# U.S. Coast and Geodetic Survey

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Graphic Control</th>
</tr>
</thead>
<tbody>
<tr>
<td>DE-A-48</td>
<td></td>
</tr>
<tr>
<td>Field No.</td>
<td>DE-B-48</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-7073a&amp;b G.C.</td>
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## Locality

<table>
<thead>
<tr>
<th>State</th>
<th>Alaska</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>Prince William Sound</td>
</tr>
<tr>
<td>Locality</td>
<td>Passage Canal</td>
</tr>
</tbody>
</table>

**1948**

**Chief of Party**

| Name | H.A. Karo |

**Library & Archives**

**Date**

| August 10, 1949 |
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed so far as practicable, when forwarded to the Washington office.

Registry No. T-7073a
Field No. DE - A - 48
Scale 1 : 10,000

State Alaska
General locality Prince William Sound

Specific locality Passage Canal

Dates: Survey began 28 June 1948 Completed 17 July 1948

Photography ___________ Supplemented by ground surveys to

Project No. GS - 277
Instructions dated 5 February 1948

Vessel ___________ DERICKSON
Chief of party H. Arnold Kace

Party ___________ W.A. Kemp
Office work by

Final inking by W.A. Kemp

Ground elevations ________ in feet above M. H. W. or

Contours
Approximate contours ________ by Planetable
Form lines Multiplex Interval None_________ ft.

REMARKS

________________________________________

________________________________________

________________________________________

________________________________________

________________________________________

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________________________________________

________________________________________

________________________________________
Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed so far as practicable, when forwarded to the Washington office.

Registry No. 7-70736
Field No. DE-B-48
Scale 1:10,000

State Alaska General locality Prince William Sound

Specific locality Passage Canal

Dates: Survey began 23 June 1948 Completed 26 June 1948

Photography xxx, Supplemented by ground surveys to

Project No. CS - 277 Instructions dated 5 February 1948

Vessel XE DERICKSON Chief of party H. Arnold Kuro

Field work by W. A. Kemp Office work by

Final inking by W. A. Kemp

Ground elevations in feet above M. H. W.

<table>
<thead>
<tr>
<th>Contours</th>
<th>by</th>
<th>Planetable</th>
<th>Interval</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approximate contours</td>
<td>Multiplex</td>
<td>None</td>
<td>ft.</td>
</tr>
<tr>
<td>Form lines</td>
<td></td>
<td></td>
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</table>

Remarks


TOPOGRAPHIC TITLE SHEET
(Graphic Control Survey)

Each Topographic and Graphic Control Sheet, and each Air Photographic Drawing should be accompanied by this form, completed as far as practicable, when forwarded to the Washington office.

Registry No. Not registered (destroyed)
Field No. DE-48
Scale 1:10,000

State Alaska General locality Prince William Sound
Specific locality Passage Canal

Dates: Survey began 12 June 1948, Completed 13 June 1948
Photography xxx, Supplemented by ground surveys to

Project No. CS - 277 Instructions dated 5 February 1948
Vessel DERICLESON Chief of party H. Arnold Kino
Field work by H. F. Garber Office work by
Final inking by H. F. Garber & W. A. Kemp

Ground elevations in feet above M. H. W. or

Contours Approximate contours by Planetary Multiplex Interval None ft.
Form lines

REMARKS The following magnetic declinations were determined on this survey sheet:

At. Sta. Latitude Longitude Declination
TORCH, 1948 60° 46.35' 148° 25.45' 26° 40'E
CAB, 1914, r. 1948 60° 48.08' 148° 23.55' 27° 00'E
COCH, 1914, r. 1948 60° 45.87' 148° 22.12' 27° 00'E
DESCRIPTIVE REPORT TO ACCOMPANY


PASSAGE CANAL, ALASKA

SCALE 1 : 10,000

H. ARNOLD KARO - CHIEF OF PARTY

AUTHORITY:

Surveys were made in accordance with Supplemental Instructions - Project GS - 277 dated 5 February 1948.

PURPOSE:

The purpose of the survey is to provide control for a complete hydrographic survey of the area and to delinatese off-lying rocks.

CONTROL:

In the 1947 season, the Ship DERICKSON, executed second order triangulation from the line SAW, 1901 - HELD, 1901 at the head of Valdez Arm across the northern portion of Prince William Sound to the line PORT, 1914 - SPLIT, 1914 at the vicinity of Wells Passage. Supplemental schemes were extended into Port Wells and Pigot Bay. This work was carried forward on the Valdez datum.

The 1914 geographic positions of stations PORT and SPLIT had been determined on the Valdez datum by connecting with existing triangulation carried around the southern part of Prince William Sound. The discrepancies between the 1914 and 1947 positions are shown below:

<table>
<thead>
<tr>
<th></th>
<th>Valdez Datum</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>PORT 1914</td>
</tr>
<tr>
<td>Lat.</td>
<td>60° 47'</td>
<td>1758.6m</td>
</tr>
<tr>
<td>Long.</td>
<td>148° 11'</td>
<td>96.4m</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SPLIT 1914</td>
</tr>
<tr>
<td>Lat.</td>
<td>60° 45'</td>
<td>1341.6m</td>
</tr>
<tr>
<td>Long.</td>
<td>148° 14'</td>
<td>104.9m</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PORT 1947</td>
</tr>
<tr>
<td>Lat.</td>
<td>60° 47'</td>
<td>1763.1m</td>
</tr>
<tr>
<td>Long.</td>
<td>148° 11'</td>
<td>83.6m</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SPLIT 1947</td>
</tr>
<tr>
<td>Lat.</td>
<td>60° 45'</td>
<td>1347.4m</td>
</tr>
<tr>
<td>Long.</td>
<td>148° 14'</td>
<td>90.9m</td>
</tr>
</tbody>
</table>
All topography and hydrography executed in Pigot Bay and Fort Wells in 1947 was done on control stations extended from the 1914 determination of the line PORT - SPLIT. (A new value of this line had not been determined at the time of extending the control.)

In 1948, triangulation was extended to the head of Passage Canal. For this work, the 1947 position of the line PORT - SPLIT was used in extending the control. Consequently, all work on sheets DE-A-48, DE-B-48, and DE-C-48 are based on the 1947 determination of the line PORT - SPLIT.

**SURVEY METHODS:**

The usual plane table survey methods were used. Signals were located by plane table cuts from control stations. No traverses were run. Small sections of the shore line adjacent to the stations were rodded in. Geographic positions of stations Bat, Dog, Cop, Box, and Amy will not agree with those on Topographic sheet DER-A-47 because of the difference in datum between the two sheets as outlined in the preceding section.

The rocks and reefs were located by rod readings at low water.

Submitted by

Ward A. Kemp
Ensign, USC&GS

Approved by

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

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

J.A. Dinsmore
8/18/50

Note: T-7073 was not yet been compared with contemporary hydro survey H-7161.
# NAUTICAL CHARTS BRANCH

**SURVEY NO. 77073 a + b**

**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>6/29/57 852</td>
<td>852</td>
<td>Wittmann</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>1/21/52 855</td>
<td>855</td>
<td>Piegari</td>
<td>Before After Verification and Review <em>Fully applied.</em></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.