# Diag. Cht. No. 8666

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>TOPOGRAPHIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>EX-B-45</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-7006a</td>
</tr>
</tbody>
</table>

## LOCALITY

<table>
<thead>
<tr>
<th>State</th>
<th>Alaska - Aleutian Islands</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>Attu Island</td>
</tr>
<tr>
<td>Locality</td>
<td>Nevidiskov Bay</td>
</tr>
</tbody>
</table>

1945

CHIEF OF PARTY

R.D. Horne

LIBRARY & ARCHIVES

DATE: Feb. 11, 1946
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. Ex-B-45

REGISTER NO. T-7006a

State ____________________________ Alaska—(Aleutian Islands)

General locality ____________________ Attu Island

Locality ____________________________ Noviskov Bay & Vicinity, Theodore Point

Scale 1 : 20,000 Date of survey June, 1945

Vessel ________________ Ship EXPLORER

Chief of party _____________________ Roland D. Horne

Surveyed by _______________________ Raymond M. Stone

Inked by __________________________ Raymond M. Stone

Heights in feet above MHW to ground ____________

Contour, Approximate contour, Form line interval ____________ feet

Instructions XXXXX For Project CS-218

Supplemental Instructions for Proj. No. 5

dated 16 May 1945
DESCRIPTIVE REPORT
To Accompany
GRAPHIC CONTROL SHEET T-7006a
Field No. Ex-B-15
Aleutian Islands, Attu Island,
Newdaskov Bay & Vicinity Theodore Point

Ship EXPLORER R. D. Horne, Comdg.

AUTHORITY:
Original Instructions for Project CS-218.
Supplemental Instructions for Project No. 5, dated 16 May 1944,
submitted by the USCGS Liaison Officer, Com. 17, Adak, Alaska.

CONTROL:
Triangulation was done by the USCGS Ship EXPLORER during 1944 & 1945.
The datum of this sheet is USN GANNET 1934.
This sheet joins with Topographic Sheet No. T-6970 (Ex-B-14) on the east and with Graphic Control Sheet (Ex-B-15) on the west.

METHODS:
Standard topographic methods were used in locating all signals.
Signals JAR, PAT, SUM, BUM, WAT, TOP, FALL, CAR, and FEL, located between triangulation stations EDDY 1944 and THEODORE ASTRO AZ, MK. 1944, were transferred from the photostat of Topographic Sheet No. T-6970 (Ex-B-14), to the insert of this sheet (Ex-B-15).
Signals ZIG and ACH were located by means of planable cuts and rod readings from signals PAT and SUM. Orientation was made on triangulation station EDDY 1944.
Signals FIT, TAB, MIN, OX, UNO, and WIG were located by the traverse method in going from signal TOP to signal CAR. Orientation was made on triangulation station EDDY 1944.

All signals between signal FEL and triangulation station DORE 1945 were located by the traverse method when traversing between these points from east to west. Resection on triangulation stations THEODORE ASTRO 1944 and HELL 1944 was made whenever possible.
All signals north and west of triangulation station DORE 1945 were located by means of three or more planestable cuts from various triangulation stations.

**ERRORS:**

A small closing error within the allowable was noted in regards to the traverse run from signal TOP to signal CAR. An adjustment was made on this sheet to correct this error by means of the distribution method.

No closing error was noted in regards to the traverse run from signal FEL to triangulation station DORE 1945.

No discrepancies were noted in regards to the intersections of planestable cuts used in determining signal locations.

**TOPOGRAPHIC FEATURES:**

A small portion of shoreline was reded in when planestable setups were made at signals PAT and SUM. *(See insert)*

The entire shoreline within the limits of this sheet is covered by air photographs on a scale of approximately 1 to 26,000, taken by the U. S. Navy, stationed on Attu Island, during 1943.

Shoreline north and west of Theodore Point is also covered by air photographs on a scale of approximately 1 to 10,000, taken by the U. S. Navy, stationed on Attu Island, during 1945, shortly after all white wash and tripod signals were built.

The rocks awash and islets shown on this sheet were located by cuts from triangulation stations or from traverse setups.

The air photographs taken during 1943 on a scale of approximately 1 to 26,000, covering shoreline between triangulation station BDDY 1944 and vicinity of THEODORE ASTRO 1944, were field inspected by the Ship EXPLORER during the 1944 season.

The air photographs taken during 1945 on a scale of approximately 1 to 10,000, covering shoreline north and west of Theodore Point, were field inspected by this vessel during this season.
CONTROL FOR AIR PHOTOGRAPHS:

Adequate control was pricked on each air photograph field inspected during the 1945 season.

