only to the nearest 2 feet. *attributed to loose phasing head rather than rough seas*

*green*  
Sheet H-8377, Launch 3, "a" day Aug. 20 crosses the work of Launches 1, 2 and 4 about 7% shoal. No single reason has been arrived at for this discrepancy. There are several possible factors, however. *See review item 2*

1. Launch No. 3 was used on one day only, and had not been used for hydrography since 28 July 1957 at Bechevin Bay H-8373. The one Bar check taken 20 August 1957 compared favorable with the ones taken on sheet H-8373 so those correctors were applied. ✓

2. There were no Shoran calibrations on this launch during this survey and there were two different indicators used with the one transmitter, which could also affect the results. Correctors were applied that were previously obtained for these indicators in launch No. 1. ✓

3. The seas were quite rough on this day and the sounding could vary 1 or 2 feet ✓

It is recommended that these cross-lines be disregarded in view of the nearby agreement between this sheet and H-8378. ✓

*pos 1-17a rejected*

#### L. COMPARISON WITH PRIOR SURVEYS:

No Prior surveys of the area are available for comparison. ✓

*FE No 2 (1949)*

#### M. COMPARISON WITH CHART

Only one chart exists at the moment which shows the area concerned by this report. This chart, USC&GS Chart #8802, is of a very small scale and contains only a few reconnaissance soundings, the soundings being too few in number and on too small a scale to compare with any accuracy. ✓

*→ also Chart 8834*

#### N. DANGERS AND SHOALS:

All dangers and shoals are evident on the smooth sheet. ✓

#### O. COAST PILOT INFORMATION

Coast Pilot information will be submitted for the entire Port Heiden area as a separate report. ✓

#### P. AIDS TO NAVIGATION

There are only two distinct aids to navigation in the area. Both are white wooden tripods approximately 12 ft. in height and approximately 36 ft. above sea level. They are Port Heiden NE beacon, 1949 and Port Heiden SW beacon, 1949. These were located with 3rd order accuracy. ✓

#### Q. LANDMARKS FOR CHARTS:

There are two landmarks which would be of considerable value on charts. ✓

The first is an abandoned cannery in the village of Meshik. The West gable of this cannery is a 3rd order triangulation station (Meshik, abandoned cannery, W. Gable, 1949). ✓

The second is a group of buildings and a large radio wave reflector approximately NNE from the above mentioned cannery. This landmark is part of the DEW Line warning system and it's exact location is believed to be confidential. ✓

There are several Radio Beacons at the Port Heiden Airfield, but due to the ~~several~~ number and the background they are not satisfactory aids to navigation. ✓

R. GEOGRAPHIC NAMES:

No additions or changes are recommended in the geographic names as they appear on the photo manuscripts and existing charts. ✓

S. SILTED AREAS:

The bottom is generally fine black sand. Lack of prior surveys prevents silting determination. Tidal currents tend to maintain the main entrance channels. But tend to shift any channels that may appear between Strogonof Point and Chistiakof Island. ✓

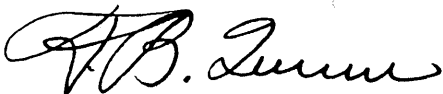
T. BY-PRODUCT INFORMATION:

Generally, the bottom for the entire area is firm black or gray sand. This is good for anchorage, but there is no real good protection from storms. Small craft can go into Port Heiden and get some lee from Chistiakof Island in Westerly and Northerly weather. The chart should be consulted for best approaches in doing such. It should also be noted that there is a very strong current flowing through the inlet between Chistiakof Island and the Alaska Peninsula, and such should be considered when sailing through said inlet. ✓

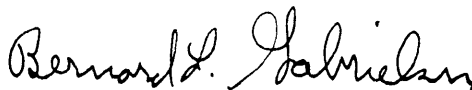
During calm weather the entrance at the Eastern end of Chistiakof Island may be safely approached from the Northwest, but during rough weather there are heavy breakers starting about 2 miles off shore. These breakers can be practically avoided by approaching Port Heiden S.W. Beacon from the Northwest until about  $\frac{1}{4}$  mile off shore, then proceeding eastward along Chistiakof Island to the entrance. ✓

