

9208

Diag. Cht. No. 8502-2.

9208

| | |
|---------------------------------------------------------------------------------------------------------|---------------------------|
| NOAA FORM 76-35A | |
| U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SURVEY | |
| NOAA Ship FAIRWEATHER DESCRIPTIVE REPORT (HYDROGRAPHIC) OPR-1007 1971 | |
| Type of Survey | HYDROGRAPHIC |
| Field No. | FA-10-2-71 |
| Office No. | H-9208 |
| LOCALITY | |
| State | Alaska |
| General Locality ... | Controller Bay |
| Locality ... | West Side of Kanak Island |
| 1971 | |
| CHIEF OF PARTY | |
| CAPT R. H. Houlder, Commanding | |
| LIBRARY & ARCHIVES | |
| DATE | 6/1/77 |

☆ U.S. GOV. PRINTING OFFICE: 1975-668-353

Area 6
Charts 8513
8500
8502

HYDROGRAPHIC TITLE SHEET

H-9208

INSTRUCTIONS - The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

FIELD NO.

FA-10-2-71

State Alaska

General locality Controller Bay

Locality West Side of Kanak Island

Scale 1:10,000

Date of survey 30 June 71 to 13 July 71

Instructions dated 1 March 1971

Project No. OPR-4877

Vessel Ship FAIRWEATHER, Launches FA-3 and FA-5

Chief of party CAPT R. H. Houlder

Surveyed by LT L.K. Nelson, ENS D.B. McLean, LTJG W.A. Hoyle, ENS F.B. Arbusto, Jr.

Soundings taken by echo sounder, ~~XXXXXXXXXX~~ Raytheon DE-723, Serial Nos. 533 and 559

Graphic record scaled by FAIRWEATHER Personnel

Graphic record checked by FAIRWEATHER Personnel

Positions verified

~~XXXXXXXX~~ by Art Garzelli/Bruce Olmstead

Automated plot by PMC Xynetics Plotter

Soundings

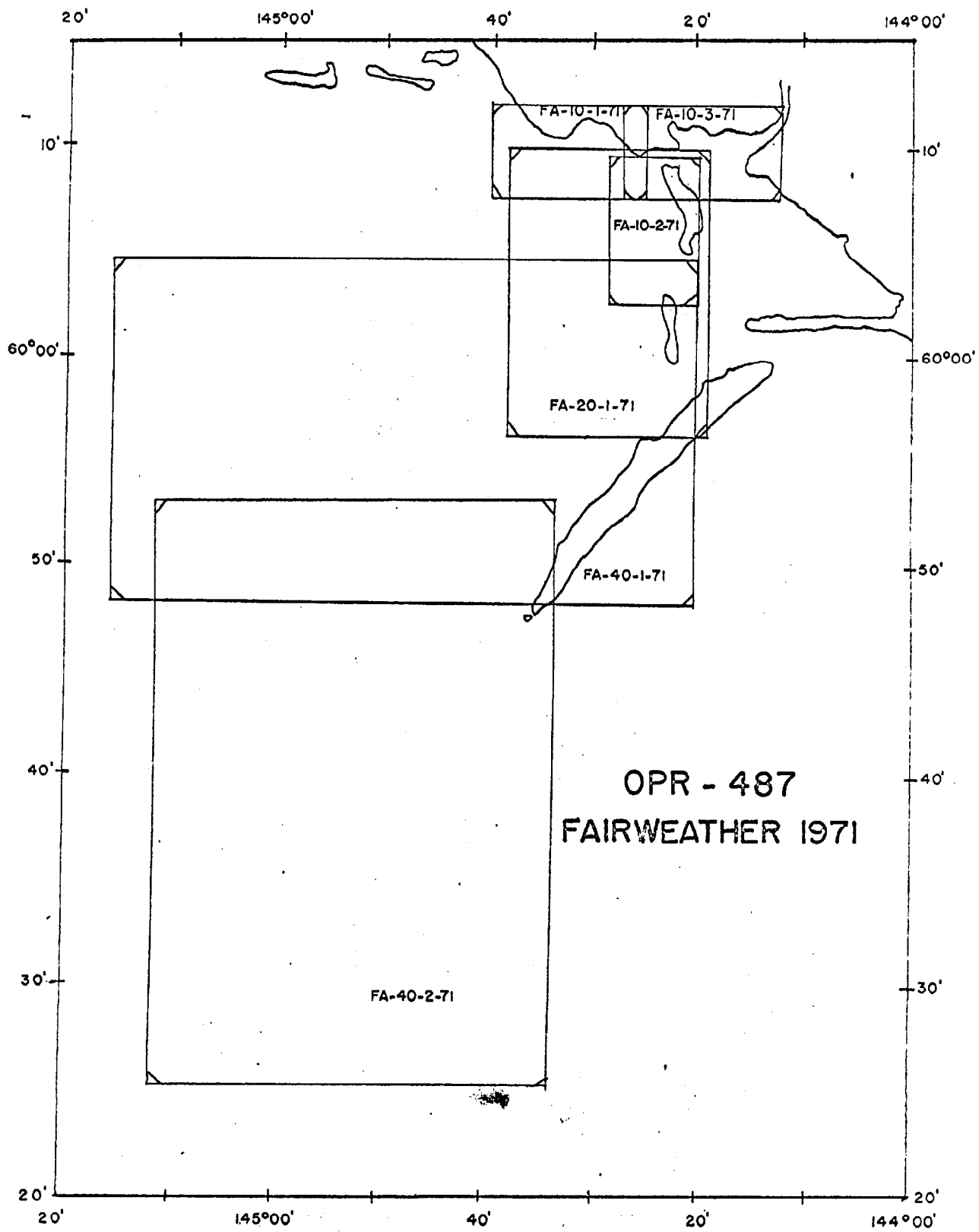
Verification by Art Garzelli/Bruce Olmstead

Soundings in fathoms ~~XXXX~~ at ~~XXXX~~ MLLW

REMARKS:



Applied to stds 6/6/77
CSB



Descriptive Report

to Accompany

Hydrographic Sheet H- 9208 (FA-10-2-71)

Controller Bay, Alaska

Scale 1:10,000

NOAA Ship FAIRWEATHER (MSS-20)

CAPT. R. H. Houlder, Commanding

A. PROJECT

The survey was accomplished under OPR-487 project instructions dated 1 March 1971 and supplement to instructions dated 25 March 1971, amendment to instructions dated 10 May 1971 and amendment to instructions dated 24 May 1971.

B. AREA SURVEYED

This survey was performed in Controller Bay, just west of Kanak Island. The survey area is bounded on the north by latitude 60°09'00" N., on the south by latitude 60°03'00" N., on the west by longitude 144°28'00" W., and on the east by longitude 144°21'00" W. The survey actually accomplished forms a band 0.7 n.m. wide running from 60°07'30" N., 144°23'30" W. to 60°06'00" N., 144°27'30" W. The rest of the survey area remains unsurveyed. Junction was made with prior survey H-2768.

C. SOUNDING VESSELS

Two FAIRWEATHER launches were used to accomplish the work on this sheet, according to the following color codes and position numbers:

| | | |
|------|-------|-------------|
| FA-3 | Green | 2001 - 2338 |
| FA-5 | Red | 6001 - 6037 |

D. SOUNDING EQUIPMENT

Raytheon model DE-723 fathometers, serial numbers 533 and 559 were used on FA-3 and FA-5, respectively.

Velocity corrections were deduced from temperature and salinity data obtained from Nansen casts. Echo corrections were based on daily bar checks. Corrections are tabulated at the end of this report.

