# F00008

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#### NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

## **DESCRIPTIVE REPORT**

Field Edit Type of Survey  Field No.  Follows  Field No.  Follows  Follows
LOCALITY
State
CHIEF OF PARTY
LIBRARY & ARCHIVES

**☆ U.S. GOV. PRINTING OFFICE: 1987-756-980** 

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as: FE No.104 1934

NOV 14 .934 Acc. No. \_\_\_ DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY R.S. Patition, Director Q.7.5. State: S.W. Alaska DESCRIPTIVE REPORT Topographicx Hydrographic Sheet No. F. E. 104 (1934) LOCALITY Baralof Bay, Shumagin Islands 19 34 CHIEF OF PARTY H. B. Campbell U. S. GOVERNMENT PRINTING OFFICE: 1928 N. to M. #48-1934

U. S. COAST & GEOGETIC SURVEY LIBRARY AND ARCHIVES

#### DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

# HYDROGRAPHIC TITLE SHEET

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

Field No
REGISTER NO. F. E. 104 (1934)
State S. W. Alaska
General locality Shumagin Islands
LocalityBaralof Bay
Scale 1:20,000 Date of survey September 27, 28, 1934
Vessel M.V. WESTDAHL
Chief of Party H. B. Campbell
Surveyed by W. M. Scaife and R. A. Marahall
Protracted by R. A. Marshall
Soundings penciled by R. A. Marshall
Soundings in fathoms 200k
Plane of reference M. L. L. W.
Subdivision of wire dragged areas by
Inked by R. A. Marshall
Verified by
Instructions dated June 5 , 1934
Remarks:

U & GOVERNMENT PRINTING OFFICE

#### DESCRIPTIVE REPORT

#### to accompany

Sketch showing Investigation of Shoal in Baralof Bay,

Shumagin Islands, S.W. Alaska

U.S.C.& G.S.S. DISCOVERER

H. B. Campbell, Commanding

#### Season of 1934

Investigation was made on September 27 and 28, 1934 by a party from the M.V. WESTDAHL.

#### DATE OF INSTRUCTIONS

This work was performed in accordance with the Director's Supplemental Instructions of June 5, 1934, (No. 22-RS - 1995 S U 1) to the Commanding Officer of the SURVEYOR. Assignment of the work to the WESTDAHL was authorized by telegram from the Director.

#### SURVEY METHODS

Five hydrographic signals, shown on topographic sheet No. 3430 of 1913, were recovered. Check positions were taken using these five signals interchangeably in a series of fixes. Satisfactory checks were obtained on the five signals.

A buoy was planted on the shoal as a guide mark for development.

Numerous soundings were taken with a hand lead over the entire shoal, approximately three hours being consumed in this operation.

Soundings were taken on the shoal to deep water on all sides.
Only the shoalest soundings were recorded.

The shoalest sounding obtained on the shoal reduced to three

fathoms at mean lower low water.

A drag 90 feet long was rigged between the WESTDAHL's skiffs, with outboard motors attached.

The drag was used as a further check in addition to feeling over the shoal by hand lead. It was used in the nature of feeling rather as than as regular wire drag. About four hours were spent dragging over the shoal at depth settings shown in the record. The dragging was not intended as standard wire drag and cannot be plotted as such, as fixes were taken only at one end. However, ranges and the marker buoy anchored on the shoal were used as guides. The entire shoal was covered, most of it several times. The area covered with the drag is enalosed with a blue line on the sketch. The drag grounded on the three fathom spot located, but did not ground at any other place.

#### TIDE DATA

A plain staff was installed on the piling of the Pacific American Fisheries dock in Baralof Bay and connected to the bench marks of the previous survey.

One new bench mark was installed and stamped No. 4 - 1934.

Bench Mark No. 2 (1919) has been destroyed, a large building having been built over its location.

The data furnished by the office showed a difference in elevation between bench marks Nos. 1 and 3 of 0.44 feet. The new leveling showed a difference of 0.55 feet. As No. 3 is established in bed rock and No. 1 in a boulder to which a mooring ring is attacked, it is probable that No. 1 has been disturbed.

#### REMARKS

(Grounding of S.S. MARY D. on shoal).

