

9369

Diag. Cht. No. 8556-2

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT (HYDROGRAPHIC)

Type of Survey HYDROGRAPHIC
Field No. RA-20-5-73
Office No. H-9369

LOCALITY

State Alaska
General Locality Afognak Island
Locality Malina Bay

1973

CHIEF OF PARTY
G.E. Haraden

LIBRARY & ARCHIVES

DATE September 20, 1978

9369

Area 6

Charts

16580

16604

16594

16013

HYDROGRAPHIC TITLE SHEET

H-9369

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.

RA-20-5-73

State Alaska

General locality Afognak Island

Locality Malina Bay

Scale 1:20,000

Date of survey ~~6 February 1973~~ 1973

Instructions dated 8 February 1973

Project No. OPR-478

Vessel NOAA Ship RAINIER Launches RA-1, RA-3, RA-4 & RA-6

Chief of party CAPT G.E. Haraden

Surveyed by ENS E.E. Seymour

Soundings taken by echo sounder, ~~XXXXXXXXX~~ Ross 5000 and Raytheon DE-723

Graphic record scaled by Ship's Personnel

Graphic record checked by Ship's Personnel

Positions verified

~~XXXXXX~~ by S.A. Feher

Automated plot by PMC Xynetics Plotter

Soundings

Verification by S.A. Feher

Soundings in fathoms and tenths ~~XXX~~ at ~~MLW~~ MLLW

REMARKS: The Modified Transverse Mercator Projection, Soundings and position numbers on the boatsheet were plotted by the RAINIER'S PDP 8/e Computer and Complot Plotter.

Misc items were removed from the DR and are filed with the field records

Applied to stds 12/18/78
[Signature]

DESCRIPTIVE REPORT
TO ACCOMPANY HYDROGRAPHIC SURVEY

RA - 20 - 5 - 73

H - 9369

SCALE 1:20000

1973

N.O.A.A. SHIP RAINIER

G.E. Haraden

Commanding

A. PROJECT

The survey was conducted in accordance with PROJECT INSTRUCTIONS: OPR-478 - RA - 73, dated 8 February 1973 and Change Number 1, dated 2 March 1973. ✓

B. AREA SURVEYED

The 21.0 square nautical mile area surveyed is centered approximately 2/3 down the northwest side of Afognak Island. The survey is bounded on the north by 58° 17.7'N, on the south by 58° 11.7'N, on the west by 153° 12.2'W, and on the east by 153° 00.0'W. ✓

The survey began on 8 August, and was finished (i.e. work stopped with survey incomplete) on 14 August 1973. (SEE VERIFIERS REPORT)

Prior surveys of this area are:

H - 2973 (1:20000 - 1908)
H - 6681 (1:20000 - 1941)
H - 9201 (1:40000 - 1971)
H - 9306 (1:40000 - 1972)
PSR (1:78900 - 2/25/71)

This area is joined by only one contemporary survey and that is to the north, H - 9291 (RA - 20 - 4 - 73)

C. SOUNDING VESSEL

The soundings were obtained by the four following launches:

Whaleboat RA - 1
Bertram Launch RA - 3
Bertram Launch RA - 4
Uniflite Launch RA - 6 ✓

All bottom samples were obtained by the ship. The soundings along the main scheme lines are shown on the boat-sheet in black ink. The cross-lines and shoreline are shown in red ink. All bottom samples are denoted by green circles.

D. SOUNDING EQUIPMENT

During the operation of the Ross Fathometer, the initial value on the fathogram was maintained near zero through continuous monitoring and periodic adjustment. The fathogram was scanned continuously in the field and compared to the digitized values. Any discrepancy between the digitized value and the scanned fathogram was resolved by correcting the digitized value to agree with the fathogram. ✓

The blanking function was employed to eliminate spurious returns, and the fathometer was internally phased and adjusted so as to have no phase corrections. Phase checks were made daily by setting the Ross switch to "Calibrate Phase Set" and entering a depth in order to assure no change in phasing.

A 0.5 fm. Transducer Correction (TRA) was used on RA-6 and 0.4 fm. TRA was used on RA-3 and RA-4.

Bar checks were taken routinely and the results abstracted.

All applicable corrections were incorporated on a TC/TI (Transducer Correction/Table Indicator) tape for automated processing (see appendix).

Velocity corrections were computed from bar checks, and TDC casts taken on 12 June, 14 June, and 20 June 1973, and a Nansen Cast taken on 13 July 1973.

The sounding equipment operated well with no noteworthy problems. For further information on sounding equipment and corrections, refer to Corrections to Echo Soundings, OPR-478-NOAA Ship RAINIER-1973.