Sounding corrections are treated more fully in the Fathometer Report for this project.

E. SMOOTH SHEET

The position and sounding data were recorded, logged for automated processing, and plotted on boat sheets by FAIRWEATHER personnel. The signal list was also prepared by ship personnel, and a signal overlay will be plotted by the Gerber Digital Plotter and verified. The final smooth sheet is to be plotted electronically and verified by personnel at Pacific Marine Center.

F. CONTROL

All hydrography was accomplished using visual control. Signals were established from triangulation stations and from photo-identified points. Photo-located points were transferred from 1:10,000 scale photographs to the Incomplete Manuscript by radial and direct methods, and then directly from the Manuscript to the boatsheet.

A signal list accompanies this report.

G. SHORELINE

Shoreline was transferred directly to the boatsheet from Incomplete Manuscripts TP-00074, TP-00076, and TP-00079.

Field edit of the shoreline is discussed in the Field Edit Report for this project.

H. CROSSLINES

No crosslines were run.

I. JUNCTION

While the boatsheet junctions with FA-10-1-71, the hydrography actually accomplished does not junction with any contemporary survey.

J. COMPARISON WITH PRIOR SURVEY

This survey can be compared with a few lines of prior survey H-2768, 1:20,000, 1905. Discrepancies of one to one and a half fathoms were consistent throughout, the current survey showing the shoaler soundings.

K. COMPARISON WITH THE CHART

The current survey shows soundings shoaler by 1 1/4 to 1 1/2 fathoms than Chart No. 8513, 9th Edition, August 1969, corrected April 17, 1971.

L. ADEQUACY OF THE SURVEY

Due to a lack of time and a great deal of bad weather, only a small portion of the survey area was actually completed. The survey remains incomplete and inadequate for charting purposes.

M. AIDS TO NAVIGATION

One aid to navigation, shown on Chart 8513 as a black and white buoy located at latitude 60°06.5' N. and longitude 144°28.7' W., lies within the survey area. The existence of this buoy was confirmed, but a position on the buoy was not obtained.

N. STATISTICS

| | <u>FA-3</u> | <u>FA-5</u> |
|--------------------------|-------------|-------------|
| Positions | 329 | 32 |
| Sounding line (n.m.) | 40.0 | 3.8 |
| Area Surveyed (sq. n.m.) | 14.2 | 1.4 |
| Bottom Samples | 0 | 0 |

O. MISCELLANEOUS

None.

P. RECOMMENDATIONS

None.

Q. REFERENCES TO REPORTS

1. Season's Report, NOAA Ship FAIRWEATHER, 1971. (To be forwarded).
2. Magnetics Report, OPR-487, NOAA Ship FAIRWEATHER, 1971. (To be forwarded).
3. Field Edit Report, OPR-487, NOAA Ship FAIRWEATHER, 1971. (To be forwarded).
4. Fathometer Report, OPR-487, NOAA Ship FAIRWEATHER, 1971. (To be forwarded).
5. Coast Pilot Report, OPR-487, NOAA Ship FAIRWEATHER, 1971. (To be forwarded).
6. Triangulation Report, OPR-487, NOAA Ship FAIRWEATHER, 1971. (To be forwarded).

Respectfully submitted,

David B. McLean
 David B. McLean
 LTJG, NOAA

Echo Corrections

Controller Bay, Alaska

NOAA Ship FAIRWEATHER (MSS-20)

Captain R. H. Houlder, Comdg.

| SHEET | DATE | CORRECTION (fms) | POSITIONS |
|-------|------|------------------|-----------|
|-------|------|------------------|-----------|

Launch FA-3

| | | | |
|------------|---------|------|-----------|
| FA-10-1-71 | 6-27-71 | +0.3 | 2001-2138 |
| | 6-28-71 | +0.2 | 2139-2220 |
| | 6-29-71 | +0.2 | 2221-2287 |
| | 6-30-71 | +0.2 | 2288-2386 |
| | 7-07-71 | +0.2 | 2387-2486 |
| | 7-08-71 | +0.3 | 2487-2603 |
| | 7-09-71 | +0.3 | 2604-2755 |
| | 7-12-71 | +0.3 | 2756-2936 |
| | 8-09-71 | +0.3 | 2937-3006 |
| | 8-11-71 | +0.3 | 3007-3101 |
| FA-10-2-71 | 7-10-71 | +0.1 | 2001-2239 |
| | 7-13-71 | +0.2 | 2240-2328 |

Launch FA-4

| | | | |
|------------|---------|------|-----------|
| FA-10-1-71 | 6-25-71 | +0.3 | 4001-4115 |
| | 6-26-71 | +0.2 | 4116-4282 |
| | 6-27-71 | +0.2 | 4283-4390 |
| | 6-28-71 | +0.2 | 4392-4512 |
| | 6-29-71 | +0.2 | 4516-4566 |
| | 6-30-71 | +0.3 | 4567-4646 |
| | 7-07-71 | +0.2 | 4647-4806 |
| | 7-08-71 | +0.2 | 4807-4964 |
| | 7-11-71 | +0.2 | 5001-5019 |
| | 8-10-71 | +0.3 | 5026-5097 |

Launch FA-5

| | | | |
|------------|---------|------|-----------|
| FA-10-1-71 | 7-09-71 | +0.2 | 6001-6116 |
| | 7-10-71 | +0.2 | 6117-6330 |
| | 7-11-71 | +0.3 | 6331-6508 |
| | 7-12-71 | +0.2 | 6509-6707 |

TIDE NOTE

Four portable tide gages were installed and operated in connection with ship and launch hydrography during the survey. These were at Martin Island-Katalla Bay, Lat. $60^{\circ}09.9'$ N., Long. $144^{\circ}36.1'$ W.; Kanak Island, Lat. $60^{\circ}06.3'$ N., Long. $144^{\circ}19.3'$ W.; Cape St. Elias, Latitude $59^{\circ}47.8'$ N., Long. $144^{\circ}35.8'$ W.; and Port Etches-Hinchinbrook Island, Lat. $60^{\circ}19.6'$ N., Long. $146^{\circ}34.3'$ W. The gages at Martin Island-Katalla Bay and at Cape St. Elias were Bristol bubbler gages. Hourly heights were scanned and checked by ship's personnel and the data was forwarded to Rockville, Maryland (C33). The gages at Kanak Island and Port Etches-Hinchinbrook Island were Fisher-Porter ADR gages. These marigrams were also forwarded to Rockville for analysis.

Tide reducers applied to ship and launch soundings for boat sheet purposes were obtained from the IBM 1620 at Pacific Marine Center, Seattle, Washington, using Sitka as a reference station and Wingham Island as a substation.

SHEET DATE CORRECTION (ims) POSITIONS

Launch FA-5

| | | | |
|------------|---------|------|-----------|
| FA-10-1-71 | 7-13-71 | +0.1 | 6700-6764 |
| | 8-09-71 | +0.2 | 6765-6846 |
| | 8-10-71 | +0.2 | 6847-6910 |
| | 8-11-71 | +0.2 | 6915-7060 |
| FA-10-2-71 | 8-30-71 | +0.3 | 6001-6037 |

Velocity Corrections

Controller Bay, Alaska

OPR-487 1971

NOAA Ship FAIRWEATHER (MSS-20)

Captain R. H. Houlder, Comdg.

Corrections to be applied to the following sheets:

FA-10-1-71
FA-10-2-71
FA-10-3-71
FA-20-1-71
FA-40-1-71
FA-40-2-71

The following table will be used between the dates of May 26 (146) and June 5 (156) 1971.

