

2847

Diag. Cht. No. 5554-1

C. & G. SURVEY
L. & A.
MAR 31 1916
INDEX No.

Form 504
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: *Alaska*

11-5613

DESCRIPTIVE REPORT.

Hyd. Sheet No. *2847*

LOCALITY:

Alaska
Port Lathrop
Kenai Penn.

1915

CHIEF OF PARTY:

R. S. Patton

2847

Descriptive Report
Hydrographic Sheet 2847
Port Chatham
Kenai Peninsula
Alaska
Str. Explorer
R. S. Patton, Chief of Party
1915

Hyd. Sheet 2847.

LIBRARY Chatham 1915

Place with descriptive report
of hydrographic sheet No. 2847

S.L.R.

Drawing Section.

Position protracted and soundings plotted by field
Party. Soundings verified and inked by S. L. R.

This survey was intended for an additional
development of shoal spots in Port Chatham. No less
water was found at any of these shoals and the two
surveys agreed very well.

The work was carefully protracted and plotted,
and with the exception of the lack of notes under the
column in the sounding books headed "Boat's head by
Compass", the records were well kept.

Although the soundings were plotted in fathoms,
they had been reduced to feet by the Tidal Division, so
that another reduction of soundings was necessary before
they could be plotted.

S. L. Rosenberg.
Jan. 25, 1917.

Soundings in fathoms.

DESCRIPTIVE REPORT

to accompany

Hydrographic Sheet

Port Chatham

Additional Work

Surveyed under the direction

of

R.S.Patton, Ass't

by

H.T.Kelsh, Ass't

Steamer Explorer

1915

Description of Work.

Additional work was done in developing the head of the bay and at various shoal spots . No less water than is shown was found.

The two entrances past the small island in the mouth of the bay were closely developed on the outside sheet (Port Graham to Elizabeth Island.

Respectfully
Harry T. Kebb, Jr.
Asst.

Statistics Sheet No.

PORT CHATHAM.

Date, 1915	Letter.	Vol.	Posi- tions.	Sound- ings.	Miles. statute.	Vessels.
	<i>Angles</i>					
September 2.	A 146	1	72	196	5 1/2	Launch
" 11.	B 248	1	124	324	10 1/2	"
" 13.	C 46	1	23	54	1 3/4	"
Total	140		219	574	17 3/4	

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83
SHA
2847
1906

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. A. Pittmann
Superintendent

State: *Alaska*

U. S. C. & G. SURVEY,
LIBRARY AND ARCHIVES
JAN 31 1907
C. No.

DESCRIPTIVE REPORT.

Hydro Sheet No. *2847*

LOCALITY:

Port Chatham
and approaches

1906

CHIEF OF PARTY:

H. W. Rhodes

Descriptive Report of Hydrography of Port Chatham and Approaches.

Alaska.

U. S. C. & G. SURVEY,
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JAN 31 1907

Acc. No.

This work was executed chiefly while the Party on the ~~McARTHUR~~ was waiting for favorable weather to continue work on the outside coast.

During the time of the survey, tides were observed by means of an automatic gauge mounted on Gauge Island in the inner harbor.

Soundings in the harbor were taken by a whale-boat party using hand lead, and stopping for soundings except on the shoaler parts of some of the lines; the ship assisted in the work in the approach, using a hand sounding machine or hand lead as the depths required. *Positions of signals on Hyd. Sheet from plane-table sheet.*

The inner harbor is practically landlocked, has good holding ground with moderate depths at the upper end, and affords excellent shelter from all weather.

In approaching the harbor, entrance may be had on either side of Channel Island, although the entrance on the east side has dangerous shoals, ^{for deep draught vessels} lying practically on the course for entering, and strangers should use the west channel exclusively.

The west channel has one dangerous shoal lying about midway between Channel Island and Triangulation Station "Keyes", with a safe channel on either side of it. This shoal is very limited in extent and at low water is marked by kelp which covers at about two thirds tide. Depths on this shoal cannot be given accurately until the soundings are reduced, but as the McARTHUR struck on it at about low tide, while drawing 12 feet, there is probably as little as 10 feet on it. Accurate sailing directions for this channel cannot be given until the soundings are plotted, but a N.N.E. (mag.) course keeping the nearest point of Channel Island 100 meters on the star-board hand, will lead clear of the shoal and up to the inner harbor,

where a mid-channel course will lead to the best anchorage about 400 meters west of Channel Island, in 13 fathoms, sticky bottom.

A shoal which bares in places at low tide, and marked by heavy kelp, makes off from station "Kelp" in the direction of Channel Island for about $1/3$ of a mile, and care should be taken not to approach it too closely at high tide when the kelp does not show.

In general, all dangerous shoals inside of a line from station "Kelp" to station "Slip" are marked by kelp at one-half tide or less, but not all of the kelp which shows is on dangerously shoal ground.

During the season of 1906 the McARTHUR used this Port as a harbor of refuge from a number of heavy gales, and while some willaws were experienced at the anchorage, they were not of dangerous force.

Vessels approaching Port Chatham from the eastward, can enter between East Chugach and Pearl Islands, passing inside of Pearl and Elizabeth Islands where the least sounding obtained by the McARTHUR on a reconnaissance line, was about 10 fathoms; this channel requires some local knowledge however for safe navigation, and until the hydrography is executed, it is recommended that strangers pass outside of Pearl and Elizabeth Islands and enter by the western passage between Elizabeth Island and the main-land which is apparently free from dangers.

There is but little tidal current in the entrance to the harbor, but in the approach between Elizabeth Island and either point of the main-land, there are strong flood and ebb tides, and, at times, heavy tide rips.

Respectfully submitted,

H. W. Rhodes.
Assistant, Chief of Party.