RECOVERABLE TOPOGRAPHIC STATIONS:

The following planestable positions have been described on Form #524,

(Description of Recoverable Topographic Station):

<table>
<thead>
<tr>
<th>FALL</th>
<th>Lat.</th>
<th>52° 46'</th>
<th>1771 meters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long.</td>
<td>172° 57'</td>
<td>1042 meters</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>BAT</th>
<th>Lat.</th>
<th>52° 41'</th>
<th>1559 meters</th>
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</thead>
<tbody>
<tr>
<td>Long.</td>
<td>172° 54'</td>
<td>969 meters</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>ILO</th>
<th>Lat.</th>
<th>52° 48'</th>
<th>200 meters</th>
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<tbody>
<tr>
<td>Long.</td>
<td>172° 49'</td>
<td>101 meters</td>
<td></td>
</tr>
</tbody>
</table>

MAGNETIC DECLINATION:

A declinatoire observation was made with declinatoire No. 254 at each of the following stations: DORE 1945, CAB 1945, and DIVE 1945. The value obtained at each of the above stations is respectively 03° 41' E, 03° 57' E, and 02° 47' E, which agree fairly well with what was expected.

The error pertaining to declinatoire No. 254 is not known at the present time, however, this declinatoire has been checked and the results forwarded to the Washington Office. A copy of the report on "Calibration of Declinatoire" is attached hereto.

PREVIOUS SURVEYS:

This graphic control sheet (Ex-B-45) overlaps a portion of Topographic Sheet No. T-6970, (Ex-B-44) and is a continuation of surveys done by the USCGS Ship EXPLORER during 1944.

GEOGRAPHIC NAMES:

No additional geographic names are involved.
LANDMARKS:

The following landmarks for charts were selected:

The KNOB-LIKE SHOULDER, approx. 500 feet in elevation, 0.5 mile north of Theodore Point, directly south of a 1600 ft. mountain ridge; same as triangulation station THEODORE ASTRO 1944. (Refer to Air Photograph No. T-15 of the 1945 USN 1 to 10,000 scale air photographs, Attu Island).

A steep sided ROCKY ISLET, approx. 38 feet in height, most southerly and highest of group of offshore rocks, south of point separating the two arms of Nevidiskov Bay; same as triangulation station CAB 1945. (Refer to Air Photograph No. 2-24 of the 1945 USN 1 to 10,000 scale air photographs, Attu Island).

For position of above landmarks, refer to Form #567, "Landmarks For Charts", a duplicate of which is attached hereto.

STATISTICS:

6.9 statute miles of traverse
8.1 statute miles of shoreline (graphic control).

15.0 statute miles TOTAL

Respectfully submitted,

Raymond M. Stone,
Lieut., USCG

Approved and Forwarded,

Roland D. Horne,
Comdr., USCG,
Comdg. Ship EXPLORER
STANDARDIZATION OF DECLINATOIRES

1945 Field Season

Project CS-218

Ship EXPLORER

In connection with the graphic control work done on Project CS-218 on Attu Island and Shemya Island of the Aleutian Islands, during the 1945 season, declinatoire No. 252 was used throughout.

According to the records, no standardization was made of declinatoire No. 254 at the close of the 1944 season, nor at the beginning of the 1945 season.

On January 22, 1946, declinatoires (Nos. 252 & 254) were checked at magnetic station INGLEWOOD - 1940, (Inglewood Park, Washington). Transit Magnetometer No. 38981 was also checked at this time. Two sets of observations were made with this transit magnetometer before and one set following the standardization of the declinatoires. As a result, the actual variation was determined to be 23° 00' East at the time the standardization was made.

Four readings were taken for the standardization of each declinatior. The angles made with the true azimuth line were then scaled with a steel protractor, and the four values averaged. The resulting mean angle was applied to the true azimuth of the mark in each case to determine the value of magnetic north by declinatior.