(Table 01)

| <u>APPLICABLE DEPTHS</u> (fms) | <u>CORRECTIONS</u> (fms) |
|--------------------------------|--------------------------|
| 0000-1100 | 0.0 |

The following table will be used between the dates of June 10 (161) and August 11 (223) 1971.

(Table 02)

| <u>APPLICABLE DEPTHS</u> (fms) | <u>CORRECTIONS</u> (fms) |
|--------------------------------|--------------------------|
| 0000-0005 | 0.0 |
| 0005-0010 | +0.1 |
| 0010-0025 | +0.2 |
| 0025-0045 | +0.3 |
| 0045-0085 | +0.4 |
| 0085-0100 | +0.6 |
| 0100-0160 | +0.7 |
| 0160-0180 | +0.8 |
| 0180-0200 | +0.9 |
| 0200-0400 | +1.7 |
| 0400-0600 | +3.1 |

APPLICABLE DEPTHS (fms) CORRECTIONS (fms)

| | |
|-----------|-------|
| 0600-0800 | +5.2 |
| 0800-1000 | +8.3 |
| 1000-1200 | +12.2 |

INITIAL CORRECTIONS ✓

| SHEET | VESSEL | POSITIONS | CORRECTIONS (fms) | | |
|------------|---------------------|-------------|-------------------|-----------|------|
| FA-40-2-71 | Ship FAIRWEATHER | 0532-0617 ✓ | -0.2 | | |
| | | 0618-0856 | 0.0 | | |
| | | 0857-0934 | +0.2 | | |
| | | 0935-1013 | -0.3 | | |
| | | 1014-1348 | 0.0 | | |
| | | 1349-1354 | -0.2 | | |
| | | 1355-1367 | 0.0 | | |
| | | 1368-1409 | +0.2 | | |
| | | 1410-1800 | 0.0 | | |
| | | 1801-1818 | -0.2 | | |
| | | 1820-2421 | 0.0 | | |
| FA-20-1-71 | Ship | 0001-0503 | 0.0 | | |
| FA-10-1-71 | FAIRWEATHER FA-3 | 2001-2898 | 0.0 | | |
| | | 2899-2912 | -0.1 | | |
| FA-10-1-71 | FA-4 | 2913-2932 | 0.0 | | |
| | | 2933-2935 | -0.2 | | |
| | | 2936-3101 | 0.0 | | |
| | | 4001-4431 | 0.0 | | |
| | | 4432-4515 | -0.1 | | |
| | | 4516-4646 | 0.0 | | |
| | | 4647-4681 | +0.2 | | |
| | | 4682-4725 | 0.0 | | |
| | | 4726-4755 | +0.1 | | |
| | | 4756-5011 | 0.0 | | |
| | | 5012-5025 | +0.2 | | |
| | | 5026-5027 | 0.0 | | |
| | | 5028-5037 | +0.2 | | |
| | | 5038-5046 | 0.0 | | |
| | | 5047-5050 | +0.2 | | |
| | | 5051-5053 | 0.0 | | |
| | | 5054-5059 | +0.2 | | |
| 5060-5062 | -0.3 | | | | |
| FA-10-1-71 | FA-5 | 5063-5091 | 0.0 | | |
| | | 5092-5094 | -0.2 | | |
| | | 5095-5097 | 0.0 | | |
| | | 6001-6786 | 0.0 | | |
| | | 6787-6789 | -0.2 | | |
| | | 6790-7060 | 0.0 | | |
| | | FA-10-1-71 | Hydro Skiff | 8037-8040 | 0.0 |
| | | | | 8041-8045 | +0.1 |
| | | | | 8021-8023 | 0.0 |
| | | | | 8046-8052 | 0.0 |
| 8053-8057 | -0.1 | | | | |
| 8058-8059 | 0.0 | | | | |
| 8060 | -0.2 | | | | |
| 8061 | 0.0 | | | | |

INITIAL CORRECTIONS

| SHEET | VESSEL | POSITIONS | CORRECTIONS (fms) |
|------------|--------|-----------|-------------------|
| FA-10-1-71 | Hydro | 8079-8080 | 0.0 |
| | Skiff | 8081-8082 | +0.1 |
| | | 8083-8088 | 0.0 |
| | | 8089-8091 | +0.1 |
| | | 8092 | |
| FA-10-2-71 | FA-3 | 2001-2051 | 0.0 |
| | | 2052-2053 | +0.1 |
| | | 2054-2240 | 0.0 |
| FA-10-2-71 | FA-5 | 6001-6037 | 0.0 |
| FA-10-3-61 | Hydro | 6020-6051 | -0.4 |
| | Skiff | 8052-8070 | 0.0 |
| | | 8081-8125 | -0.1 |

SIGNAL LIST: FA-10-2-71

| <u>Signal Number</u> | <u>Latitude</u> (° ' m) | <u>Longitude</u> (° ' m) |
|----------------------|----------------------------|-----------------------------|
| 001 | 60° 12' 0467m | 144° 38' 0615m |
| 002 | 60° 12' 0249m | 144° 38' 0155m |
| 003 | 60° 11' 1389m | 144° 37' 0215m |
| 004 | 60° 11' 0946m | 144° 36' 0533m |
| 005 | 60° 11' 0601m | 144° 36° 0333m |
| 006 | 60° 11' 0205m | 144° 36' 0108m |
| 007 | 60° 10' 1809m | 144° 35' 0619m |
| 008 | 60° 10' 0557m | 144° 35' 0415m |
| 009 | 60° 10' 0351m | 144° 35' 0800m |
| 010 | 60° 10' 0220m | 144° 36' 0189m |
| 011 | 60° 09' 1662m | 144° 36' 0224m |
| 012 | 60° 10' 1798m | 144° 35' 0920m |
| 013 | 60° 10' 0739m | 144° 35' 0136m |
| 014 | 60° 10' 0986m | 144° 35' 0005m |
| 015 | 60° 10' 1343m | 144° 35' 0037m |
| 016 | 60° 11' 0020m | 144° 34' 0528m |
| 017 | 60° 10' 1665m | 144° 33' 0683m |
| 018 | 60° 10' 1371m | 144° 33' 0241m |
| 019 | 60° 10' 1776m | 144° 33' 0239m |
| 020 | 60° 11' 0144m | 144° 32' 0685m |
| 021 | 60° 11' 0538m | 144° 31' 0743m |
| 022 | 60° 11' 1025m | 144° 31' 0244m |
| 023 | 60° 11' 0788m | 144° 30' 0893m |
| 024 | 60° 10' 1829m | 144° 29' 0733m |

SIGNAL LIST: FA-10-2-71 ✓

| <u>Signal Number</u> | <u>Latitude</u> (° ' m) | <u>Longitude</u> (° ' m) |
|----------------------|----------------------------|-----------------------------|
| 025 | 60° 10' 1220m | 144° 28' 0899m |
| 026 | 60° 10' 0115m | 144° 27' 0862m |
| 027 | 60° 09' 1101m | 144° 27' 0126m |
| 028 | 60° 10' 0082m | 144° 25' 0902m |
| 029 | 60° 10' 0144m | 144° 25' 0694m |
| 030 | 60° 10' 0134m | 144° 25' 0147m |
| 031 | 60° 10' 0157m | 144° 24' 0762m |
| 032 | 60° 10' 0469m | 144° 23' 0754m |
| 033 | 60° 10' 0420m | 144° 23' 0086m |
| 034 | 60° 10' 0162m | 144° 21' 0789m |
| 035 | 60° 10' 0762m | 144° 21' 0737m |
| 036 | 60° | 144° |
| 037 | 60° 10' 0980m | 144° 19' 0320m |
| 038 | 60° 10' 1133m | 144° 18' 0379m |
| 039 | 60° 10' 1369m | 144° 17' 0862m |
| 040 | 60° 10' 1425m | 144° 17' 0464m |
| 041 | 60° 10' 1482m | 144° 17' 0025m |
| 042 | 60° 10' 1640m | 144° 16' 0331m |
| 043 | 60° 10' 1528m | 144° 15' 0844m |
| 044 | 60° 10' 1556m | 144° 15' 0190m |
| 045 | 60° 10' 1652m | 144° 14' 0600m |
| 046 | 60° 10' 1684m | 144° 13' 0749m |
| 047 | 60° 10' 1746m | 144° 13' 0474m |
| 048 | 60° 11' 0200m | 144° 12' 0914m |
| 049 | 60° 11' 0553m | 144° 12' 0607m |