Approved & Forwarded:

Respectfully Submitted,



F. B. Quinn,  
Capt. C&GS  
Comdg. Ship PATHFINDER



Bernard L. Gabrielsen,  
Ens. C&GS

APPROVAL SHEET

HYDROGRAPHIC SURVEYS H-8376 (PF2457) & H8377 (PF2557)

These surveys were done under my close daily supervision. I consider them complete and adequate for charting. No additional work is recommended within the area of these surveys.

There is a small area off Strogonof Point with differences of about two (2) feet in the junction of these two smooth sheets. The reason is not immediately evident and I feel that progress on the priority new chart layout should not be delayed. I believe that it can be resolved quickly in Washington.                      ? *not resolved*



F. B. QUINN  
CAPTAIN, C&GS  
COMDG. SHIP PATHFINDER



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED  
TO BE DELETED

STRIKE OUT ONE

19 57

I recommend that the following objects which have (*have not*) been inspected from seaward to determine their value as landmarks be charted on (*deleted from*) the charts indicated.  
The positions given have been checked after listing by \_\_\_\_\_

F. B. QUINN, CAPT.

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION		DATUM	METHOD OF LOCATION SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE * D. M. METERS	LONGITUDE * D. P. METERS							
	PORT HEIDEN NE. BEACON	1949		56-56	158-41	North American 1927	3rd order triang.	1949				
	PORT HEIDEN S.W. BEACON	1949		56-55	158-42	"	"	1949				
	MESHNIK, ABANDONED CANNERY,	W. GABLE 1948		56-54	158-41	"	"	1949				
	RADIO WAVE REFLECTOR			N. NB.	of Meshnik, Abandoned Cannery	(Position Confidential)						

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by

VELOCITY CORRECTION ABSTRACT

HYDROGRAPHIC SURVEYS H-8376(PF-2457) AND H-8377(PF-2557)

Launch No. 1 (Fathometer No. 745):

	<u>"A" Scale</u>	<u>"B" Scale(-1.5 Ft. Phase) Correction</u>
From 0.0 to 10.0 Ft.	+0.4	
10.1 to 24.6 Ft.	+0.6	
24.7 to 38.8 Ft.	+0.8	
38.9 to 53.4 Ft.	+1.0	-0.5
53.5 to 62.8 Ft.	+1.2	-0.3
62.9 to 82.5 Ft.	+1.4	-0.1

Launch No. 2 (Fathometer No. 46):

	<u>"A" Scale</u>	<u>"B" Scale(+1.3 Ft. Phase) Correction</u>
From 0.0 to 7.1 Ft.	+0.6	
7.2 to 15.6 Ft.	+0.8	
15.7 to 24.3 Ft.	+1.0	
24.4 to 32.8 Ft.	+1.2	
32.9 to 41.6 Ft.	+1.4	+2.7
41.7 to 50.2 Ft.	+1.6	+2.9
50.3 to 58.6 Ft.	+1.8	+3.1
58.7 to 67.2 Ft.	+2.0	+3.3
67.3 to 75.6 Ft.	+2.2	+3.5
75.7 to 84.2 Ft.	+2.4	+3.7
84.3 to 92.8 Ft.	+2.6	+3.9

LAUNCH NO. 3 (FATHOMETER NO. 52)

	"A" SCALE	"B" SCALE ( $\pm 0.4$ ft. Phase Correction)
FROM 0.0 to 7.0 ft.	-0.6	-----
7.1 to 15.5 ft.	-0.8	-----
15.6 to 24.0 ft.	-1.0	-----
24.1 to 32.5 ft.	-1.2	-----
32.6 to 41.0 ft.	-1.4	-1.0
41.1 to 49.5 ft.	-1.6	-1.2
49.6 to 58.0 ft.	-1.8	-1.4
over 58.0 ft.	-2.0	-1.6

