

6901a-b-c

MAR 13 1943

Diag. Cht. No. 8252-Z

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. N-D 1942 N-E 1942 N-F 1942 Office No. T6901 a,b,c

LOCALITY

State Alaska

General locality Baranof Island

Locality Port Armstrong

194 2

CHIEF OF PARTY

Charles Pierce

LIBRARY & ARCHIVES

DATE March 15, 1943

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

REG. NO.

T6901 a,b,c.

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

Field No. **N-D, N-E, & N-F 1942**

REGISTER NO. **T6901 a,b,c.**

State **ALASKA**

General locality **Baranof Island**
South East Alaska

Locality **Port Armstrong**

Scale **1- 1 000 &**
1- 5 000

Date of survey **October**, 19**42**

Vessel **WESTDAHL**

Chief of party **Charles Pierce**

Surveyed by **Curtis Le Fever**

Inked by **N-F Curtis Le Fever**

Heights in feet above **N-D & N-E Draftsmen in Processing Office** to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated **Oct. 6 from C.O. Sitka Naval Air**, 19**42**
Base

Remarks: **All three projections are on this one aluminum sheet**

DESCRIPTIVE REPORT

T6901

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Report to accompany Graphic Control Topographic sheet N-D 1942
and Topographic detail sheets N-E and N-F 1942 all of Port Armstrong,
Baranof Island, Southeast Alaska.

AUTHORITY

Instructions received from the Commanding Officer of the Sitka Naval Air Station, October 6, 1942.

PURPOSE OF SURVEY

To furnish control for a large scale 1-1000 hydrographic survey of the area adjoining the Navy wharf and the small indentation directly across from the wharf, inside Port Armstrong.

CONTROL

The existing control in this area were stations ELI 1925, located near the outer light, on the northern side of the entrance to Port Armstrong and station SI 1925, $1\frac{1}{2}$ miles south along the outer coast.

SURVEY METHODS

Graphic control was carried from station ELI through the narrow entrance to the inner bay. This topography was done on a scale of 1 to 5000 on an aluminum mounted sheet. Every precaution was taken to make the control as accurate as possible. A "U" shaped arm was made which fitted over the plane table board and which made it possible to center the sheet directly over the occupied point by hanging a plumb-bob underneath and directly under the plotted point on the sheet. The table was oriented on the long line ELI - SI, sheet N-D 1942. All of the stations plotted on the sheet are permanently marked with hydrographic disks except station KID. Small straight poles $\frac{1}{2}$ inch in diameter and 3 feet long were painted white and were erected vertically over each station before the graphic triangulation was done. After orienting the table at station ELI, the stations KID, LIT, BO, DOC and LIZ were carefully pointed and lines drawn to them. Rod readings were taken to each station at the same time their directions were taken. The table was then moved to station LIZ and oriented back on ELI. The position of LIZ so far was determined only by the direction and distance taken from ELI. The distance back to ELI was checked again by rod from LIZ. Stations DOC, DAD, LIT and KID were then pointed from LIZ and rod readings to them taken, lines to them being drawn on the sheet. The intersection of the two lines at KID checked accurately with the two rod readings to that point. The table was next moved to KID, oriented on ELI, that distance checked, resected on LIZ and DOC. This system of locating the different stations by intersection and checking and double checking by stadia distances was followed throughout the control survey and in all cases very good checks were obtained. From BO, the positions of RAT and SAL were determined in the same way and were checked from the other.

Due to the detail which was desired by the Navy, the survey of the area inside Port Armstrong was made on an aluminum mounted sheet scale 1-1000, Projection No. N-E and N-F 1942. The positions of the stations DAD, BO, SAL and RAT were transferred to the 1 - 1000 scale sheets by

T6901
Q, b, c

scaling very carefully the dm's and dp's. These positions were carefully checked before plotting on the larger scale sheets so as to eliminate the possibility of multiplying any error in position by 5. These positions were verified by the Processing Office at the time the sheets were inked. ✓