Witnesses of the grounding of the S.S. MARY D. state that she had a heavy deck load and that she was making a turn to come alongside the Pacific American Fisheries dock on the north side of the bay at the time of grounding.

It is believed possible that the vessel was listed at the time of striking due to the fact that she was making a turn, or that she may have listed after striking, thereby receiving the dent on the side at a point higher above the keel than would have been the case had she been on an even keel, and making it appear that the object struck was covered by less water than is actually the case.

Respectfully submitted,

W. M. Scaife, Officer in Charge,

M.V. WESTDAHL.

Approved and forwarded:

H. B. Campbell,

Chief of Party.

#### COAST PILOT NOTES

#### for

#### ALASKA COAST PILOT, PART 2, 1951.

N.B.P.

Page 235 - 5th and 6th lines under RESTERING FROM SOUTHWESTWARD", strike out "520 true (NNE. 7/8 E. mag.)". Add "560 true (NR. 3/4 H. mag.)".

Page 235 - 10th and 11th lines under "ENTERING FROM SOUTHWESTWARD", strike out "the red and black buoys - - - " to end of sentence. Add "the white dolphin (with fixed red light) marking Unga Reef, and the white dolphin (with fixed green light) marking Popof Reef, and heading a little to the left of the northernmost white dolphin (with fixed green light) marking the southwestern end of the sheal lying about in the southwestern of Range Island."

Page 255 - 12th to 14th line under "ENTERING FROM SOUTHWESTWARD", strike out sentence beginning "When up to the black can buoy No. 1 -- ".

Add " hen up to the northernmost white dolphin, change to 27° true

(N. 3/4 E. mag.), passing about 350 yards westward of Range Island

Light."

Page 235 - Strike out last paragraph beginning "There are slipways - - ".

Add the following:

\*On the north side of the spit are located the prominent buildings and dock of the Alaska Pacific Salmon Corporation. Fresh water is available at the dock, which is built out to depth ample for large vessels.

11. Em 48-1934

The slipways of the Pacific American Fisheries and the Alaska Pacific Salmon Corporation are located on the north side of the spit. Vessels of 8 or 9 feet draft can be hauled out.

Minor repairs to vessels can be made at the cannery shop."

Page 236 - Lines 5 to 5, strike out "Passing i mile -- " through "(NHE. 7/8 E. mag.) course;" Add "Rounding Sand Point Light at imile, steer for Sand Point Wharf on a 56° true (NE. 3/4 N. mag.) course;"

Page 236 - Line 21, strike out "built as a hotel and".

Page 236 - 5th line of paragraph on "Popef Reef", strike out "is marked by a black can buoy". Add "of the main part of the feef is marked on its western side by a white dolphin with fixed green light."

Page 236 - Line 31, strike out "Southward". Add "Southwestward".

Page 256 - Lines 51 to 35, strike out sentence beginning "It is marked - - ". Add "A sunken rock lies about 200 yards west south-westward from the 17 foot (5.2 m.) spot. A white dolphin with fixed green light is located about 200 yards southwest of the sunken rock. Black can buoy No. 1 is planted just north of the dolphin."

Page 237 - 6th and 5th lines from end of page, strike out sentence beginning "There is a radio station - - - ".

Fage 237 - 4th and 3rd lines from end of page, strike out sentence beginning "In the middle - - - ". Add "In the middle of the bay in the from its head is a sandy shoal rising to a depth of 4 to 5 fathoms (7.3 to 9.1 m.), with a sunken rock on the shoal having a depth of 18 feet (5.5 m.)."

The above notes were made from information gathered by the party on the CESTDAHL September 27th and 28th, 1954.

W. M. Scaife, Officer in Charge, M.V. WESTDAHL.

Forwarded, approved,

H. B. Campbell, Commanding Officer, Ship DISCOVERER.

Copy 335 (1434)

LIBRATY AND TROHIVES

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DEPARTMENT OF COMMERCE
U. S. Coast and Geodetic Survey
Field Station
601 Federal Office Building,
Seattle, Washington.

RBD/MP

May 16, 1934.

To:

Director, U. S. C. & G. S.,

Washington, D. C.

