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 (Graphite Cont'd)

Field No. DER-A-47 Office No.

7042

LOCALITY

State........ Alaska

General locality Prince William Sound

Locality Pigot Bay, Port Wells

1947

CHIEF OF PARTY

H. Arnold Karc

LIBRARY & ARCHIVES

DATE September 17, 1947
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.  T. 7042

Field No. 152-A-47

REGISTER NO.

State ... Alaska

General locality ... Prince William Sound

Locality ... Pigot Bay, Fort Wells 1:2,500

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

Vessel ... USCGS Ship DERICKSON

Chief of party ... H. Arnold Karo

Surveyed by ... Max G. Rickett

Inked by ... Max G. Rickett

Heights in feet above ... MLLW ... to ground ... 10/09/47 08/18/47

Contour Approximate contour Tidal line interval ... 200

Instructions dated ... 6 March ... 1947

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

660
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.

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 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 BAT 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, 1947 checking by the same method on SPLIT, 1947. 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 MAM 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

[Signatures]

H. Arnold Karo, Chief of Party
Lt. Comdr., USC&GS

Max U. Ricketts
Lt. Comdr., USC&GS

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

[Signature]

V. Adamsmore
9/7/48]
# Nautical Charts Branch

**Survey No. T-7042**

**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>12/17/48</td>
<td>8517</td>
<td>Goodrich</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>12/29/51</td>
<td>8551</td>
<td>Pierrard</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.