

F00008

F00008

NOAA FORM 76-35A	
U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SERVICE	
DESCRIPTIVE REPORT	
Type of Survey	Field Edit
Field No.	
Registry No.	F00008
LOCALITY	
State	Alaska
General Locality	Shumagin Islands
Locality	Baralof Bay
19 34	
CHIEF OF PARTY	
LIBRARY & ARCHIVES	
DATE	

☆ 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 1934

Acc. No.

F.E. 104 (1934)

275.

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Patton, Director

State: S.W. Alaska

DESCRIPTIVE REPORT

~~Topographic~~ } Sheet No. F.E. 104 (1934)
~~Hydrographic~~ }

LOCALITY

Baralof Bay,
Shumagin Islands

19 34

CHIEF OF PARTY

H. B. Campbell

U. S. GOVERNMENT PRINTING OFFICE: 1928

N. to M. #48-1934

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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*Locality *Baralof 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. Marshall*Protracted by *R. A. Marshall*Soundings penciled by *R. A. Marshall*Soundings in fathoms ~~Feet~~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: _____

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 ~~h~~ 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 enclosed 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 attached, 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, 1931.

N.B.G.

Page 235 - 5th and 6th lines under "ENTERING FROM SOUTHWESTWARD", strike out "52° true (NNE. 7/8 E. mag.)". Add "56° true (NE. 3/4 E. 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 shoal lying about 1/2 mile southwestward of Range Island."

Page 235 - 12th to 14th line under "ENTERING FROM SOUTHWESTWARD", strike out sentence beginning "When up to the black can buoy No. 1 - - ". Add "When 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."

4.5.31 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 3 to 5, strike out "Passing $\frac{1}{4}$ mile - - " through "(NNE. $7/8$ E. mag.) course;" Add "Rounding Sand Point Light at $\frac{1}{4}$ mile, 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 reef is marked on its western side by a white dolphin with fixed green light."

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

Page 236 - Lines 31 to 33, strike out sentence beginning "It is marked - - ". Add "A sunken rock lies about 200 yards west southward 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 - - -".

Page 237 - 4th and 3rd lines from end of page, strike out sentence beginning "In the middle - - -". Add "In the middle of the bay $\frac{1}{2}$ mile 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 WESTDAHL September 27th and 28th, 1934.

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

Forwarded, approved,

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

C O P Y

Copy 335 (1934)

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

NOV 14 1934

Acc. No.

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.

COPY

32-FL

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.

C O P Y

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 $55^{\circ}14'18''$ N., $160^{\circ}33'18''$ W.

80-LE

C O P Y

May 25, 1934.

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

From: The Director,
U. S. Coast and Geodetic Survey.