LAUNCH NO. 4 (FATHOMETER NO. 61)

	"A" SCALE	"B" SCALE (+1.9 ft. Phase Correction)
FROM 0.0 to 5.5 ft.	-1.0	-----
5.6 to 18.9 ft.	-0.8	-----
19.0 to 32.0 ft.	-0.6	-----
32.1 to 45.2 ft.	-0.4	+1.5
45.3 to 58.4 ft.	-0.2	+1.7
58.5 to 71.5 ft.	-0.0	+1.9
71.6 to 84.5 ft.	+0.2	+2.1
84.6 to 97.5 ft.	+0.4	+2.3

TIDE NOTE SHEETS H8376 & 8377

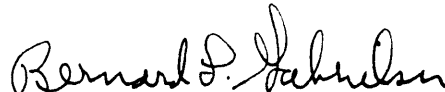
A Portable Automatic Tide Gage was located in the lee of  
Chistiakof Island, Port Heiden, Alaska. Lat. 56 deg. 55.96 N.  
Long. 158 deg. 41.68 W.

This was the only tide gage used for entire survey, however,  
additional data was obtained from the Ship's Fathometer while  
the ship was at anchor. This data was submitted with the regular  
tidal data.

No time correction was applied to the data. The tidal datum  
was sent from the Washington Office.

A standard gage was in operation at Port Moller during the  
entire survey.

Respectfully,



Bernard L. Gabrielsen,  
Ens. C&GS

TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens:

11 February 1958

Plane of reference approved in  
10 volumes of sounding records for

HYDROGRAPHIC SHEET 8377

Locality Alaska Peninsula (North Side)

Chief of Party: F. B. Quinn in 1957

Plane of reference is mean lower low water, reading

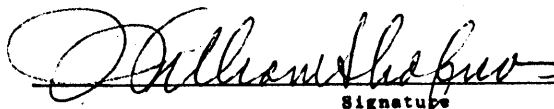
4.1 ft. on tide staff ~~at~~ (8/9/57) at Port Heiden

4.6 ft. ~~below~~ ~~B.M.~~ on tide staff (8/25/57) at Port Heiden

21.3 ft. below B.M. 1 (1957)

Height of mean high water above plane of reference is 10.9 feet.

Condition of records satisfactory except as noted below:

  
Signature

Chief, Tides Branch

GEOGRAPHIC NAMES

Survey No. H-8377

Name on Survey										
	A	B	C	D	E	F	G	H	K	
<u>Alaska</u>			(title)							1
<u>Alaska Peninsula</u>									BGN	2
<u>Bristol Bay</u>									"	3
<u>Chistiakof Island</u>										4
<u>Port Heiden</u>										5
					Names approved 2-3-58					6
					H. HECK					7
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Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. .8377...

Records accompanying survey:

Boat sheets .2...; sounding vols. .20...; wire drag vols. ....; bomb vols. ....; graphic recorder rolls 9. Envelopes. special reports, etc. .1-Smooth sheet and 1-Descriptive report.  
.....

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

Number of positions on sheet	1599
Number of positions checked	45.52
Number of positions revised	15.0
Number of soundings revised (refers to depth only)	sheet plotted in feet + tenths 12 .....
Number of soundings erroneously spaced	6.49
Number of signals erroneously plotted or transferred	0
Topographic details	Time 1.3
Junctions	Time 8.40
Verification of soundings from graphic record	Time 32.25