From:

Inspector, U. S. C. & G. S.

Seattle, Wash.

Subject:

Grounding of Vessel.

Captain H. W. Fletcher, Master of the Pacific American Fisheries Steamer MARY D, Bellingham, Washington, called at the Seattle Field Station to report the grounding of his vessel on the four fathom shoal in Baralof Bay, locally known as Squaw Harbor, Unga Island (Chart 8700, Coast Pilot, Alaska, Part II, page 237) at 3:18 P. M., 150 Meridian time April 20, 1934. According to the predicted tides there should have been 26'.4 over the four fathom spot at the time of striking.

The MARY D was reported to be drawing 22' forward and 24' 03" aft.

Upon dry docking at Seattle a deep dent about six feet in diameter on the port side forward,  $7\frac{1}{2}$  feet above the keel level was found. This would indicate a depth of about 17 feet on the obstruction at M.L.W. There was no kelp visible to indicate shoal water.

(Sgd.) R. B. Derickson.

R. B. Derickson.

12 KBA

May 22, 1934.

#### MEMORANDUM

To: Cartographic Section

Predicted stage of tide in Baralof Bay, Unga Island, Alaska, at 3.18 p.m., 150° Meridian time on April 20, 1934, was approximately 2-1/2 feet above mean lower low water.

(Sgd.) H. A. Marmer

Acting Chief, Division of Tides and Currents.

N to M.

Alaska: - Baralof Bay, Unga Island - Less water on rock.

The Master of the Str. MARY D, reports that the ship, drawing 22 feet forward and 24 feet aft, struck a rock at 3:18 p.m., 150° Meridian time, April 20, 1934 in the position of the 4 fathom shoal charted near the middle of Baralof Bay.

When dry docked, a dent was found on the port bow  $7\frac{1}{2}$  feet above the keel. This indicates a depth of 12 feet or less over the rock.

Pending an examination to determine the least depth, the 4 fathom sounding will be changed to a sunken rock symbol on the charts.

Approximate position 55 14'18" N., 160°33' 18" W.

May 25, 1934.

To: Inspector, Coast and Geodetic Survey, 601 Federal Office Building, Seattle, Washington.