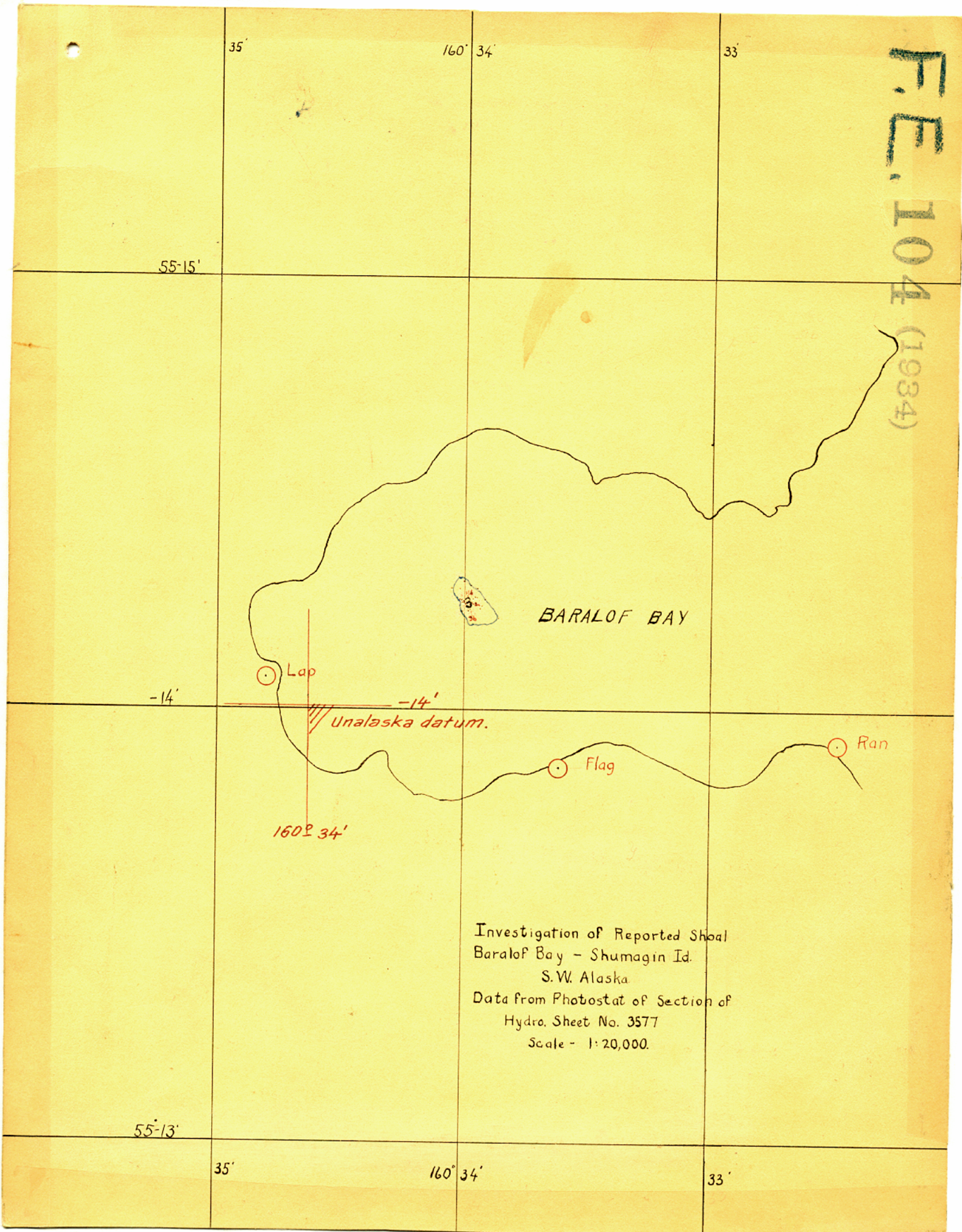
Subject: Grounding of Vessel.

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.

F.E. 104 (1934)



Investigation of Reported Shoal
Baralof Bay - Shumagin Id.
S.W. Alaska
Data from Photostat of Section of
Hydro. Sheet No. 3577
Scale - 1:20,000.

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

Washington, Nov. 16, 1934

Referred to:

Capt Adams

~~For:~~ The originals of the
Coast Pilot notes (Scaife) are
being retained in Coast Pilot
Section. The attached
sketch of Baralof Bay, SW Alaska
may be filed as a chart letter
if desired - ~~YGB~~

N. to M.

Ref. to previous
notes.

An examination gives
3 fathoms over the rock
struck by Str. Mary D.

Chart 3 sand and
RK.

SST

N. to M. 48-1934.

83.

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

KTR

F. E.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

R. S. PATTON, Director.

HYDROGRAPHIC SHEET NO. _____

SOUNDINGS

Locality:

Baranof Bay.

Shumagin Id., S.W. Alaska.

Boat *Skiff*

Vol. No. *1* Vols. *1*

From *Sept. 27*, 19*34*, Pos. *1a*

To *Sept. 28*, 19*34*, Pos. *25b*

Statute miles of sounding lines *-*

Number of soundings *11*

Number of positions *34*

1934

Name of Vessel:

M. V. Westdahl

Chief of Party:

H. B. Campbell

H. & G. E.

U. S. C. and G. Survey.

DEVIATION TABLE

(FOR AREA COVERED BY HYDROGRAPHIC SHEET)

VESSEL

DATE

LATITUDE

LONGITUDE

VARIATION (CHART NO. OR OBSERVED)

SHIP'S HEAD	DEVIATION
.....COMPASS	+ EAST
	- WEST
°	° /
0	
15	
30	
45	
60	
75	
90	
105	
120	
135	
150	
165	
180	
195	
210	
225	
240	
255	
270	
285	
300	
315	
330	
345	
360	

[illegible]

[illegible]