Following are the computations for each standardization:

Magnetic Station - INGLEWOOD 1940 (King County, State - Washington)
Lat. -- 47° 44.5' Long. -- 122° 15.0' Source -- 1940 Observations
Mark -- Water tank on skyline (near Richmond Highlands)
Date -- January 22, 1946 (Tuesday)

<table>
<thead>
<tr>
<th>120th Meridian Time</th>
<th>Declinatior #252</th>
<th>Declinatior #254</th>
</tr>
</thead>
<tbody>
<tr>
<td>(11:59)</td>
<td>107° 31'</td>
<td>107° 31'</td>
</tr>
<tr>
<td>True Azimuth of Mark</td>
<td>95° 23'</td>
<td>95° 17'</td>
</tr>
<tr>
<td>Mean of Measured Angle (4)</td>
<td>-(180° 00')</td>
<td>-(180° 00')</td>
</tr>
<tr>
<td>Magnetic North by declinatior</td>
<td>22° 54' E</td>
<td>22° 45' E</td>
</tr>
<tr>
<td>Actual Variation</td>
<td>23° 00'  E</td>
<td>23° 00' E</td>
</tr>
<tr>
<td>Declinatior Error</td>
<td>+ 06'</td>
<td>+ 12'</td>
</tr>
</tbody>
</table>

Respectfully submitted:

Raymond M. Stone
Lieut. USCGS

A. P. Betti
Lieut. Comdr. USCGS
Comdg. Ship EXPLORER
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted on the charts indicated. The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>GENERAL LOCALITY</th>
<th>LOCATION</th>
<th>POSITION</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attu Island</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**KNOLL-LIKE SHOULDER**
Approx. 500 feet in elevation, 0.5 mile north of Theodore Pt., directly south of 1600 ft. mountain ridge, same as triangulation station THEODORE ASTRO 1944.
Refer to Air Photograph No. 7-15 of the 1945 USF 1 to 10,000 scale air photographs, Attu Island.

<table>
<thead>
<tr>
<th>NAME AND DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knoll-like Shoulder</td>
<td>52° 45'</td>
<td>172° 55'</td>
<td>639.1</td>
<td>USN Triangulation</td>
<td>1944</td>
</tr>
</tbody>
</table>

**Steep sided ROCKY ISLET**
Approx. 35 feet in height, most southerly and highest of group of offshore rocks, south of point separating the two arms of Nevidiskov Bay, same as triangulation station CAB 1945.
Refer to Air Photograph No. 2-84 of the 1945 USF 1 to 10,000 scale air photographs, Attu Island.

<table>
<thead>
<tr>
<th>NAME AND DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steep sided Rocky Islet</td>
<td>52° 47'</td>
<td>172° 50'</td>
<td>781.1</td>
<td>USN Triangulation</td>
<td>1945</td>
<td>9198</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
Shoreline Compilation T-7006a

The details shown in green have been added to this sheet from field inspected photographs. The photographs were completely field inspected; consequently, office interpretation was necessary in very few instances.

The photographs used were flown by the Navy and are at a scale of 1:10,000. They gave complete coverage and were field inspected by R. M. Stone and J. E. Shultz in August 1945.

No radial line plot was necessary because the triangulation and topographic stations on the control sheet were identified on the photographs at close enough intervals so that the detail could be projected directly. The following triangulation stations were used in the compilation: Dive, 1945; Jack, 1945; Cob, 1945; New W. Base, 1945; New E. Base, 1945; Disk, 1945; Round, 1945; and Dore, 1945. Many topographic control stations were used in the compilation in addition to the triangulation stations.

The detail was compiled in the projector at 1:20,000 in September 1947. Office interpretation with field inspection data has been applied with conventional symbols to shoreline and offshore features. Office interpretation only was used to compile bluff lines and drainage.

The accuracy of the compilation is considered of an accuracy not to exceed 1 mm of its true horizontal position.

Reconciliation between this survey and H-6868 has been made and no appreciable conflicts were found.

The Field Inspection Report, Acc. 1945/125, "Inspection of Aerial Photographs by Explorer" for this sheet is filed in the library.

Compiled by: B. J. Colmer

Approved by: L. C. Lande
Division of Photogrammetry
Geographic Compilation Section

This compilation was applied to H-6868 (1951) by the Hydrographer's Bureau Section in 1952.
## Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-30-54</td>
<td>Reconst. 9129</td>
<td>Anne Capps</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>1954</td>
<td>Reconst. 9149</td>
<td>Henry L. Goodloe Jr.</td>
<td>Before After Verification and Review</td>
</tr>
</tbody>
</table>

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.
**DESCRIPTIVE REPORT**

**Type of Survey**
- **Topographic**

**Field No.**
- **EX-E-45**

**Office No.**
- **T-7006b**

**LOCALITY**

**State**
- **Alaska - Aleutian Islands**

**General locality**
- **Attu Island**

**Locality**
- **Chuniksak Point**

**1945**
- **CHIEF OF PARTY**

**R.D. Horne**

**DATE**
- **Feb. 11, 1946**
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. Ex-E-15

REGISTER NO. T-7066 b

State Alasaka-(Aleutian Islands)
General locality Attu Island
Locality vicinity Chumiksak Point
Scale 1:10,000 Date of survey June, 1945
Vessel Ship EXPLORER
Chief of party Roland W. Kerns
Surveyed by Raymond W. Stone
Inked by Raymond W. Stone