E. SMOOTH SHEET

The smooth sheet will be plotted by the Pacific Marine Center, Electronic Data Processing Division. ✓

The boat-sheet was produced aboard the Ship RAINIER using a Digital Equipment Corporation PDP 8/e computer and the Complot plotter. A Modified Transverse Mercator Projection was used. Fixes from electronic and visual control and soundings were plotted via the Complot plotter on a paper boat-sheet using the PDP 8/e Hydroplot system.

F. CONTROL

Control was accomplished primarily, in all but the four visual cases listed below, by the use of an electronic range/range "Mini Ranger System", built by Motorola Incorporated. The control system consists of two on-shore radio transponders and a receiver/transmitter unit and console which coordinates the interrogation of the shore stations, calculates the ranges to the shore stations, and provides a visual output as well as a binary coded decimal (BCD) output for computer use. The shore stations consisted of a transponder mounted on a tripod and two 12 volt car batteries connected in series to supply 24 volts DC to the transponder. No substandard methods were employed in the usage of this form of control, however, two variations of recommended method were employed. For a discussion of these note Mini Ranger Report, OPR - 478. N.O.A.A. Ship RAINIER, 1973. ✓

Beyond the control listed above, visual control was employed in areas either unsuitable or unadvisable for mini-ranger control. The four areas involved are : RA - 3 (JD222) Pos. #3084 - 3154, RA - 1 (JD223) Pos. #3155 - 3189, Ship RAINIER (JD224) Pos. #2000 - 2013, and Ship RAINIER (JD226) Pos #2014 - 2020. For a list of all mini ranger and visual signals employed, graphic control, and photogrammetric compilations used for transfer of signals, see FIELD EDIT REPORT, OPR - 478, N.O.A.A. Ship RAINIER, 1973.

G. SHORELINE

Shoreline details were taken from manuscripts TP - 00293, TP - 00294, and TP - 00295. In general, the shoreline as described on the manuscripts is accurate. A partial field edit of 6.00 miles of shoreline revealed no additions. A hydrographic shoreline of 10.0 miles was completed around a major section of Malina Bay and was plotted in red ink. Note Section H. Crosslines for further discussion. ✓

H. CROSSLINES

Crosslines on sheet RA - 20 - 5 - 73 amounted to 8.8% of the main scheme lines run. In general, the crosslines are excellent, agreeing within one fathom. However, it will be noted that the shoreline of earlier mention does seem to conflict with main scheme lines at times. This is due to an extremely rocky and uneven coastline of many varied depths. Crosslines are plotted with red ink on the boat-sheet. ✓

I. JUNCTIONS

The survey area is junctioned on the north by contemporary survey H - 9291 (RA - 20 - 4 - 73) scale 1:20000, 1973, and by prior survey H - 9201, scale 1:40000, 1971. It is junctioned on the ^{West} east by prior survey H - 9306, 1:40000, 1962 and by H - 6681, 1:20000, 1941. Soundings which junction from these surveys agree with RA - 20 - 5 - 73 with no displacement of the depth curves. These comparisons are considered adequate and no adjustments are deemed necessary. ✓

J. COMPARISONS WITH PRIOR SURVEYS

There are three presurvey review items, one of which was verified, the others have yet to be checked. The P.S.R., D.R.E. 2/25/71, at latitude $58^{\circ} 13.2'N$ and longitude $153^{\circ} 03.2'W$ was verified with a least depth of 46 fathoms. It is already charted as 48 fathoms but it should be moved 0.1' of longitude due east and recorded as 46⁰ fathoms (+ or - a correction). The two P.S.R. items that have yet to be checked and verified are at $58^{\circ} 11.5'N/ 153^{\circ} 00.3'W$ and $58^{\circ} 10.3'N/ 152^{\circ} 54.7'W$. Chart present survey least depth of 40 fathoms in the vicinity ✓

There has been one prior survey of the area, H - 2973, 1:20000, 1908. Generally, this survey agrees with RA - 20 - 5 - 73 with no major discrepancies being noted. There are no features which should be deleted from the charts on the basis of this survey. (SEE VERIFIERS REPORT)

K. COMPARISON WITH THE CHARTS

This survey was compared to the largest scale chart of the area, number 8533, 5th Ed. April 21, 1973. There are no charted features listed as "reported," "ED," or "PD" and in general the comparison showed the chart agreed very well. There are certain areas of note, however, involving the alteration of several depth curves. These are: 58° 12.4'N/ 153° 04.4'W of ~~12~~²⁷ fathoms and 58° 12.75'N/ 153° 03.8'W of ~~20~~²⁷ fathoms. There were no newly found dangers to navigation discovered by this survey.