11-740

SUBJECT

PAGE

NUMBER
OF
REFS. ON PAGE

Baratof Bay
Lingby

1 day

BOTTOM	HEADING BY <u>COMPASS</u>	ANGLES AND RANGES BEARINGS LOG READINGS ENGINE REVOLUTIONS	REMARKS
	SUNTIME Clock <i>OK</i> Leadline corrections on page tested Sheave No. Corrections on page	No. 27 Weather Overcast Wind NW Sea Choppy	
Rky	Lap 91-26 Flag ✓ Part 39-08 ✓ 98-52 38-08 99-00 ✓	12 43 P.M. started feeling around on shoal.	
Rky	38-53 44 98-18 ✓		
Rky	46-27 45 99-06 ✓		
Rky	39-46 46 98-41 ✓ 40-03 ✓		

Boat used *Wasp of Bay dinghy* : *a day*

BOTTOM	HEADING BY COMPASS	ANGLES AND RANGES BEARINGS LOG READINGS ENGINE REVOLUTIONS	REMARKS
<i>Rky</i>		<i>294-18</i>	<i>* Only the shallowest soundings were on rky</i>
		<i>40-26</i>	<i>bottom - the rest of the shoal was</i>
<i>Rky</i>		<i>298-40</i>	<i>and bottom <u>rem.</u></i>
		<i>40-11</i>	
		<i>299-43</i>	
		<i>34-15</i>	
			<i>2⁴⁵ P.M. stopped sounding.</i>
			<i>sounded for 2 hrs. on this shoal.</i>
			<i>Only the shallowest soundings were recorded.</i>
No. 17 ST. TISTICS a DAY Statute miles of sounding lines Number of soundings Number of positions			- 7 9

Year 19.

Month

Day of Month

[illegible]

; *day*

[illegible]

SOUNDINGS *S.W. Alaska, Shumagin Is.*
Year 19 *34* Month *Sept* Day of Month *28*

Year 19 34 Month

Day of Month

28

POSITION NUMBER	TIME		SOUNDINGS		CORRECTIONS			REDUCED SOUNDINGS				
	MER.	M.	FEET	TENTHS	LEAD	SLOPE	RED. FOR TIDE	FIELD		OFFICE		
					TUBES			ECHO	FEET FATHOMS	FEET FATHOMS	FEET FATHOMS	FEET TENTHS
					FEET FATHOMS							
	h.	m.	s.									
	<div style="display: flex; justify-content: space-between;"> <div> <p>Observer <u>W.M. Scarle</u></p> <p>Range <u>Ramoth</u></p> <p>Plotting <u>Ram.</u></p> <p>Recorder <u>RW</u></p> <p>Automatic <u>Auto portable</u></p> <p>Plain</p> </div> <div> <p>Constant <u>664</u></p> <p>Corrector <u>618</u></p> <p>Clock <u>1263</u></p> <p>Wage No.</p> </div> </div>											
	<p>No. 16</p> <p>Constant <u>OK</u></p> <p>Corrector <u>618</u></p> <p>Clock <u>1263</u></p> <p>Wage No.</p>											
	<p>7-37-00</p> <p>3</p>											
	<p>7-47-00</p> <p>3</p>											
	<p>8-54-00</p> <p>3</p>											
	<p>8-58-00</p> <p>3</p>											

20140105

Boat used M. ~~W. H. H.~~

Friday

[illegible]

2014-2015

Boat used:

[Handwritten signature]

2 days

11-740		SPOT/AROD		REMARKS	
BOTTOM	HEADING BY COMPASS	ANGLES AND RANGES BEARINGS LOG READINGS ENGINE REVOLUTIONS			
	No. 20				
	Weather Overcast - rain				
	Sea SW - Force 2				
	Calm				
		No. 18			
		Washed at	7:20 A.M.		
		distance to working	1/2 mi.		
			For nature of drag work see descriptive report		
			Drag 90ft wide while drifting		
			Guide boat on south side of drag. Dragging approximately East		
			L Lap 99-22 started drifting		
			Flag ✓ ing across		
			Ran 38-45 Shoal area		
			Bottom of drag at 30 fathoms from surface -		
			K 95-29 End of drift		
			S 41-47		
			L 100-42 Began drifting		
			S 97-23		
			H 96-30 End of drift		
			S 41-45		

SOUNDINGS

S.W. Alaska, Shumagin Is.

Year 1934

Month Sept.