Verified and Reviewed - R.W. DeLazarain

Preliminary Verification by H.W. Burgoyne... Total time 108... Date 8/10/60

Preliminary Reviewed by H.W. Burgoyne... Time 16... Date 8/12/60

Insp. Wellman 26 hrs 4/29/78  
Castens 3 hrs 7/29/78

OFFICE OF CARTOGRAPHY

REVIEW SECTION -- NAUTICAL CHART DIVISION

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-8377

FIELD NO. PF-2557

Alaska - N. Side Alaska Peninsula - Port Heiden

SURVEYED: Aug. 1957

SCALE 1:20,000

PROJECT NO. 13750

SOUNDINGS: 808 Depth Recorder

CONTROL: Shoran

Chief of Party ----- F. B. Quinn  
Surveyed by ----- L. S. Baker, H.H. Druebert,  
R. D. Bernard  
Protracted by ----- H. H. Druebert  
Soundings plotted by ----- B. L. Gabrielson, K. W. Jeffers  
Preliminary Verification ----- H. W. Burgoyne  
Verified and inked by ----- R. W. Derkazarian  
Reviewed by ----- H. W. Burgoyne  
Inspected by ----- R. H. Carstens

DATE: 8/12/60

1. Shoreline and Control

The shoreline shown in blue on the smooth sheet is from advance manuscripts T-9552 and T-9553 of 1949-55. Only the shoreline on Chistiakof Island (T-9553) was inked during the preliminary verification and review. As this area is unstable, the section of shoreline in conflict with the present hydrographic survey was inked in red.

This survey is shoran controlled from stations given in the Descriptive Report.

2. Sounding Line Crossings.

The crossings are in adequate agreement except on a portion of one line. The soundings taken between positions "1-17a" by launch No. 3 on Aug. 20, was 2-4 feet shoaler than soundings on lines crossed and therefore were rejected. An examination of survey records failed to reveal the reason for this discrepancy. See item "K" of the Descriptive Report for possible factors that could enter into the discrepancy.



3. Depth Curves and Bottom Configuration

The standard depth curves are adequately delineated. The bottom is irregular between the high water line and the 18-foot curve and is composed of fine sand. In the deeper water outside the 18-foot curve, the bottom is relatively smooth.

4. Junctions with Contemporary Surveys

Present survey depths on the northwest are in adequate agreement with junctional depths on H-8378 (1957). Present survey depths on the south are from 1-3 feet deeper than junctional depths on H-8376 (1957). An examination of all reports and data available failed to reveal any apparent reason for the discrepancy between the two surveys. A butt junction will be made in the area of disagreement. Junctional soundings in this area should be charted from H-8376 (1957) as this reviewed survey contains the shoaler soundings.

5. Comparison with Prior Surveys

FE No. 2 (1949)

The field examination listed above was plotted on Chart 8802 (Scale 1,023,188) and covers the area of the present survey. This field examination was merely a reconnaissance line and serves no adequate basis for comparison.

The present survey is adequate to supersede the field examination in the common area.

6. Comparison with Chart 8834 (Latest print date 2/17/58)

A. Hydrography

The hydrography on Chart 8834 originates with the boat sheet (Blueprints 55687-8) of the present survey. Numerous charted depths are from 2-3 feet shoaler than the soundings shown on the smooth sheet.

Attention is called to the following items:

1. Sections of shoreline on Chistiakof Island were changed during preliminary verification and review.
2. The word "boulders" has been added at Lat.  $56^{\circ}56.65'$ , Long.  $158^{\circ}41.0'$

B. Aids to Navigation

No aids to navigation in this area are maintained by the Coast Guard. Two beacons on Chistiakof Island, however, are charted as markers.

7. Condition of Survey

- a. The sounding records and Descriptive Report are complete and comprehensive.
- b. The smooth plotting was done accurately and neatly.
- c. Sounding line discrepancies are discussed under item "2" of this report.

8. Compliance with Project Instructions

The survey adequately complies with Project Instructions.