L. ADEQUACY OF SURVEY

This survey is not complete, thus inadequate to supersede prior surveys for charting. The area of the survey east of longitude 153° 00.0'W and south of latitude 58° 12.2'N has yet to be done. Field edit of the south shore of Malina Bay, the shoreline between Cape Paramanof and Tanaak Cape, as well as the above described area has yet to be completed. (SEE VERIFIERS REPORT)

M. AIDS TO NAVIGATION

There are no official or unofficial aids to navigation in the survey area.

N. STATISTICS

The sheet RA - 20 - 5 - 73 contains 202.9 nautical miles of sounding lines and approximately 21.0 square miles of surveyed area. The total number of positions is 920. Twenty-one bottom samples were taken and are included in the above total. The total of positions and miles of hydrography run by each vessel follows:

<u>Vessel</u>	<u>Positions</u>	<u>Nautical Miles</u>
RA - 6	662	160.8
RA - 4	47	13.3
RA - 3	155	24.5
RA - 1	35	4.3
Ship RAINIER	21	Bottom Samples

O. DATA PROCESSING

Launches RA - 6 and RA - 3 were equipped with a N.O.S. Hydrolog System while RA - 4 employed the standard method of data collection with a manual data logger being used on-time in place of a sounding volume. Vessels RA - 1 and the Ship RAINIER used a sounding volume for data collection.

The data from RA - 6 and RA - 3 was recorded in master tape format using the on-line Hydrolog system controlled by program AM170. The data collected by RA - 4 was later converted to Hydroplot/Hydrolog master tape format using program AM331. The vessels RA - 1 and the Ship RAINIER converted their data from sounding volume to logger and then followed the procedure used by RA - 4.

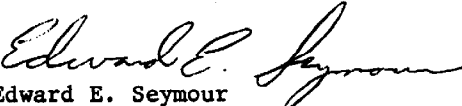
Corrector tapes were prepared using the standard Hydroplot/Hydrolog format for all peaks, deeps, sounding and control changes. Separate master tapes and corrector tapes were prepared for each day. Standard formats, as specified in the INSTRUCTION MANUAL, Automated Hydrographic Surveys, were used for the TC/TI and Velocity Correction Tapes. NOTE: TRA Corrector values and velocity table numbers shown on the Hydroplot/Hydrolog tapes are to be ignored for processing at PMC. The correct data is listed on the TC/TI tape.

P. RECOMMENDATIONS

No recommendations beyond the completion of the areas specified in Section L.

Q. REFERENCES

- 1.) Sounding Corrections Report, OPR - 478, NOAA Ship RAINIER, 1973.
- 2.) Mini Ranger Report, OPR - 478, NOAA Ship RAINIER, 1973.
- 3.) Field Edit Report, OPR - 478, NOAA Ship RAINIER, 1973.


Edward E. Seymour
Ensign, NOAA

TIDE NOTE

RA - 20 - 5 - 73

It is recommended that the tide station at Malina Bay, Alaska (latitude 58° 11' 39" N and longitude 152° 59' 19" W) be used to control the soundings on this survey. Hourly heights will be furnished to the PMC Processing Division by the Ship RAINIER. Reduction to MLLW, missing tidal data, and copies of the marigrams will be furnished by the Tides Division, Rockville. Hourly heights are complete for this sheet.

Predicted tides for boat-sheet control were obtained from the Tide Tables, 1973, West Coast of North and South America using the Malina Bay station. The tides were machine generated, and applied directly to the data when plotted by the computer.