Day of Month 28

POSITION NUMBER	TIME		SOUNDINGS		CORRECTIONS			REDUCED SOUNDINGS			
					LEAD	SLASH	RED.	FIELD		OFFICE	
	MER.	M.	FATHOMS	TENTHS	TUBES	SLOPE	FOR	FEET	TENTHS	FEET	TENTHS
	---	---	---	---	ECHO	---	TIDE	---	---	---	---
	h.	m.	s.		FEET	FACTOR	FEET	FATHOMS	FEET	FATHOMS	FEET
15	9-03-00						3				
16	9-17-00						3				
17	9-30-00										
	9-15-00						3				
	9-38-00						3				
18	9-42-00						3				
	9-45-00						3				
	9-58-00						3				
19	10-17-00		3	4			3 1/2	3	0 1/2		
	10-25-00						3 1/2				

Vessel		Date		Time		Boat used		Crew	
NAME		DATE		TIME		BOAT USED		CREW	
BOTTOM	HEADING BY	ANGLES AND RANGES		REMARKS					
	COMPASS	BEARINGS							
		LOG READINGS							
		ENGINE REVOLUTIONS							
		15	99-41	Started Drifting					
		Flag							
		Ran	38-41						
		16	95-25	Stopped					
		S	41-23						
		17	87-33	no sig					
		S	44-40						
				Drag lowered					
				to 2.5 fathoms					
				No fix taken					
				at start of Drift					
		18	97-16	End of Drift					
		S	43-05						
				Drag lowered					
				to 4.5 fathoms					
				Drag caught up					
				on shoal while					
				towing it back					
				to start drifting					
				Started feeling					
174		19	99-18	Shoalest depth					
		S	40-06	Found - on rock					
				Discontinued					
				feeling					

SOUNDINGS

S.W. Alaska, Shumagin Id.

Year 19 34 Month Sept

Day of Month 28

POSITION NUMBER	TIME MER. 165 A. M.	SOUNDINGS		CORRECTION			REDUCED SOUNDINGS				
		FEET	TENTHS	LEAD LINE TUBES ECHO	SLOPE MINOR SOUNDING TIDE	CORRECTION	FIELD TENTHS	FEET	TENTHS	OFFICE TENTHS	
											FATHOMS
10	10-46-00					3 1/2					
11	49-06-3	4				3 1/2	3	1/2			
12	53-00					3 1/2					
13	10-56-00					4					
14	59-00					4					
15	11-06-00					4					
16	11-09-00					4					

11244 L. Island, Barataria Bay, Louisiana

Boat used: V. P. S. Dinghy

HEADING BY		ANGLES AND RANGES		REMARKS	
BOTTOM		BEARINGS		TIME	
COMPASS		LOG READINGS		M	
		ENGINE REVOLUTIONS			
Drag raised to 3.5 fathoms					
110 Lap 98-40 started drifting					
Flag Guide boat changed					
Ran 39-52 North end of drag					
111 S 98-28					
40-15					
112 S 94-28 stopped Drifting					
43-22					
113 S 102-08 started Drifting					
39-45					
114 S 98-51 stopped					
42-35					
115 S 94-30 started drifting					
Guide boat on					
38-54 South end					
116 S 95-51 ended Drifting					
41-20					

Day of Mourning

OFFICE

ENT

152

HOME

4

4.

4

 $4\frac{1}{2}$

4 1/2

1/2

1/2

Boat used: 1000

COMPASS

Box 36-47 Northland

19 S 28-51 ~~ended~~ drifting
against wind
38-20 guide boat
on Southend

20 94-51 started drifting
S east
38-17

121 72-05 *stopped* " *S* ✓
40-28

22
90-10 started dragging
westward
30-22 point on
South Shore
Guide Boat on
West end

127 103-28 Drag strings
✓ ~~last~~ east
3.8-6.8 per day on
and east

CONCLUSIONS

PLS. Duffin

in today

6th Lap 106-53 started drifting
Flag east
Run 48-31 Guide boat South
28-14 stopped drifting
S picked up drag
47-02

The only residence
of a rock was found
on the speaker's
soundings. The nest
of the bird was of
sandy loam.

No. 19	
Days' work ends at	16
Distance in	miles to Westfall

STATISTICS 6 DAY

Statute miles of sounding lines	
Number of soundings	2
Number of positions	25

Day of Month

[illegible]

; day

[illegible]

Day of Month

[illegible]

; *day*[illegible]