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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. F. Fittmann
Superintendent.

State: *Alaska*

DESCRIPTIVE REPORT.

Hydro Sheet No. *2864*

LOCALITY:
*Western part of
Alitok Bay*

1906

CHIEF OF PARTY:
W. C. Hodgkins

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Descriptive Report

COAST AND
GEODETIC SURVEY
Yaccompany Hydrographic Sheet No. 2864

OCT 12 1 52 P.M. 1907
Western Part of Alitak Bay, Alaska.

C. & G. SURVEY, AND ARCHIVES, OCT 19 1907 Acc. No.

Alitak Bay is a large opening at the south end of Kodiak Island and north of the Trinity Islands. It has a number of branches of good size and over the greater part of its area is of good depth. The bay is easy of entrance and there seem to be few hidden dangers. Anchorages are not plentiful but are sufficient for ordinary purposes.

The western point of the bay is called Cape Alitak and the eastern point, which is very much to the southward of the other, is called Cape Trinity. There have been reports of a bar supposed to connect the two capes but no indication of anything of the sort was found by the Patterson. A bank of rather shoal soundings makes off from Cape Alitak for a short distance but is of small extent.

The eastern side of the bay is formed by a long point of comparatively low land with a rolling surface and terminating at the shore of the bay in nearly continuous, dark rocky cliffs. The water seems to be bold close up to this shore which is, however, fringed with reefs and pinnacle rocks and has a somewhat forbidding aspect. There seem to be no good anchorages on that side of the bay for several miles to the northward of Cape Trinity and the presence of two reefs a long distance out from shore on that side of the bay makes it an undesirable

region for vessels until it is thoroughly surveyed.

The area covered by the present survey lies on the western side of the bay, barely reaching to the "Middle Reefs" just mentioned.

On this side of the bay there are several coves, in some of which anchorage may be found.

The first of these, as the bay is entered, is that called Lazy Bay, lying just to the northward of the peninsula which terminates in Cape Alitak and just to the south of the rugged mountain mass called by Moser the Twin Peaks. This bay is open to the eastward but the upper part of it is fairly well protected from the ~~sea~~ in the northeasters which are prevalent here. The best anchorage for vessels of moderate size is about midway between the sandspit on the north shore and a dark rock point on the south side. The bottom is sticky mud and the depth from seven to nine fathoms. Greater depths will be found farther east at the junction of Rodman Reach and Lazy Bay, but the bottom is not so good there, the strong tidal currents from Rodman Reach having apparently swept away the particles of mud which might otherwise have formed good holding ground.

The next bay to the northward was called by Moser Kempff Bay, after one of his officers. The entrance to this bay is somewhat obstructed and the greater part is too deep for anchorage.

North of the entrance to Kempff Bay is an archipelago of small islands and ledges which is to be avoided as having no good anchorages and a number of dangers to be shunned.

To the northward again of this section of foul ground is the entrance to Moser Bay, an extensive arm of moderate depth in almost any part of which anchorage can be found at will. Two smaller coves on its western shore are called Snug Harbor and Chips Cove, the latter being at the head of Moser Bay and the place where the supply ship of the Olga Bay salmon cannery is moored during the fishing season.

At the eastern side of Moser Bay, abreast of Chips Cove, is the opening to the passage called the Narrows which connects Moser Bay to Olga Bay, a large, lake-like expansion of the inlet and the seat of the salmon packing industry in this section.

The small cannery steamers traverse the Narrows when the tidal current is not running too strongly against them, but no large vessel should attempt the passage.

There is shoal water at the entrance to Moser Bay and tide rips of some magnitude form here at times when the wind is fresh and the current strong against it, but they do not compare with those found in Sitkinak Strait and off the mouth of Alitak Bay. That bay is in general free from tide rips, the water being deep and the currents not very swift.

In moderate weather, anchorage can be found for temporary purposes at a number of points near the west side of the bay.

When the weather is clear enough to enable one to see the guiding marks no trouble should be experienced in entering Alitak Bay or its principal anchorages. The sketch map and sailing directions published by Captain Moser were found excellent guides and needed little correction.

The hydrography covers all the area that should need to be traversed by any vessel visiting the bay and within its limits is believed to be sufficient for all purposes of navigation.

For further information in regard to the region, reference may be made to the descriptive report accompanying Topographic Sheet No.2807.

W. C. Goddard

Chief of Party

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

Washington, Feb. 19, 1908

Returned
Respectfully referred to
forwarded

Memorandum regarding
original hydrographic sheet
No. 2864, Western Part of
Alitak Bay, steamer PATTERSON,
Hodgkins, 1906.

No action appears to have
been taken as to the utiliza-
tion of this information in
chart publication other than
the very slight amount that
could be shown on chart 8502.

W.R.P.

June 21 1907

Hyd Sheet #2864

Soundings from L12 to L24 A day could not be plotted as no angles are given with which to locate signals Low and Knob.

The work of 9th day was not plotted on account of weak angles.

A descriptive report was not sent in with this sheet.

H. L. Simmons

General survey good - additional development required in several localities for least water and to define shoal areas.

J. D. Watkins

9-11-07

Statistics - St. Patricks

Date	Feet	Day	Sounding	Angler	Miles	Boat
1906						
July 19	a	1	168	700	3.4	Viper
" 10	b	1	86	70	3.5	"
" 13	c	1	37	22	1.0	"
" 14	d	1	388	235	13.0	"
" 18	e	1	77	74	5.8	"
" 19	f	1	215	208	11.0	"
" 21	g	2	239	368	18.2	"
" 23	h	2	82	112	8.7	"
" 25	j	2	291	213	18.6	"
" 26	k	2	40	28	2.2	"
" 27	l	3	175	130	7.5	"
Aug 3	m	4	116	108	5.2	"
" 6	n	4	246	340	17.6	"
" 7	o	4	253	304	14.0	"
" 9	p	4-5	288	260	11.7	"
" 10	q	5	320	188	8.5	"
" 11	r	5	181	153	6.2	"
" 13	s	5	331	334	15.4	"
" 15	t	6	155	108	4.4	"
" 16	u	6	311	159	7.0	Reynard
" 22	v	6	293	142	6.3	"
" 23	w	6	202	272	12.4	Viper
" 25	x	7	173	66	2.5	Viper
" 27	y	7	512	318	11.9	"
" 28	z	7	125	205	10.0	"
" 31	a'	8	254	260	8.2	"
Sept 1	b'	8	326	294	8.8	"
" 4	c'	8-9	394	372	12.7	"
" 5	d'	9	141	148	3.6	"
" 6	e'	9	144	94	2.5	"
" 8	f'	9	213	408	21.6	"
" 11	g'	9	33	16		"
Aug 8	a	1	260	154	5.2	#1 Shellboat
" 9	b	1	380	185	6.1	"
" 10	c	1	324	170	5.5	"
" 30	d	1-2	685	186	6.4	"
July 25	A	1	41	48	6.5	Patterson
Total		12	8469	6822	315.0	