ABSTRACT OF CORRECTIONS TO ECHO SOUNDINGS

VELOCITY CORRECTION TAPE LISTING

RA-10-5-72

RA-20-3-73

VESSEL: 2123

TIME PERIOD: 7 JUNE- 17 JUNE 1973

TABLE: 0001

000120 0 0000 0001 000 000000 000000
000950 0 0001

VELOCITY CORRECTION TAPE LISTING

RA-20-3-73

RA-20-4-73

VESSEL: 2126

TIME PERIOD: 7 JUNE- 17 JUNE 1973

TABLE: 0002

000120 0 0000 0002 000 000000 000000
000950 0 0001

VELOCITY CORRECTION TAPE LISTING

RA-10-5-72

RA-20-4-73

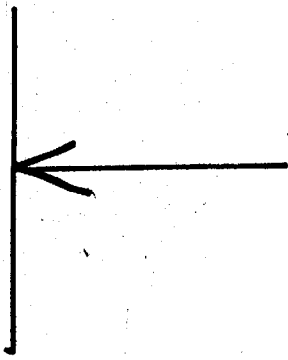
RA-20-5-73

VESSEL: 2121

TIME PERIOD: 18 JUNE- 15 AUGUST 1973

TABLE: 0003

000069 0 0000 0003 000 000000 000000
000800 0 0001



VELOCITY CORRECTION TAPE LISTING

RA-20-3-73

RA-20-4-73

VESSEL: 2123

TIME PERIOD: 18 JUNE- 2 JULY 1973

TABLE: 0004

000062 0 0000 0004 000 000000 000000
000800 0 0001

VELOCITY CORRECTION TAPE LISTING

RA-20-3-73

RA-20-4-73

VESSEL: 2124

TIME PERIOD: 18 JUNE- 2 JULY 1973

TABLE: 0005

000060 0 0000 0005 000 000000 000000
000600 0 0001

VELOCITY CORRECTION TAPE LISTING

RA-20-3-73

RA-20-4-73

VESSEL: 2126

TIME PERIOD: 18 JUNE- 2 JULY 1973

TABLE: 0006

000060⁶ 0 0000 000⁶ 000 000000 000000
000~~000~~ 0 0001
000

O.K. ON TAPE.

VELOCITY CORRECTION TAPE LISTING

RA-20-4-73

VESSEL: 2121

TIME PERIOD: 3 JULY- 26 JULY 1973

TABLE: 0007

000060 0 0000 0007 000 000000 000000
000347 0 0001
001000 0 0002
001400 0 0003

VELOCITY CORRECTION TAPE LISTING

RA-20-4-73

VESSEL: 2123

TIME PERIOD: 3 JULY- 20 JULY 1973

TABLE: 0008

000060 0 0000 0008 000 000000 000000
000347 0 0001
001000 0 0002
001400 0 0003

VELOCITY CORRECTION TAPE LISTING

VESEL: 2124
TIME PERIOD: 3 JULY- 20 JULY 1973
TABLE: 0009

000055 0 0000 0009 000 000000 000000
000326 0 0001
001000 0 0002
001400 0 0003

VELOCITY CORRECTION TAPE LISTING

RA-20-4-73
VESSEL: 2123
TIME PERIOD: 21 JULY- 28 JULY 1973
TABLE: 0010

000040 0 0000 0010 000 000000 000000
000170 0 0001
000653 0 0002

VELOCITY CORRECTION TAPE LISTING

RA-20-4-73
VESSEL: 2124
21 JULY- 28 JULY 1973
TABLE: 0011

000040 0 0000 0011 000 000000 000000
000170 0 0001
000653 0 0002

VELOCITY CORRECTON TAPE LISTING

RA-20-3-73
RA-20-4-73
29 JULY- 14 AUGUST 1973
VESSEL: 2123
TABLE: 0012

000036 0 0000 0012 000 000000 000000
000157 0 0001
000339 0 0002
000591 0 0003
000900 0 0004

VELOCITY CORRECTION TAPE LISTING

RA-20-3-73

RA-20-4-73

VESSEL: 2124

TIME PERIOD: 29 JULY- 14 AUGUST 1973

TABLE: 0013

000036 0 0000 0013 000 000000 000000
000157 0 0001
000339 0 0002
000591 0 0003
000900 0 0004

VELOCITY CORRECTION TAPE LISTING

RA-20-5-73

VESSEL: 2123

TIME PERIOD: 8 AUGUST- 14 AUGUST 1973

TABLE: 0014

000040 0 0000 0014 000 000000 000000
000116 0 0001
000224 0 0002
000393 0 0003
000680 0 0004
001010 0 0005

VELOCITY CORRECTION TAPE LISTING

RA-20-5-73

VESSEL: 2126

TIME PERIOD: 8 AUGUST- 14 AUGUST 1973

TABLE: 0015

000040 0 0000 0015 000 000000 000000
000116 0 0001
000224 0 0002
000393 0 0003
000680 0 0004
001010 0 0005