SIGNAL LIST: FA-10-2-71 ✓

| <u>Signal Number</u> | <u>Latitude</u> (° ' m) | <u>Longitude</u> (° ' m) |
|----------------------|----------------------------|-----------------------------|
| 050 | 60° 11' 0862m | 144° 12' 0294m |
| 951 | 60° 11' 1204m | 144° 12' 0023m |
| 952 | 60° 11' 1437m | 144° 11' 0840m |
| 953 | 60° 12' 0058m | 144° 11' 0722m |
| 051 | 60° 08' 0801m | 144° 23' 0192m |
| 052 | 60° 08' 0219m | 144° 22' 0645m |
| 053 | 60° 07' 1058m | 144° 21' 0885m |
| 054 | 60° 07' 0285m | 144° 21' 0489m |
| 055 | 60° 06' 1248m | 144° 21' 0139m |
| 056 | 60° 06' 0339m | 144° 20' 0904m |
| 057 | 60° 06' 0324m | 144° 20' 0233m |
| 901 | 60° 09' 1776m | 144° 36' 0412m |
| 002 | 60° 09' 1649m | 144° 36' 0279m |
| 903 | 60° 09' 1558m | 144° 36' 0106m |
| 904 | 60° 09' 1641m | 144° 35' 0877m |
| 905 | 60° 10' 0069m | 144° 35' 0916m |
| 906 | 60° 12' 0052m | 144° 37' 0678m |
| 907 | 60° 11' 1428m | 144° 31' 0162m |
| 908 | 60° 10' 1404m | 144° 30' 0885m |
| 909 | 60° 12' 0048m | 144° 31' 0031m |

-END-

TRANSMITTAL SHEET

FA-10-2-71

H-9208

The field work was examined daily under the supervision of this /
command. The boatsheet was inspected daily for completeness and
additional work is considered necessary west of Kanak Island.



R. H. Houlder
CAPT., NOAA
Commanding Officer
NOAA Ship FAIRWEATHER

GEOGRAPHIC NAMES

H-9208

| Name on Survey | | | | | | | | | | | |
|----------------|---|---|---|---|---|---|---|---|---|--|----|
| | A | B | C | D | E | F | G | H | K | | |
| | | | | | | | | | | | 1 |
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| | | | | | | | | | | | 25 |

HYDROGRAPHIC SURVEY STATISTICS
HYDROGRAPHIC SURVEY NO. H-9208

RECORDS ACCOMPANYING SURVEY: To be completed when survey is registered.

| RECORD DESCRIPTION | AMOUNT | RECORD DESCRIPTION | AMOUNT |
|----------------------------------------|--------|------------------------|--------|
| SMOOTH SHEET plus PNO & Excess Overlay | 1 | BOAT SHEETS (mylar) | 1 |
| DESCRIPTIVE REPORT | 1 | OVERLAYS (Preliminary) | 4 |

| DESCRIPTION | DEPTH RECORDS | HORIZ. CONT. RECORDS | PRINTOUTS | TAPE ROLLS | PUNCHED CARDS | ABSTRACTS/SOURCE DOCUMENTS |
|-------------|---------------|----------------------|----------------------|------------|---------------|----------------------------|
| ENVELOPES | | | 2 (Smooth Printouts) | | | |
| CAHIERS | 1 | | with depth records | | | |
| VOLUMES | 1 | | | | | |
| BOXES | | | | | | |

T-SHEET PRINTS (List)
Incomplete manuscript TP-~~00074~~

SPECIAL REPORTS (List)

OFFICE PROCESSING ACTIVITIES

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

| PROCESSING ACTIVITY | AMOUNTS | | | |
|--------------------------------------------------------------------------|------------------|--------------|-------------|--------|
| | PRE-VERIFICATION | VERIFICATION | REVIEW | TOTALS |
| POSITIONS ON SHEET | | | | 340 |
| POSITIONS CHECKED | | 340 | | |
| POSITIONS REVISED | | 2 | | |
| DEPTH SOUNDINGS REVISED | | 57 | | |
| DEPTH SOUNDINGS ERRONEOUSLY SPACED | | 2 | | |
| SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED | | 0 | | |
| | TIME (MANHOURS) | | | |
| Verification of Control | 1 | 6 | | |
| Verification of Positions | | 51 | | |
| Verification of Soundings | | 17 | | |
| Smooth Sheet Compilation | | 20 | | |
| ALL OTHER WORK | | 12 | | |
| TOTALS | 1 | 106 | | |
| PRE-VERIFICATION BY | BEGINNING DATE | | ENDING DATE | |
| VERIFICATION BY <i>Arthuro Louis Garzelli</i> <i>Bruce Alan Olmstead</i> | BEGINNING DATE | | ENDING DATE | |
| <i>Arthuro Louis Garzelli</i> / <i>Bruce Alan Olmstead</i> | 8/31/73 | | 3/24/77 | |
| REVIEW BY | BEGINNING DATE | | ENDING DATE | |

VERIFIER'S REPORT
HYDROGRAPHIC SURVEY, H 9208

INSTRUCTIONS - This form serves to identify items of a check list in verification together with items which are separately reported to the Reviewer. The form is not to be forwarded to the Reviewer. A report, which is prepared for the Reviewer, should identify items by number and letter and will be filed in the Descriptive Report until the survey is reviewed.

CL - Check List Items: should be checked as having been completed during the verification processes.

R - Report Item: This column refers to those items reported to the reviewer and is used to indicate the items discussed.