Heights in feet above M.S.L. to ground

Contour, Approximate contour, Form line interval

Instructions FOR Project CS-218

Supplemental Instructions for Proj. No. 5

dated 16 May 1944
DESCRIPTION REPORT

To Accompany

GRAPHIC CONTROL SHEET

Field No. Ex-B-45

Aleutian Islands, Attu Island,

Vicinity Chumikak Point

Ship EXPLORER

R. D. Horne, Comdg.

AUTHORITY:
Original Instructions for Project CS-213.
Supplemental Instructions for Project No. 5, dated 16 May 1944, submitted by the USCG Liaison Officer, Com. 17, Adak, Alaska.

CONTROL:
Triangulation was done by the USCG Ship EXPLORER during 1945.
The datum of this sheet is USN GANNET 1934.
This sheet joins with Graphic Control Sheet (Ex-B-45) on the east and with Graphic Control Sheet (Ex-C-45) on the west.

METHODS:
Standard topographic methods were used in locating all signals.
No traverse was run as good control by resection was found at all points where it was necessary to locate the table.

ERRORS:
No discrepancies were noted in regards to the intersections of planitable cuts used in determining signal locations.

TOPOGRAPHIC FEATURES:
Most of the shoreline within the limits of this sheet is very adequately covered by air photographs on approx. 1 to 10,000 scale, taken during this season, shortly after most whitewash and tripod signals were built.
The area not covered by the 1 to 10,000 scale air photographs is the most southerly point of the reef, outside of the HWL, in the vicinity of triangulation station VID 1945. However, the air photographs taken during 1943 on a scale of approx. 1 to 26,000 cover the entire area. The outer limit of the offshore detail of the reef mentioned above was cut in from
various planestable setups as shown on this graphic control sheet.

The outermost rocks awash south of triangulation station BON 1945 were likewise cut in from various planestable setups.

**CONTROL FOR AIR PHOTOGRAPHS:**

The air photographs taken during 1945 on a scale of approx. 1 to 10,000 covering shoreline within the limits of this sheet, were field inspected by this vessel during this season.

Adequate control was pricked on each air photograph.

All air photographs taken during 1943 and 1945 on a scale of approx. 1 to 25,000 and 1 to 10,000, respectively, were taken by the U. S. Navy, Attu, Island.

**RECOVERABLE TOPOGRAPHIC STATIONS:**

No recoverable topographic stations are involved since existing triangulation stations are spaced at less than 1-mile intervals along the coastline.

**MAGNETIC DECLINATION:**

A declinatoire observation was made with declinatoire No. 254 at each of the following stations: DIVE 1945, and BON 1945. The value obtained at each of the above stations is respectively 02° 47' E, and 03° 29' E, which agree fairly well with what was expected.

A transit magnetometer observation was made at triangulation station MARY 1945.

The error pertaining to declinatoire No. 254 is not known at the present time, however, this declinatoire has been checked and the results forwarded to the Washington Office. A copy of the report on "Calibration of Declinatoire" is attached hereto.

**PREVIOUS SURVEYS:**

There are no previous surveys covering this locality.
GEOGRAPHIC NAMES:
No additional geographic names are involved.

LANDMARKS:
No additional landmarks are involved.

STATISTICS:
4.2 statute miles of shoreline (graphic control).

Respectfully submitted,

Raymond M. Stone,
Lieut. USC&GS

Approved and Forwarded,

Roland D. Horne,
Comdr. USC&GS,
Comdg. Ship EXPLORER
STANDARDIZATION OF DECLINATOIRES

1945 Field Season

Project GS-218

Ship EXPLORER
R. J. Hone, Comdg.

In connection with the graphic control work done on Project GS-218 on Attu Island and Shemya Island of the Aleutian Islands, during the 1945 season, declinatore No. 254 was used throughout.

According to the records, no standardization was made of declinatore No. 254 at the close of the 1944 season, nor at the beginning of the 1945 season.

On January 22, 1946, declinatoires (Nos. 252 & 254) were checked at magnetic station INGLEWOOD 1940, (Inglewood Park, Washington). Transit Magnetometer No. 35831 was also checked at this time. Two sets of observations were made with this transit magnetometer before and one set following the standardization of the declinatoires. As a result, the actual variation was determined to be 23° 00' East at the time the standardization was made.