ASCII SIGNAL TAPE LISTING FOR RA-20-5-73

230	58 18 2123	153 02 3413
236	58 15 1894	153 05 5769
237	58 12 0507	153 05 0214
238	58 12 0436	153 05 2449
239	58 12 0721	153 05 5161
	58 12 1283	153 06 2253
241	58 13 0323	153 10 2542
242	58 13 5873	153 02 5886
688	58 15 4076	153 06 0509
689	58 15 5226	153 05 4261
690	58 16 0142	153 05 3110
691	58 16 1707	153 05 1343
692	58 16 2046	153 05 0797
	58 16 3174	153 04 3514
	58 16 3801	153 04 1147
695	58 16 4974	153 04 0626
696	58 16 5889	153 03 5643
697	58 17 1448	153 03 4289
698	58 17 2395	153 03 4302
699	58 17 3853	153 03 3123
700	58 17 4777	153 03 0601
	58 17 5511	153 02 4062
702	58 18 0734	153 02 4132
703	58 18 1348	153 02 4297
728	58 11 5721	153 00 5489
730	58 11 5743	153 00 1952
731	58 12 0433	153 00 0429
732	58 12 4515	153 00 0967
733	58 12 5705	153 00 0233
734	58 12 5346	152 59 4242
735	58 13 2498	153 00 5133
736	58 13 4506	153 01 5316

INDEX TO SURVEY SHEET AND SKETCH OF MINI-RANGER STATION LOCATIONS

APPROVAL SHEET

RA - 20 - 5 - 73, H-9369

Malina Bay, Alaska, 1973

In producing this sheet, standard procedures were observed in accordance with the Hydrographic Manual, PMC OORDER, and the Instruction Manual for Automated Hydrographic Surveys. The data was examined daily during the execution of the survey.

The data on the boat-sheets and the accompanying records have been examined by me. The survey is incomplete but that which has been accomplished is considered adequate for the area covered.

K. William Jeffers
K. William Jeffers
Cdr., NOAA

11/1/74

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 Form 362

Tide Station Used (NOAA Form 77-12): Malina Bay
Foul Bay

Period: May 20 - August 15, 1973

HYDROGRAPHIC SHEET: H9369

OPR: 478

Locality: Shelikop Strait, Southwest Alaska

Plane of reference (mean lower low water): 7.7 ft. (Malina Bay)
11.0 ft. (Foul Bay)

Height of Mean High Water above Plane of Reference is 13.2 ft.

Remarks: Zone direct on either gage.

James R. Hulford
Chief, Tides Branch

REGISTRY NO. _____

The Computer and Excess Sounding Cards for this survey have not been corrected to reflect the changes made to the Computer Card and Excess Card Printouts at this time of the review.

When the cards have been updated to reflect the final results of the survey, the following shall be completed:

CARDS CORRECTED

DATE _____ TIME REQUIRED _____ INITIALS _____

REMARKS:

REGISTRY NO. H-9369

The magnetic tape containing the data for this survey has not been corrected to reflect the changes made during evaluation and review.

When the magnetic tape has been updated to reflect the final results of the survey, the following shall be completed:

MAGNETIC TAPE CORRECTED

DATE _____ TIME REQUIRED _____ INITIALS _____

REMARKS:

PACIFIC MARINE CENTER
VERIFIER'S REPORT

REGISTRY NO: H-9369

FIELD NO: RA-20-5-73

Alaska, Afognak Island, Malina Bay

SURVEYED: August 8 - August 14, 1973

SCALE: 1:20,000

PROJECT NO: OPR-478

SOUNDINGS: Ross Fineline Fathometer

CONTROL: Range-Range/Mini-Ranger

Chief of Party.....CAPT G.E. Haraden
Surveyed by.....E.E. Seymour, ENS
Automated plot by.....PMC Xynetics Plotter
Verified by.....S.A. Feher
June 20, 1978

I. INTRODUCTION

H-9369 (RA-20-5-73) is a basic hydrographic survey of Malina Bay, Afognak Island, Alaska, conducted by the RAINIER during August 1973. This survey was not completed during the 1973 field season, the inner bay area was surveyed in the 1977 field season. The 1977 work was assigned its own registry number, H-9684. It was also determined that the area was more appropriate for a 1:10,000 survey.

This survey is based on Mini-Ranger range-range with the Mini-Ranger stations coordinates determined by photogrammetric methods (photo identified, transferred to a source then scaled). The PMC OORDER has been since revised to require third order accuracies for electronic control stations.

II. CONTROL AND SHORELINE

Control for this survey is adequately covered in Section F of the Ship's Report and the OPR-478-RA-73, Mini-Ranger Report. As noted previously, the hydrographic control points were located by photogrammetric/graphic methods, this method no longer in use.

The shoreline and its features were compiled from Class I Unreviewed Photogrammetric Manuscripts TP-293, TP-294 and TP-295. Photography was flown in August 1971 and field edit was accomplished in May 1977. (See Q.C. Report-item 1) Aug. 1973 and

III. HYDROGRAPHY

Crosslines agree with the main scheme hydrography very well, generally within a fathom. The basic hydrography is adequate to delineate the bottom configuration and determine least depths. The construction of depth curves on the smooth sheet is complete.