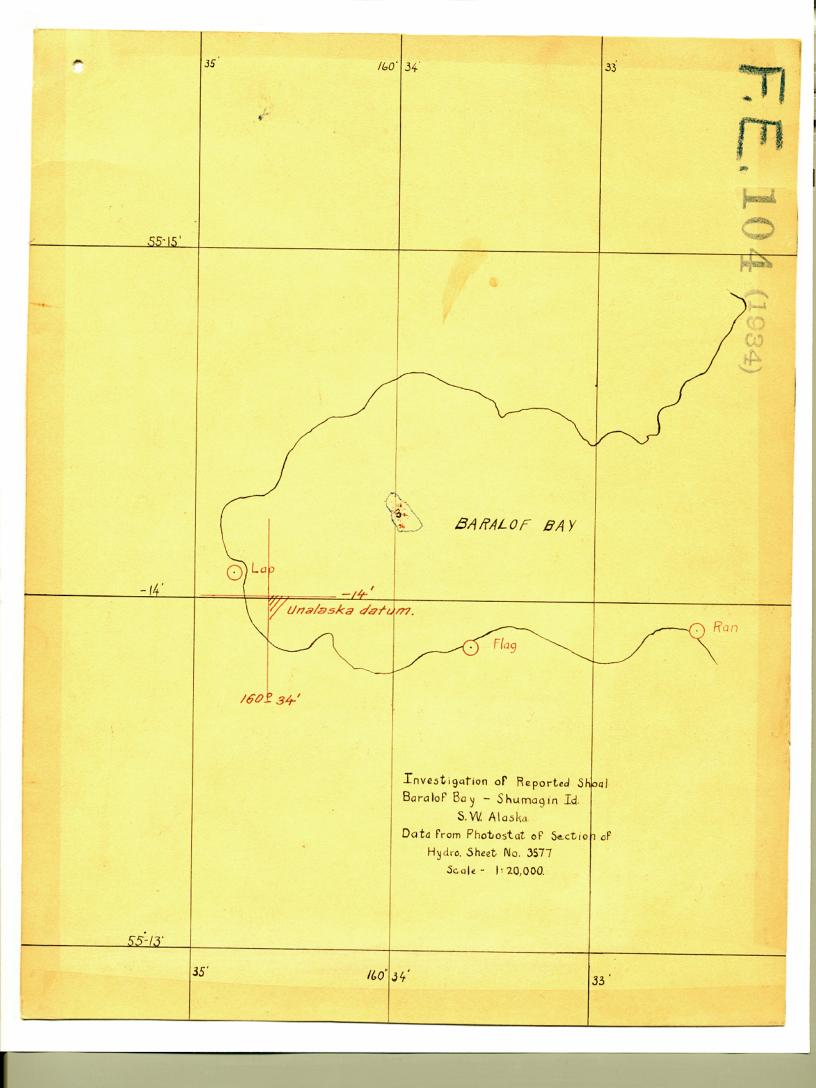
From: The Director,

U. S. Coast and Geodetic Survey.

Subject: Grounding of Vessel.

Your letter of May 16, 1934, reporting the grounding of the Steamer MARY D, on a four fathom shoal in Baralof Bay, on April 20, 1934, is acknowledged, with thanks.

(Sgd.) R. S. Patton
Director.





#### DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

Washington, Nov. 16, 1934

Referred to:

Caps adams

Coast Prot notes (Scaipe) are keng retained in Coast Prolot Section. The attached sketch of Baralof Bay, SWalasha may be filed as a chart letter of desired - LBH

Mito M.

Refer to previous

notice.

an examination gins

3 fattoons over the rock

struck by Str. may d.

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N. to M. 48-1934.

The examination of the shool in Baralof Bay (see sketch) was made at our request

Form	97K
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(SPACE FOR ARCHIVES STAMP)

#### DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. PATTON , Director.

HYDROGRAPHIC SHEET No....

# SOUNDINGS

Locality :
Baralof Bay
Shumagin Id, S.W. Alaska
Boat Skiff
Vol. No/
From Sept. 27, 1934, Pos. la
To Sept. 28, 19, Pos. 256
Statute miles of sounding lines
Number of soundings
Number of positions 34
19. <i>34</i>
Name of Vessel:
M.V. Westdahl
Chief of Party:
H.B. Campbell

### **DEVIATION TABLE**

#### (FOR AREA COVERED BY HYDROGRAPHIC SHEET)

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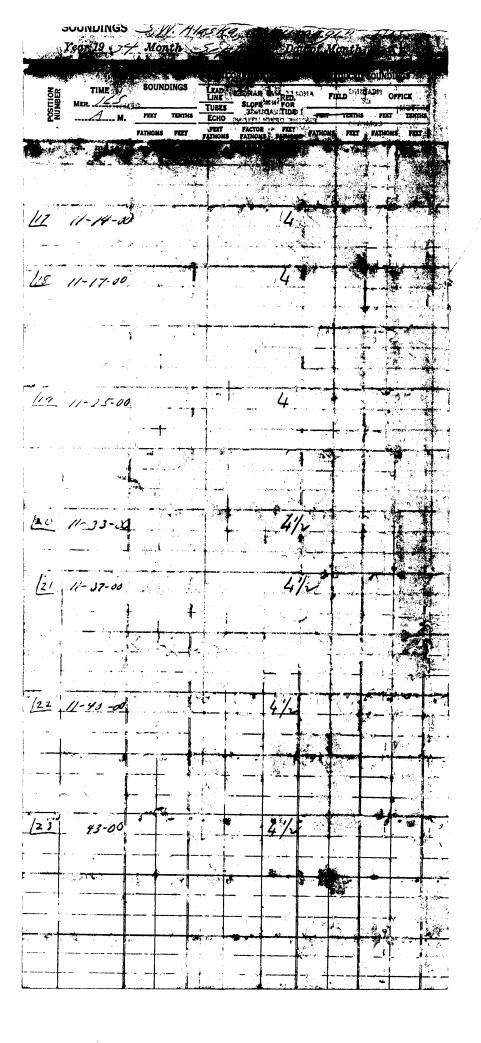
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