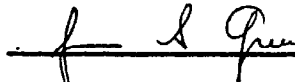
| Part I - DESCRIPTIVE REPORT | CL | R | Part III - JUNCTIONS (Continued) | CL | R |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----|
| <p>Note: The verifier should first read the Descriptive Report for general information and problems.</p> <p>1. The Descriptive Report was consulted, paragraphs checked if found satisfactory, and notations were made in soft black pencil regarding action taken. Remarks Required: -- None</p> | | I | <p>10. Junctions with contemporary surveys were satisfactory except as follows: Remarks Required: -- Consider conditions after adjustments have been made; note adjustments made. Make special notes of Butt junctions and areas which are SUPERSEDED.</p> | | V |
| <p>2. Soundings originating with the survey and mentioned in the Descriptive Report have been verified and checked in soft black pencil, including latitude and longitude, together with position identification. Remarks Required: -- None</p> | X | | <p>Part IV - VOLUMES 11. 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 and exceptions noted in the volumes. Remarks Required: -- None</p> | X | |
| <p>3. All reference to survey sheets mentioned in the Descriptive Report should include registry number and year. Remarks Required: -- None</p> | X | | | | |
| <p>Part II - SHORELINE AND SIGNALS 4. Source of shoreline signals Remarks Required: -- List all surveys</p> <p>a. Give earliest and latest dates of photographs b. Field inspection date c. Field Edit date d. Reviewed-Unreviewed</p> | | II | <p>12. Condition of sounding records was satisfactory except as follows: Remarks Required: -- Mention deficiencies in completeness of notes or actions for the following: (a) rocks (b) line turns (c) position values of beginning and ending of lines (d) bar check or velocity correctors (e) time recording (f) notes or markings on fathograms (g) was reduction of soundings accurately done? (h) was scanning accurate? (i) were peaks at uneven intervals missed? (j) were stamps completed? (k) references to adjacent features</p> | | IV |
| <p>5. The transfer of contemporary topographic information was carefully examined and reconciled with the hydrography. Remarks Required: -- Discuss remaining differences.</p> | | II | | | |
| <p>6. The plotting of all triangulation stations, topographic stations and hydrographic signals has been checked and noted in processing stamp No. 42 on the smooth sheet. Remarks Required: -- None</p> | X | | | | |
| <p>7. Objects on which signals are located and which fall outside of the high-water line have been described on the sheet. Remarks Required: -- List those signals still unidentified.</p> | X | | <p>Part V - MACHINE PLOTTING 13. All positions verified instrumentally were check marked in color in the sounding records, and verifier initialed the processing stamp. Remarks Required: -- None</p> | X | |
| <p>Part III - JUNCTIONS Note: Make a cursory comparison preliminary to inking soundings in area of overlap.</p> <p>8. All junctions of contemporary or overlapping sheets were compared and overlapping curves were made identical. Remarks Required: -- None</p> | X | | | | |
| <p>9. The notation in slanted lettering "JOINS H---- (19)" was added in colored ink for all verified contemporary adjoining or overlapping sheets. Those not verified are shown in pencil. Remarks Required: -- None</p> | X | | <p>15. All detached positions locating critical soundings, rocks, buoys, breakers, obstructions, kelp, etc., were verified and the position numbers are legible. Remarks Required: -- None</p> | X | |

| Part V - PROTRACTING (Continued) | CL | R | Part VIII - AIDS TO NAVIGATION | CL | R |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----|
| 16. The protracting was satisfactory except as follows: Remarks Required: -- Refers to protracting in general except for specific faults repeated often, or faults in control information, which required considerable replotting or adjustments. | X | | 26. All fixed aids located together with those on the contemporary topographic sheets, have been shown on the survey. Remarks Required: -- Conflicts of any nature listed. | X | |
| 17. The protractor has been checked within the last three months. Remarks Required: -- Date of check, type of protractor and number. | X | | 27. All floating aids listed in the Descriptive Report should be verified and checked in soft black pencil, including latitude and longitude and position identification. Remarks Required: -- None | X | |
| Part VI - SOUNDINGS 18. All soundings are clear and legible, and critical soundings are a little larger than adjacent soundings. Remarks Required: -- None | X | | Part IX - BOAT SHEET 28. The boat sheet was constantly compared with the smooth sheet with reference to notes, position of sounding lines and supplemental information. Remarks Required: -- None | X | |
| 19. Sounding line crossings were satisfactory except as follows: Remarks Required: -- Discuss adjustments. | X | | 29. Heights of rocks awash were correctly reduced and compared with topographic information. Remarks Required: -- Note excessive conflicts with topographic information. | X | |
| 20. The spacing of soundings as recorded in the records was closely followed; Remarks Required: -- None | X | | Part X - GENERAL 30. All information on the sheet is shown in accordance with figures 82 and 83 in the Hydrographic Manual (Pub. 20-2). Remarks Required: -- None | X | |
| 21. The scanning, reduction, spacing, plotting of questionable soundings have been verified. Remarks Required: -- None | X | | 31. Unnecessary pencil notes have been removed from the sheet. Remarks Required: -- None | X | |
| 22. The smooth plotting of soundings was satisfactory except as follows: Remarks Required: -- Refer to legibility, errors in spacing, and errors in numbers - but not to errors in scanning. | X | | 32. Degree, minute values and symbols have been checked; also electronic distance arcs have been properly identified and checked on the smooth sheet. Remarks Required: -- None | X | |
| Part VII - CURVES 23. The depth curves have been inspected before inking. Remarks Required: -- By whom was the penciled curves inspected. | X | | 33. The bottom characteristics are adequately shown. Remarks Required: -- None | | IV |
| 24. The low-water line and delineation of shoal areas have been properly shown in accordance with the following: a. From T-Sheet in dotted black lines b. From soundings in orange c. Approximate position of sketched curve is dashed orange d. Approximate position of shoal area not sounded in black dashed Remarks Required: -- None | | III | Part XI - NOTES TO THE REVIEWER 34. Unresolved discrepancies and questionable soundings. | X | |
| 25. Depth curves were satisfactory except as follows: (This statement should not refer to the manner in which the curves were drawn). Remarks Required: -- Indicate areas where curves could not be drawn completely because of lack of soundings. For some inshore areas a general statement is sufficient. | | III | 35. Notation of discrepancies with photogrammetric survey inserted in report of unreviewed photogrammetric survey or on copy. | X | |
| | | | 36. Supplemental information. | | X |
| Verified by <i>Arturo L. Garzelli</i> Arturo L. Garzelli, Cartographic Technician | | | Date <i>Bruce Alan Almstead</i> 3/24/77 | | |

APPROVAL SHEET
FOR
SURVEY H- 9208

- A. All revisions and additions made on the smooth sheet during verification have been entered in the magnetic tape records for this survey. A new final position print-out has been made. A new final sounding print-out has been made.
- B. The verified smooth sheet has been inspected, is complete, and meets the requirements of the Hydrographic Manual. Exceptions are listed in the verifier's report.

Date: 3 May 1977

Signed: 
Title: Chief, Verification Branch

4/16/74

U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Pacific Marine Center

Hourly heights are approved for For 362

Tide Station Used (NOAA Form 77-12): Martin Island
Kanak Island

Period: April 30 - Aug. 15, 1971

HYDROGRAPHIC SHEET: H9208

OPR: 487

Locality: Katalla Bay and Controller Bay

Plane of reference (mean lower low water): Martin Is. 7.3 ft.
Kanak Is. 3.2 ft.

Height of Mean High Water above Plane of Reference is 9.0 ft.

Remarks: Zoning Requirements:

1. $144^{\circ}14'$ - $144^{\circ}20'W$ Zone direct on Kanak Is.
 $60^{\circ}02'$ - $60^{\circ}08'N$
2. $144^{\circ}20'$ - $144^{\circ}40'W$ Zone direct on Martin Is.
 $60^{\circ}02'$ - $60^{\circ}15'N$
During time of gage
malfunction apply range
ratio of 0.95 to Kanak Is.
gage.