IV. CONDITION OF SURVEY

The hydrographic records, overlays, smooth sheet and reports are adequate and conform to the requirements of the Hydrographic Manual.

V. JUNCTIONS

(See Q.C. Report-item 3)

An adequate junction was effected to the west with prior surveys H-9306, 1:40,000 (1972) and H-6681, 1:20,000 (1941), notes are inked accordingly. A shoal sounding of 19 fathom was transferred from prior adjoining survey H-6681, 1:20,000 (1941) at 58°13'53"N Lat. and 153°11'06"W Long. This shoal sounding was not disapproved; therefore, it has been carried forward. An adjustment of depth curves will have to be made on H-6681.

At the north section of the sheet, junction was made with prior surveys H-9201, 1:40,000 (1971) and contemporary H-9291, 1:20,000 (1973), depth curves and notes inked accordingly.

The area north of Lat. 58°17'N between 153°03'36"W and 153°07'00"W Long. is covered and plotted on H-9291, 1:20,000 (1973) survey sheet.

The junction to the south with H-9684 (1977) was accomplished, depth curves and notes inked accordingly. The development and junction extended into H-9369 (1973) and was carried out at a scale of 1:10,000. Depth curves fit well with the exception of one development at north Lat. 58°12.3' and Long. 153°02.0'. Here, shoal soundings were transferred from H-9684 (1977) to supplement this development. The bottom configuration was depicted as closely as possible by the data that was available from both surveys. (See Q.C. Report-item 4)

VI. COMPARISON WITH PRIOR SURVEYS

A. H-2973, 1:20,000 (1908)

The comparison with this survey indicated relatively good agreement for the age and datum differences, generally within two fathoms. H-9369 is adequate to supersede H-2973 for the area of common coverage. (See Q.C. Report-item 5)

B. H-2980, 1:200,000 (1908)

Because of the large scale difference and age and datum differences, a detailed comparison with H-2980 is not practical. H-9369 is adequate to supersede H-2980 for the area of common coverage.

Presurvey Review Item: A 43-fathom sounding at 58°13'20", 153°03'23" ^{on the survey} and a least depth of 40 fathoms at 58°13'07", 153°03'05" south of the 46 fathom note ^{in the Descriptive Report, Section J.}

The two PSR items that ^{referred to} ^{are} listed in Section J of the Ship's Report, were disposed on H-9684 (1977) survey and described in that Ship's Report.

VII. COMPARISON WITH CHARTS

A. Hydrography

This survey was compared with Chart 8533, 5th Edition, April 21, 1973. The charted hydrography for the area of this survey originates from the previously discussed prior surveys. Enclosed is a copy from the chart with underlined soundings identifying the originating prior surveys (H-2473 and H-2980)*. The source of some south shore rocks on ~~TP-00249~~ the chart could not be identified. Recommend chart compiler check ^{the} sources of ^{the} rocks.

*Copy removed during Q.C. inspection

H-9369 is adequate to supersede the charted hydrography for its area of coverage.

B. (See Q.C. Report - item 6)

VIII. COMPLIANCE WITH PROJECT INSTRUCTIONS

This survey adequately complies with Project Instructions, dated 8 February 1973 and Change No. 1, thereto, dated 2 March 1973.

IX. ADDITIONAL FIELD WORK

As additional field work completing the unsurveyed area and accomplishing the field edit of the photo manuscripts has been accomplished during the 1977 field season, no additional work is recommended. This is a good basic hydrographic survey.

Respectfully submitted,

Sandor A. Feher

Sandor A. Feher
Cartographic Technician
June 20, 1978


Examined and approved,

James S. Green
Chief, Verification Branch

APPROVAL SHEET
FOR
SURVEY H- 9369

- 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: 8/15/78

Signed: 
Title: Chief, Verification Branch



**U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration**

Pacific Marine Center
1801 Fairview Ave. E.
Seattle, WA 98102

DATE : 11 September 1978
TO : Eugene A. Taylor
Director, PMC
FROM : *Glen R. Schaefer*
Glen R. Schaefer
Chief, Processing Division

SUBJECT: PMC Hydrographic Inspection Team Report for Survey H-9369

This survey is a basic hydrographic survey of Malina Bay, Afognak Island, Alaska. This survey was conducted by NOAA Ship RAINIER in 1973 in accordance with Project Instructions dated 8 February 1973 and Change No. 1 dated 2 March 1973.