On sheets ^{T-6901 C} N-E and ^{T-6901 A} N-F 1942 ordinary planetable methods were used. Distances in most cases were determined by stadia, steel tape being used where considered necessary. All buildings and wharves were measured with steel tape. All planetable set up's were taken very carefully, directly over the points thereby making the orientation and rod-readings much more accurate. The low water line was not determined by the topographer as there was no time that it could be rodged while the survey was being made. No hydrographic signals were located other than the permanently marked stations. ✓

RECOVERABLE TOPOGRAPHIC STATIONS

Ten permanently marked topographic stations, LIZ, DOC, DAD, LIT, BO, SAL, RAT, MA, ALE and SIS were established and description of them furnished on form 524. Station KID was not permanently marked. At the time when it was planned to mark that station it was not possible to land there because of heavy seas. ^{description cards not in office 4/12/43}

MAGNETIC OBSERVATIONS

No declinatoire observations were made in this area. The magnetic meridian was determined with the transit magnetometer at station ELI. ✓

^{Variation} 29° 32.7' E

STATISTICS

Statute miles of shoreline - - - - - 1.4

Approved and forwarded:

Charles Pierce

Charles Pierce, Lt. Comdr., USC&GS
Commanding Officer, M. V. WESTDAHL

Respectfully submitted,

Curtis Le Fever

Curtis Le Fever,
H. & G. Engineer.

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Remarks

Decisions

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GEOGRAPHIC NAMES

Survey No. 10301 abc

GEOGRAPHIC NAMES		Survey No. 10301 abc									
Name on Survey	On Chart No.										
	A,	B,	C,	D	E	F	G	H	K		
Alaska											1
Baranof Island											2
Port Armstrong											3
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MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

No. H

No. T

T6901
a-b-c

received March 15, 1943
registered March 15, 1943
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
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RETURN TO

82	R. W. Knox
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RWK

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF TOPOGRAPHIC SURVEY

REGISTRY NO. T-6901a,b,c

Field Nos. N-F, N-D,
N-E

Alaska, Baranof Island, Port Armstrong
Surveyed October 1942; Scales 1:1,000; 1:5,000
Instructions dated October 6, 1942, from
Commanding Officer, Sitka Naval Air Station

2 Plane Table Surveys

Aluminum Mounted

1 Graphic Control

Chief of Party - Charles Pierce
Surveyed by - Curtis LeFever
Inked by - Curtis LeFever
Reviewed by - R. H. Carstens
Inspected by - H. R. Edmonston, April 17, 1943

1. Adjoining Contemporary Surveys

There are no contemporary surveys which join the present survey.

2. Comparison with Prior Surveys

H-4327 (1923) 1: 1,000 topography only
T-4162b(1925) 1:10,000

The shoreline of the present survey is in fairly good agreement with that of the prior surveys. There is a difference of as much as 25 meters in the position of the point in Lat. $56^{\circ}17'45''$; Long. $134^{\circ}30'35''$ on T-4162, which is probably caused by the fact that the present survey is on a scale ten times larger than the prior survey rather than a change in the shoreline. New dock buildings and trestle installations have been made in the vicinity of Lat. $56^{\circ}17'47''$; Long. $134^{\circ}39'40''$. The present survey is adequate to supersede these prior surveys within the common area.

3. Comparison with Chart 8261 (latest print date 1-15-42)

a. Topography

The charted topography originates with the previously discussed surveys which need no further consideration.

b. Aids to Navigation

The present survey position of the fixed aids to navigation is in agreement with the charted position.

- c. The magnetometer determination of the magnetic meridian is in agreement with the charted value.

4. Condition of Survey

Satisfactory.

5. Compliance with Instructions for the Project

The survey was accomplished in compliance with instructions issued by the Commanding Officer, Sitka Naval Air Station.

6. Superseded Surveys

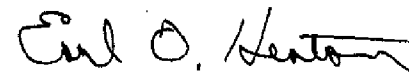
H-4327 (1923) topography only

T-4162b(1925)

Examined and approved:


Chief, Surveys Branch


Chief, Division of Charts


Chief, Section of Hydrography


Chief, Division of
Coastal Surveys