James R. Hubbard
for Chief, Tides Branch

SURVEY NUMBER: H09208

TIDE ZONE: 2/2

GAGE NAME: MARTIN IS., ALASKA

Verifier's Copy

YEAR: 71

CORRECTIONS IN: FMS

TIME MERIDIAN: 135W

MLLW: 7.3

TIME SHIFT: 0 MINUTES

RANGE RATIO: 1.000

10900 00 1 08 ✓ 0000 194 0 000000 000000
12900 00 1 09
14900 00 1 10
21000 00 1 11
23400 00 1 12
30700 00 1 13
52400 00 1 13
54600 00 1 12
60600 00 1 11
62400 00 1 10
64000 00 1 09
65700 00 1 08
71300 00 1 07
72900 00 1 06
74500 00 1 05
80200 00 1 04
82000 00 1 03
84000 00 1 02
90400 00 1 01
94500 00 1 00
104000 00 0 01
112500 00 1 00
115200 00 1 01
121300 00 1 02 ✓
123100 00 1 03
124900 00 1 04
130500 00 1 05
132100 00 1 06
133600 00 1 07
135200 00 1 08
140700 00 1 09
142300 00 1 10
143900 00 1 11
145600 00 1 12
151700 00 1 13
154300 00 1 14
162200 00 1 15
173200 00 1 16
181000 00 1 15
183500 00 1 14
185600 00 1 13
191500 00 1 12
193300 00 1 11
195100 00 1 10
200800 00 1 09 ✓



202600 00 1 08
204400 00 1 07
210300 00 1 06
212200 00 1 05
214500 00 1 04

2-25-77

SURVEY NUMBER: H09208
TIDE ZONE: $\sqrt{2}$
GAGE NAME: KANAK IS., ALASKA
YEAR: 71
CORRECTIONS IN: FMS
TIME MERIDIAN: 135W
MLLW: 3.2
TIME SHIFT: 0 MINUTES
RANGE RATIO: .950

Verifier's Copy

Use when Martin Is. Not Avail.

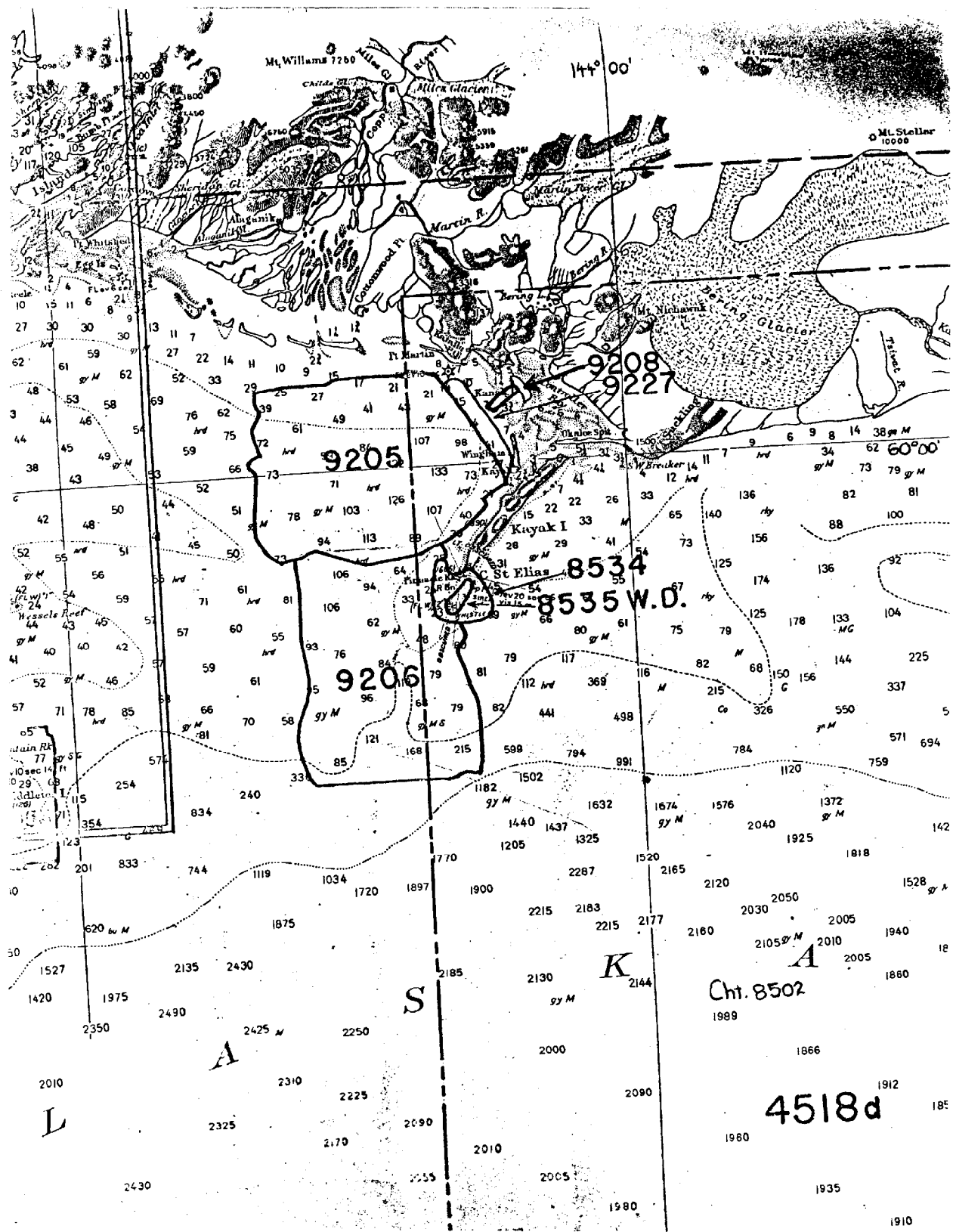
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25900 00 1 07
33800 00 1 08
42100 00 1 09
52800 00 1 10
63200 00 1 11
73200 00 1 10
80900 00 1 09
84200 00 1 08
91200 00 1 07
94000 00 1 06
101400 00 1 05
111300 00 1 04 ✓
122300 00 1 03
131800 00 1 04
135500 00 1 05
142500 00 1 06
145400 00 1 07
152000 00 1 08
154700 00 1 09 ✓
161500 00 1 10 ✓
164600 00 1 11
172200 00 1 12
200700 00 1 13
204000 00 1 12
210900 00 1 11
213500 00 1 10
220000 00 1 09
221700 00 1 08
224000 00 1 07
230000 00 1 06 ← 0.5
231000 00 1 07
231800 00 1 08
232500 00 1 09
233200 00 1 10
233900 00 1 11
234600 00 1 12
235300 00 1 13
100 00 1 14 0000 191 0 000000 000000
1900 00 1 15 ← 1.5
5400 00 1 16
23900 00 1 17
30500 00 1 16
32300 00 1 15