Four readings were taken for the standardization of each declinatoire. The angles made with the true azimuth line were then scaled with a steel protractor, and the four values averaged. The resulting mean angle was applied to the true azimuth of the mark in each case to determine the value of magnetic north by declinatoire.

Following are the computations for each standardization:

Magnetic Station - INGLEWOOD 1940 (King County, State — Washington)
Lat. — 47° 44' 15" Long. — 122° 15' 0" Source — 1940 Observations
Mark — Water tank on skyline (near Richmond Highlands).
Date — January 22, 1946 (Tuesday)

<table>
<thead>
<tr>
<th>120th Meridian Time</th>
<th>Declinatoire #252</th>
<th>Declinatoire #254</th>
</tr>
</thead>
<tbody>
<tr>
<td>(11:59)</td>
<td>107° 31'</td>
<td>107° 31'</td>
</tr>
</tbody>
</table>

Temperature: 65°F

True Azimuth of Mark
Mean of Measured Angle (4) —
- (180 00 )

Magnetic North by declinatoire
Actual Variation
Declinatoire Error

22° 54' E
23 00 E
+ 06'

+ 12'

Respectfully submitted:

Raymond M. Stone
Lieut. USCAGS

Approved: Forwarded:

A. P. Batti
Lieut. Comdr. USCAGS
Comdg. Ship EXPLORER
All details shown in green have been added to this sheet from field inspected; consequently, office interpretation was necessary in very few instances. The photographs used were flown by the Navy and are at a scale of 1:10,000. They gave complete coverage and were field inspected by R. M. Stone in August 1945.

No radial line plot was necessary because the triangulation and topographic stations on the control sheet were identified on the photographs at close enough intervals so that the detail could be projected directly. The following triangulation stations were used in the compilation:

Bon, 1945; and Dive, 1945.

The detail was compiled in the *protractor* projector at 1:10,000 in September 1947. Office interpretation with field inspection data has been applied with conventional symbols to shoreline and offshore features. Office interpretation only was used to compile bluff lines and drainage.

The accuracy of the compilation is considered of an accuracy not to exceed 1 mm of its true horizontal position.

Reconciliation between this survey and H-6370 has been made and no appreciable conflicts were found.

The Field Inspection Report Acc. 1945/125 "Inspection of Aerial Photographs by Explorer" for this sheet is filed in the library.

Compiled by: E. J. Colner

Approved by: L. S. Landy

This compilation was applied to H-6870. No further consideration by the Hydrographic Review Section is necessary. S.F.S. 39/40
<table>
<thead>
<tr>
<th>Name on Survey</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
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<td>1</td>
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<tr>
<td>Nevidskoy Bay</td>
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<td></td>
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<td></td>
<td>8</td>
</tr>
</tbody>
</table>

Name on Survey: Alaska (for title)

Names underlined in red are approved.

3-1-50

L. Herk
DIVISION OF CHARTS
REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF TOPOGRAPHIC SURVEY

REGISTRY NO. T-7006a & b
EX-B-45
FIELD NO. EX-E-45

Alaska-Aleutian Islands, Attu Island, Nevidiskov Bay
Surveyed in June, 1945
Scale 1:10,000; 1:20,000
Project No. CS-218

Plane Table Survey
Aluminum Mounted

Chief of Party - R. D. Horne
Surveyed by - R. M. Stone
Inked by - R. M. Stone
Reviewed by - G. F. Jordan, February 28, 1950
Inspected by - R. H. Carstens

1. The control for the present survey is based on triangulation of 1944 and 1945. The shoreline and foreshore detail in green were compiled in the Washington Office in 1947 from field-inspected air photographs, as discussed in the attached "Report on Shoreline Compilation".

2. Adequate junctions were effected with T-6970 (1944) on the east and with T-7007a (1945) on the west.

3. No prior surveys of the area were executed by this Bureau. The shoreline on Chart 9149 (print date of February 23, 1946) originates with an advance field compilation of the present survey (Bp. 40248). The charted shoreline is therefore subject to revision in order to conform to the office-compiled shoreline. No important discrepancies were noted during this review.

4. A comparison of the present survey with contemporary hydrographic surveys H-6866 (1945) and H-6870 (1945) reveals no conflicts.

5. The declinatioire observations revealed magnetic declinations which are within 2° of the charted value.
## Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<td>2/27/46</td>
<td>9149</td>
<td>L.A. Million</td>
<td>Before-After Verification and Review. Completely applied</td>
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<td>3/29/46</td>
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<td>Reconstr. 9149</td>
<td>Henry L. Goodloe, Jr.</td>
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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.