9. Additional Field Work Recommended.

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

Examined and Approved:

Chief,  
Nautical Chart Division

*J. E. Waugh*  
12/14/60

Assistant Director,  
Office of Cartography

*Thomas B. Lunny*

Projects Officer,  
Operations Division

*Lorin F. Woodcock*

Assistant Director,  
Office of Oceanography

*H. G. Carley*

OFFICE OF MARINE SURVEYS AND MAPS

MARINE SURVEYS DIVISION

ADDENDUM TO HYDROGRAPHIC SURVEY REVIEW

REGISTRY NO. H-8377

FIELD NO. PF-2557

Alaska, North Side Alaska Peninsula, Port Heiden

SURVEYED: August 1957

SCALE: 1:20,000

PROJECT NO.: 13750

SOUNDINGS: 808 Depth Recorder

CONTROL: Shoran

Chief of Party .....	F. B. Quinn
Surveyed by .....	L. S. Baker
.....	H. H. Druebert
.....	R. D. Bernard
Verification Completed by .....	R. W. DerKazarian
Review Addendum by .....	R. W. DerKazarian
	Date: December 12, 1972
Cursory inspection made--survey	K. W. Wellman
processing considered complete .....	April 29, 1978

The verification of this survey has been completed. Soundings, depth curves, and shoreline have been completely inked and junctional soundings transferred.

Shoreline

The shoreline originates with reviewed photogrammetric surveys T-9552 and T-9553, photo dates of 1943, 1952, and 1955, and field inspection of 1949-1950.

Junctions

An adequate junction was effected with H-8378 (1957) on the northwest. A partial butt junction was effected with H-8376 (1957) on the south superseding the demarcated area on the present survey. The remaining portion of the junction between H-8377 and H-8376 was found to be in adequate agreement.

Comparison with Chart 8834, Latest print March 27, 1971

The charted hydrography originates with the present survey after preliminary verification, review, and inspection and with other contemporary junctional surveys.

A comparison between the present survey and the chart reveals no significant differences; however, a few 1- to 2-foot variances between charted depths and present survey depths were noted. In such cases the charted depths are considered superseded by the present survey.

Attention is directed to the 6 fathoms + 2 feet sounding charted in latitude  $56^{\circ}54.85'$ , longitude  $158^{\circ}53.80'$ . It originates with H-8376 (1957) and was charted erroneously. The source document shows a 48-fathom ~~feet~~ sounding (8 fathoms) at the charted position. The chart should be revised accordingly.

Condition of Survey

Completion of verification and inking reveals that the smooth plotting was well done.

The Descriptive Report is complete and comprehensive.

APPROVED:

*for* *R. H. Carstensen*  
Chief  
Marine Surveys Division

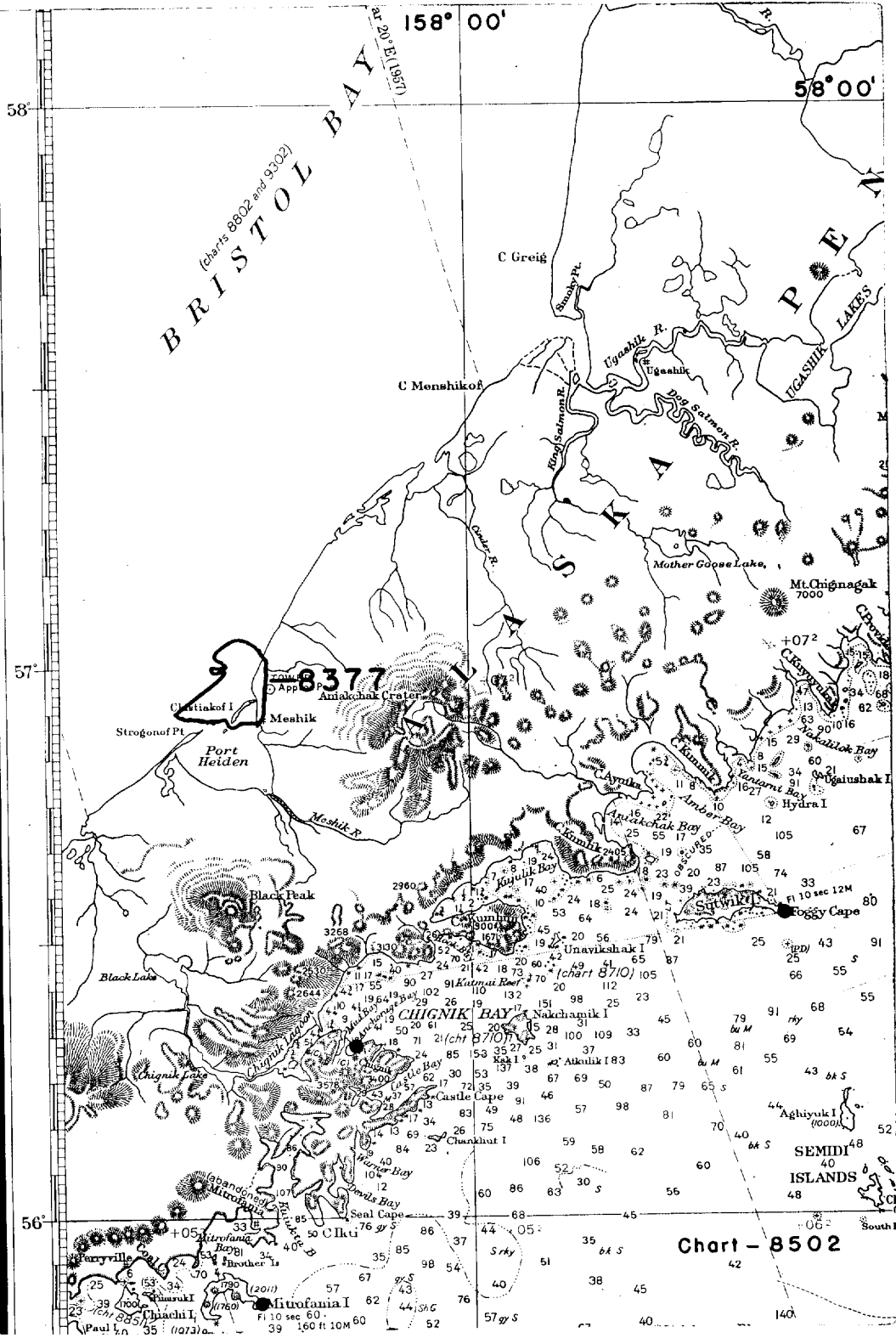


Chart - 8502

# NAUTICAL CHARTS BRANCH

SURVEY NO. H-8377

## Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
			<del>Before</del> After Verification and Review
	16011		
3-1-'61	8802 <del>8802</del>	Z.M. Albert	<del>Before</del> After <sup>Complete</sup> Verification and Review
3-2-'61	9302	Z.M.A.	<del>Before</del> After Verification and Review <sup>Preliminary V&amp;R</sup> via 8802
7/5/63	16343 8834	J.J. Streifler	<del>Before</del> After Verification and Review <sup>Complete application Preliminary V&amp;R</sup>
2/2/71	16343 8834	Charles F. Faber	<del>Before</del> After <sup>Preliminary</sup> Verification and Review and inspection
8/21/74	16343 8834	Steve B. Mastoff	<del>Before</del> After <sup>Preliminary</sup> Verification and Review <sup>consider fully app'd per M. Rogers</sup> Made critical
10/03/74	530(9000)	KAVIS	<del>Before</del> After <sup>Preliminary</sup> Verification and Review + Signature <sup>part</sup> corrections suggested in advance copy of review.
03/11/80	16011 <del>8802</del>	Sager	<del>Before</del> After Verification and Review, inspection & signature thru 8834 (16343) No corrections consider fully applied.
11/30/83	16006	J. Bailly	<del>Before</del> After Verification and Review INSP. + 516.
5/17/84	16343 <del>16340</del> 8802	B. Fernandez	<del>Before</del> After Verification and Review, <sup>Full</sup> INSP. <sup>No corr. App'd. thru Drwg. Aid Proof 16011 # 27</sup>
			Drwg. # 7

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.