*Records changed as requested
3-7-77 JL*

This is erroneous data

| | | | | |
|--------|----|---|----|--------------------------|
| 33800 | 00 | 1 | 14 | |
| 35200 | 00 | 1 | 13 | |
| 40600 | 00 | 1 | 12 | ✓ |
| 41900 | 00 | 1 | 11 | |
| 43100 | 00 | 1 | 10 | |
| 44300 | 00 | 1 | 09 | |
| 45500 | 00 | 1 | 08 | |
| 50700 | 00 | 1 | 07 | |
| 51900 | 00 | 1 | 06 | |
| 53100 | 00 | 1 | 05 | |
| 54400 | 00 | 1 | 04 | |
| 55700 | 00 | 1 | 03 | |
| 61000 | 00 | 1 | 02 | |
| 62400 | 00 | 1 | 01 | |
| 63900 | 00 | 0 | 00 | |
| 65600 | 00 | 0 | 01 | |
| 71800 | 00 | 0 | 02 | |
| 75300 | 00 | 0 | 03 | |
| 84900 | 00 | 0 | 04 | |
| 93300 | 00 | 0 | 03 | |
| 95900 | 00 | 0 | 02 | |
| 101700 | 00 | 0 | 01 | |
| 103300 | 00 | 0 | 00 | |
| 104800 | 00 | 1 | 01 | |
| 110300 | 00 | 1 | 02 | |
| 111700 | 00 | 1 | 03 | |
| 113200 | 00 | 1 | 04 | |
| 114600 | 00 | 1 | 05 | |
| 120100 | 00 | 1 | 06 | |
| 121600 | 00 | 1 | 07 | |
| 123200 | 00 | 1 | 08 | |
| 124900 | 00 | 1 | 09 | |
| 130700 | 00 | 1 | 10 | |
| 132600 | 00 | 1 | 11 | |
| 134800 | 00 | 1 | 12 | |
| 141800 | 00 | 1 | 13 | |
| 160200 | 00 | 1 | 14 | ✓ |
| 162900 | 00 | 1 | 13 | |
| 165100 | 00 | 1 | 12 | |
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| 174700 | 00 | 1 | 09 | |
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| 205300 | 00 | 1 | 03 | |
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| 220300 | 00 | 1 | 05 |) |
| 221900 | 00 | 1 | 06 | |
| 223800 | 00 | 1 | 07 | |
| 231300 | 00 | 1 | 08 | ✓ |
| 232800 | 00 | 1 | 07 | error |
| 234300 | 00 | 1 | 06 | |
| 2800 | 00 | 1 | 05 | 0000 194 0 000000 000000 |
| 4500 | 00 | 1 | 06 | |
| 10100 | 00 | 1 | 07 | |

| | | | |
|--------|----|---|----|
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| 22700 | 00 | 1 | 11 |
| 25400 | 00 | 1 | 12 |
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| 71600 | 00 | 1 | 07 |
| 73200 | 00 | 1 | 06 |
| 74800 | 00 | 1 | 05 |
| 80500 | 00 | 1 | 04 |
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| 120400 | 00 | 1 | 01 |
| 122400 | 00 | 1 | 02 |
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| 130000 | 00 | 1 | 04 |
| 131700 | 00 | 1 | 05 |
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| 135000 | 00 | 1 | 07 |
| 140600 | 00 | 1 | 08 |
| 142200 | 00 | 1 | 09 |
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| 145700 | 00 | 1 | 11 |
| 151700 | 00 | 1 | 12 |
| 154000 | 00 | 1 | 13 |
| 160900 | 00 | 1 | 14 |
| 165800 | 00 | 1 | 15 |
| 172000 | 00 | 1 | 16 |
| 181000 | 00 | 1 | 15 |
| 183500 | 00 | 1 | 14 |
| 185500 | 00 | 1 | 13 |
| 191500 | 00 | 1 | 12 |
| 193300 | 00 | 1 | 11 |
| 195100 | 00 | 1 | 10 |
| 200800 | 00 | 1 | 09 |
| 202500 | 00 | 1 | 08 |
| 204200 | 00 | 1 | 07 |
| 205900 | 00 | 1 | 06 |
| 211900 | 00 | 1 | 05 |
| 214000 | 00 | 1 | 04 |



PACIFIC MARINE CENTER
VERIFIER'S REPORT

REGISTRY NO: H-9208

FIELD NO: FA-10-2-71

Alaska, Controller Bay, West Side of Kanak Island

SURVEYED: 30 June - 13 July 1971

PROJECT NO: OPR-487

SCALE: 1:10,000

SOUNDINGS: Raytheon DE 723,
Ser. #533 & 559

CONTROL: Visual

Chief of Party.....CAPT R. H. Houlder
Surveyed by.....Ship's Officers
Automated Plot by.....PMC Kynetics Plotter
Verified by.....B. A. Olmstead
A. L. Garzelli
March 24, 1977

I. INTRODUCTION

This survey was conducted in June thru July of 1971 by the NOAA Ship FAIRWEATHER. Operating under Project Instruction OPR-487 dated 1 March 1971 and supplement to instructions dated 25 March 1971, amendment to instructions dated 10 May 1971 and amendment to instructions dated 24 May 1971, this area on the west side of Kanak Island comprises a basic hydrographic survey utilizing visual control. The survey area is bounded on the north by latitude $60^{\circ}09'00''N$, on the south by latitude $60^{\circ}03'00''N$, on the west by longitude $144^{\circ}28'00''W$, and on the east by longitude $144^{\circ}21'00''W$. The survey accomplished forms a band 0.7 mm wide running from $60^{\circ}07'30''N$, $144^{\circ}23'30''W$ to $60^{\circ}06'00''N$, $144^{\circ}27'30''W$. The rest of the survey area remains unsurveyed.

H-9208 is an incomplete Category II survey. Since the areas priority has not merited completion of field work for this project, the available data has been verified. H-9208 (FA-10-2-71) updates an area of relatively no hydrographic information before 1971. With the exception of prior survey, H-2768, dated 1905, no other basic survey of this area have been conducted. The present survey is adequate to supersede the common areas of prior work and charted hydrography except as noted in the comparison section with this report.

II. CONTROL AND SHORELINE

The origin of control is given in Part F of the Descriptive Report and the Horizontal Control Report for OPR-487-FA-71.

The Descriptive Report states that the shoreline originates with incomplete Class III manuscripts TP-~~00074~~, TP-~~00076~~, and TP-~~00079~~. However, only Class III manuscript TP-~~00076~~ was used for this survey. Photography is dated August 1969.

The high and low water lines around Kanak Island and east of Strawberry Point was determined by the field editor by walking the beach and measuring from photo identifiable features. Many areas differ from the photogrammetric mean high water line. The items on the ozalid assigned to the hydrographer for edit remain unedited, as hydrography was not completed in this area. Thus, a Class I manuscript has not been compiled to reflect the hydrographer's changes.

III. HYDROGRAPHY

The bottom configuration was adequately developed with the exception of a few isolated peaks, the determination of least depths was satisfactorily defined. All standard depth curves are complete and accurately delineated except for the MLLW. The supplemental 4 fm curve was used to further delineate the bottom configuration. The verifier could not make a comparative check of depths within the survey due to a lack of crosslines.

IV. CONDITION OF SURVEY AND COMPLIANCE WITH INSTRUCTIONS

The smooth sheet and accompanying overlays, hydrographic records and reports are adequate and conform to the requirements as stated in the Provisional Hydrographic Manual with the exception of:

- a. Raw material from launches #3 and #5 of the FAIRWEATHER are lacking comments of speed and course changes.
- b. Echo correctors were not included in the Descriptive Report. These were extracted from the Fathometer Report by this verifier and xeroxed for insertion.
- c. No crosslines were run.
- d. No bottom samples were taken.
- e. 11 total signals were used on the job. All signals listed were incorporated within the survey. Signal list used for visual control as submitted by the ship was not complete. The additional signals were added from information in the Horizontal Control Report.

This survey is in compliance with the Project Instructions.

V. JUNCTIONS

The Project Instructions stated that H-9208 (FA-10-2-71) would junction with H-9207 (FA-10-1-71), H-9228 (FA-10-3-71) and H-9227 (FA-20-1-71) because H-9207, 9208 and 9228 are incomplete sheets, there are no junctions with any contemporary surveys.

VI. COMPARISON WITH PRIOR SURVEYS

H-2768 (1905) 1:20,000

The depths since the prior survey have generally shoaled 1-1½ fathoms inside the 4 and 5 fathom curve. A sufficient southwest shift of approximate 1800 meters is noticeable in the 4 and 5 fathoms curves. Due to insufficient soundings on the prior survey, no comparison was made of the 1-3 fathom curves.

A shoreline comparison shows a general westerly accretion of 800 meters with the largest accretion at the north end of the island latitude 60°08'30" - 60°09'30"W and longitude 144°23'00" - 144°24'30"W.