The inspection team finds H-9369 to be a very good basic survey adequate to supersede common areas of prior surveys and charted hydrography. Administrative approval is recommended.

Glen R. Schaefer
Glen R. Schaefer

David B. MacFarland Jr.
David B. MacFarland, Jr.

James W. Steensland
James W. Steensland


Arnold E. Eichelberger
Arnold E. Eichelberger



ADMINISTRATIVE APPROVAL

H-9369

The smooth sheet and reports of this survey have been examined and the survey is adequate for charting and to supersede common areas of prior surveys.



Eugene A. Taylor, RADM
Director
Pacific Marine Center

11 Sept. 1978

Date



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Rockville, Md. 20852

C352/KWW

October 27, 1978

A. J. Patrick
TO: A. J. Patrick
Chief, Marine Surveys Division

THRU: Chief, Quality Control Branch

FROM: K. W. Wellman *K. W. Wellman*
Quality Evaluator

SUBJECT: Quality Control Report for H-9369 (1973), Alaska, Afognak
Island, Malina Bay

A quality control inspection of H-9369 was accomplished to monitor the survey for obvious deficiencies with respect to data acquisition, delineation of the bottom, determination of least depths and navigation hazards, junctions, shoreline transfer, decisions and actions by the verifier, and cartographic presentation of data.

In general, the present survey was found to conform to National Ocean Survey standards and requirements except as discussed in the Verifier's Report, the HIT Report, and as follows:

1. Some elevations of rocks on the smooth sheet were either omitted, displaced, or at variance with the T-sheet values. Such elevations were revised as necessary during quality control inspection. In addition, some segments of shoreline were not carefully transferred from the T-sheet during verification and are therefore slightly displaced.

Section II of the Verifier's Report is supplemented by the following:

Some rock elevations on the smooth sheet are at variance with the corresponding elevation shown on TP-00294. In such cases the elevations shown on the present survey take precedence.

The mean high water line is shown for guidance only. The true position is shown on the topographic surveys referenced above.

2. The geographic name "Steep Cape" was penciled on the smooth sheet in the wrong position. The proper position of the feature falls beyond the limits of the present survey development. The name, therefore, was deleted from the List of Geographic Names and the smooth sheet during quality control inspection.



3. Reference section V of the Verifier's Report:

The comments pertaining to the junctions with H-9306 and H-9201 are considered misleading. In order to consider a junction complete, it is necessary to reconcile the affected depth curves and to ink the junctional notes. Completion of the required procedures was not accomplished during verification. In addition, the referenced section of the Verifier's Report should have included comments pertaining to the additional work necessary to complete the junctions. (See the memorandum dated March 21, 1977, from the Office of Marine Surveys and Maps entitled "Verifier's Report Format.") Necessary lettering and reconciliation of depth curves were completed during quality control inspection.

4. Reference section V of the Verifier's Report:

The depth curves in the junctional area between the present survey and H-9684 were not in coincidence. This necessitated extensive revisions of the junctional depth curves during quality control inspection in order to effect an adequate junction between the present survey and H-9684.

Section V of the Verifier's Report is supplemented by the following:

The junctional depth curves in the area of the shoal and along the shoreline in the respective vicinities of latitude 58°12.35', longitude 153°02.00' and latitude 58°12.40', longitude 153°00.00' could not be readily brought into coincidence due to the density of development in the areas and the 2:1 scale difference between the present survey and adjoining survey H-9684 (1977). In utilizing the referenced surveys, the larger scale and more completely developed adjoining survey (H-9684) should take precedence.

5. Section VI-A of the Verifier's Report is supplemented by the following:

One shoal sounding and several rocks awash have been appropriately carried forward to supplement the present survey. With these additions, H-9369 is adequate to

6. Reference section VII of the Verifier's Report:

The "Comparison with Chart" section of the Verifier's Report should be subdivided into three sections; i.e., A Hydrography, B Controlling Depths, and C Aids to Navigation. It is customary to omit any reference to controlling depths when there are no maintained channels charted within the survey area. It is also customary to include suitable comments pertaining to charted or uncharted aids to navigation within the survey area. The Controlling Depths section of the Verifier's Report was appropriately omitted; however, suitable comments pertaining to Aids to

