Diag. Ch. No. 9630

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Topographic
Field No.: PI-A-50 Office No.: T-6927

LOCALITY
State: ALASKA
General locality
Locality: Nome

19X 50
CHIEF OF PARTY
Thos. B. Reed CDR.

LIBRARY & ARCHIVES
DATE: April 23, 1951
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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.

Field No. EI-A-50....

REGISTER NO.

State. ALASKA

General locality. 

Locality. Nome

Scale.1:2500 Date of survey. 27 June to 1 July 1950

Vessel. Ship PIONEER

Chief of Party. Thos. B. Reed

Surveyed by. R. A. Marshall & A. C. Holmes

Inked by. A. C. Holmes

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated. 19 May, 1950

Remarks: 

0 0 0
DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET PI-A-50

Project CS-341
Ship PIONEER

Field season 1950
Thos. B. Reed, Chief of Party

Nome, Alaska

INSTRUCTIONS:
The survey is in compliance to instructions dated 19 May, 1950

LIMITS AND DATES:

This survey was made for the purpose of locating hydrographic
signals within the small boat harbor at Nome and for revision of
the 1/2500 insert in chart #3833. The field work began 27 June,
1950 and was completed 1 July, 1950.

EQUIPMENT:

Plane Table, Tripod, Alidade and Telemeter rods #'s 248

PROJECTION:
The projection was made aboard by hand ruling.

CONTROL USED:
The following triangulation stations were used for locating
and orienting the plane table: USLM 10 (G.L.O.), 1944; Nome C.A.A.
Transmitter, 1944; Nome Federated Church belfry, 1944; Nome, A.C.S.
Tower, 1944.

SHORELINE AND TOPOGRAPHY:
The shoreline and topography were located by usual plane
table methods. To seaward the high water line only was located
by numerous cuts. Within the harbor cuts were taken at ten meter
intervals along the sea wall and along both the low and high water
line where both existed. Attention is brought to a rubble seawall
under construction at the time of the survey along shoreline
southeast of the jetty.

CONTROL OF HYDROGRAPHY:
Marks were set at ten meter intervals along the seawall and
shore line for control of pole soundings within the harbor. Signals
were also located for control of three point fix hydrography on
1/2500 scale just off the entrance to the jetties.
ADEQUACY OF SURVEY:

The survey of the shore line is complete within the limits of the 1/2500 insert in chart #9383. The survey of the topographic details is incomplete within the above mentioned limits as only the more prominent details surrounding the small boat harbor are shown.

COMPARISON WITH CHART:

The new survey differs from the present 1/2500 insert most noticeably in the following features:
1. The seawall along the south shore of the harbor makes a 90 degree jog of about 15 meters south at a point about 350 meters west of the harbor entrance. This jog is shown as being at some angle other than 90 degrees in the present chart.
2. One of the four buildings at the Coast Guard Station is shown both out of size and position on the present chart.
3. The dirt roads around Belmont Pt. disagree with those shown in previous surveys.
4. There has been considerable change in both the high and low water lines along the unbulkheaded portions of the harbor.

COAST PILOT INFORMATION:

The information contained in the Coast Pilot concerning the basin, jetty, jetty lights and range lights was found to be accurate. It is suggested that the channel to the basin has been bulkheaded and that it is along this bulkhead that the barges discharge to the wharves. The basin serves only as maneuvering area to come about within the harbor.

AIDS TO NAVIGATION:

The lights at the end of the two jetties were located by plane table and the two range lights were located by cuts using a four inch theodolite and plotted on the sheet with a protractor.

LANDMARKS FOR CHARTS:

The lookout tower at the east edge of the harbor entrance is the only recommended landmark within the limit of the survey that is visible offshore.

PLANE TABLE POSITIONS:

Attached

Respectfully submitted

A.C. Holmes
Ensign USC&GS

Approved & Forwarded

Thos. B. Reed
CDR., USCG
Comdg. Ship PIONEER
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<tr>
<th>OBJECT AND DESCRIPTION</th>
<th>LATITUDE</th>
<th>D.M.</th>
<th>LONGITUDE</th>
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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.
# GEOGRAPHIC NAMES

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