One possibility for the depth and shoreline changes since 1905 prior survey is due to the present off the Bering Glacier and river deposits.

The present survey H-9208 (FA-10-2-71) is adequate to supersede all prior survey information within the common area.

VII. COMPARISON WITH CHART

A chart comparison was made with chart 8513, 19th Edition, August 9/69. The chart hydrography originates primarily with the previously discussed prior survey.

The present survey is adequate to supersede the charted hydrography within the common area, except:

- a. Charted tank (collapsed) is not on the Class III and was not mentioned by the field as to its existence. Retain as charted.
- b. Bering River Entrance Mid-Channel Buoy (black and white vertical strips; nun-white reflector) located at latitude 60°06'34"N Longitude 144°28'36"W in the area of the survey was confirmed but a position on the buoy was not obtained. Retain as charted.

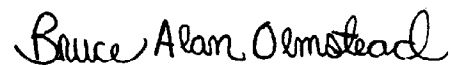
VIII. ADDITIONAL FIELD WORK

The quality of the overall survey is fair. This survey is incomplete and additional field work is necessary. However, if work on this project is to be completed, it is recommended that this entire area be resurveyed because of the variable nature of the bottom.

IX. NOTES TO THE COMPILER

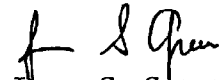
This survey was verified by Arturo Garzelli, Cartographic Technician under the supervision and guidance of Bruce Alan Olmstead.

Respectfully submitted,



Bruce Alan Olmstead
Cartographic Technician
March 24, 1977

Examined and approved,

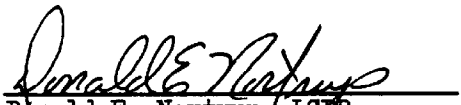


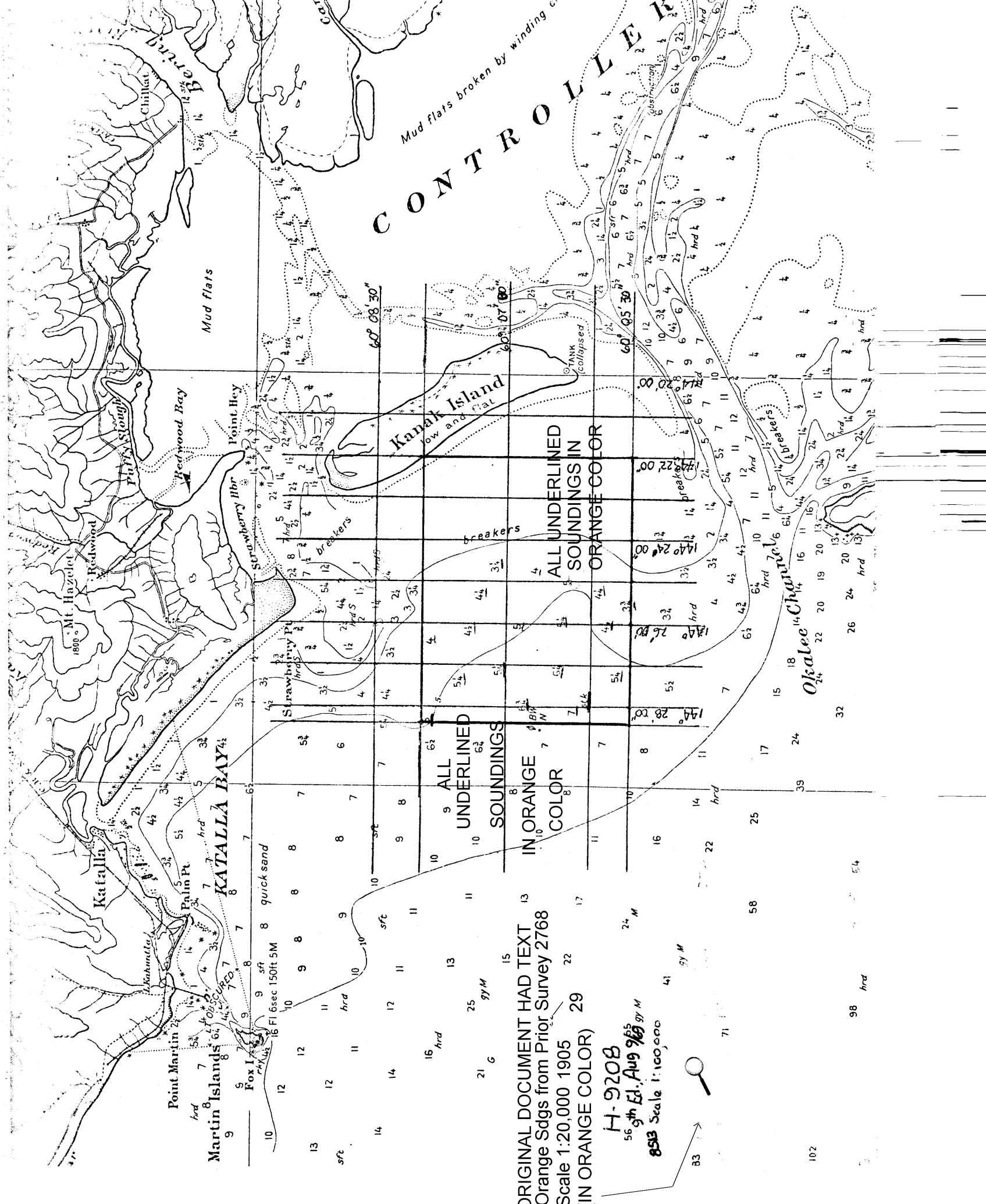
James S. Green
Chief, Verification Branch

APPROVAL FOR SUBMISSION
H-9208

This survey was placed in Category II, verification to be completed on a time available basis, by the Hydrographic Data Evaluation Group in 1975. The survey is incomplete both in hydrography and shoreline delineation. As a result of its HDEG status, this survey has not been examined by the PMC Hydrographic Survey Inspection Team and has not received administrative approval.

Because of the dearth and vintage of prior survey data, it is recommended that this survey, despite its status, be used as a charting source for the area.


Donald E. Nortrup, LCDR
Chief, Processing Division, CPM 3
Pacific Marine Center



CONTROLLED

Mud flats broken by winding ch

Mud flats

Kanak Island
low and flat

ALL UNDERLINED
SOUNDINGS IN
ORANGE COLOR

ALL UNDERLINED
SOUNDINGS
IN ORANGE
COLOR

ORIGINAL DOCUMENT HAD TEXT
Orange Sdgs from Prior Survey 2768
Scale 1:20,000 1905
(IN ORANGE COLOR)

H-9208

56th Ed. Aug 9th 95th gy M

8513 Scale 1:100,000



Stone line SW

3 1/2' Long wt
112' 12'

accretion

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-9208

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 | Full REMARKS |
|-------|---------|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 8513 | 6/7/77 | M.J. Friese | Full Part Before After Verification Review Inspection Signed Via Drawing No. (Category I survey) <i>Examined for critical corrections</i> ^{MISS CORRS} Applied, etc. etc. |
| 8500 | 6/8/77 | Naito | Full Part Before After Verification Review Inspection Signed Via Drawing No. 15 <i>Exam no corr. considered fully applied</i> <i>as class I</i> |
| 8502 | 3/10/78 | Naito | Full Part Before After Verification Review Inspection Signed Via Drawing No. 24 <i>changed 7 to 5 considered</i> <i>fully applied as class I</i> Full Part Before After Verification Review Inspection Signed Via Drawing No. |
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