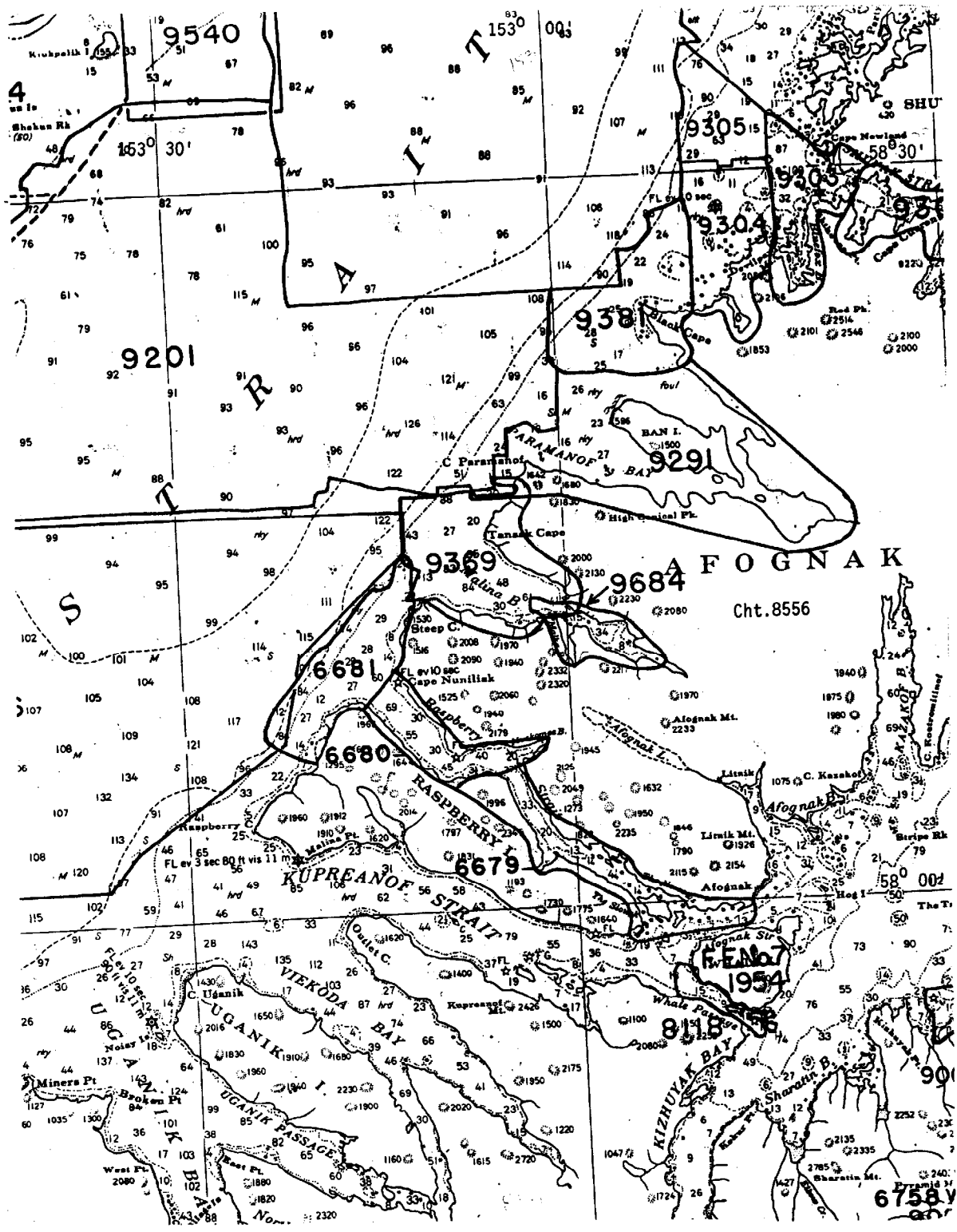
Navigation should have been included in the referenced section of the Verifier's Report.

Section VII of the Verifier's Report is supplemented by the following:

B. Aids to Navigation

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

cc:
C35
C351



6758 y

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. 9369

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
16594	12-19-78	Charles S. Fuchs	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>Examined For critical corrections only - none applied.</i>
16604	3-6-79	R. S. House	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>13 Examined for critical corr. only - No Corr QC</i>
16604	8/1/79	Naitok	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>13 appld critical corr only QC</i>
16013	2/5/80	J. Bailey	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>Revised sndg "30" to "12"; moved sndg "30"</i>
16594	11/4/80	Naitok	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>15</i> <i>QL</i>
16604	12-8-82	Sager	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>14 Applied Thru Chart 16594 in common area and directly.</i>
16013	8-8-97	William H. ...	Full Part Before After Verification Review Inspection Signed Via Drawing No. <i>#30 FULLY APPLIED THRU 16594</i>
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