

7042

Diag'd. on diag. ch. No. 8551-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey **Topographic** (*Graphic Control*)

Field No. **DER-A-47** Office No. **7042**

LOCALITY

State **Alaska**

General locality **Prince William Sound**

Locality **Pigot Bay, Port Wells**

194 7

CHIEF OF PARTY

H. Arnold Karo

LIBRARY & ARCHIVES

DATE **September 17, 1947**

B-1870-1 (1)

7042

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

77042

TOPOGRAPHIC TITLE SHEET

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

T. 7042

Field No. DER-A-47

REGISTER NO.

State Alaska

General locality Prince William Sound

Locality Pigot Bay, Port Wells

Scale 1:2,500
1:10,000 Date of survey 16-27 May, 1947

Vessel USCGS Ship DERICKSON

Chief of party H. Arnold Kero

Surveyed by Max G. Ricketts

Inked by Max G. Ricketts

Heights in feet above MLLW to ground to tops of trees

~~Contour, Approximate contour, Form line interval~~ feet

Instructions dated 6 March, 1947

Remarks: Insert of small cove on scale 1:2,500

DESCRIPTIVE REPORT
to accompany
Topographic Sheet No. A-1947
PIGOT BAY, ALASKA

INSTRUCTIONS: The Director's Supplemental Instructions, Project CS-277, paragraph 7, dated 6 March 1947. ✓

CONTROL: The Ship DERICKSON'S triangulation of 1947 furnished the necessary control stations for this sheet. ✓

Triangulation on Valley Datum Port-Split 1914 - by Rude

METHODS: The usual plane table survey methods were used in the signal location. To enable definite ties for compiling the air-photographs, small sections of shoreline were rodded in adjacent to setups. These sections of shoreline have been inked on the sheet, the balance of the shoreline is shown in a dash pencil line to furnish a general idea of the shape of the bay. ✓

Triangulation stations SY, XRAY, WOMEN, CRAIG, TEX, BOB and WELLS were occupied for graphic location of signals. Additional cuts were taken from signals PIE, BAT and ICE. Cuts were also taken from three-point locations in the vicinity of HAT and EMO and from the traverse near DOT. ✓

A traverse from PIGOT PT. LT. to signal EAT closed four (4) meters in error, no adjustment was made. This traverse started on a plotted azimuth to PORT, 1904 checking by the same method on SPLIT, 1901. The azimuth was checked by resection on CRAIG, TEX and WELLS in the vicinity of DOT. Signals ELF and FIT were found in error by the launch party. This error was apparently due to either misread or misplotted rod readings as both were located from the same setup. Sextant cuts were taken from the DERICKSON and plotted on the topographic sheet to determine the final position. ✓

Signals MAW and APT are located on an unclosed traverse from triangulation station WELLS. ✓

GENERAL: In accordance with Paragraph 6 of the Supplemental Instructions, the survey of the main portion of PIGOT BAY has been made on a scale of 1:10,000. The small cove (Ziegler Cove) used by the ARMY for small craft mooring has been surveyed on a scale of 1:2,500. ✓

Submitted by

Approved by *[Signature]*
H. Arnold Karo, Chief of Party
Lt. Comdr., USC&GS

[Signature]
Max G. Ricketts
Lt. Comdr., USC&GS

This graphic control survey has been compared with contemporary hydrographic surveys. No further review by the Hydrographic Surveys Section is necessary at the present time.

V.A. Winsmore
9/7/48

NAUTICAL CHARTS BRANCH

SURVEY NO. T-7042

Record of Application to Charts

[illegible]

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.