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Diag. Chrt. No. 8556-1

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

C. H. Tittmann
Superintendent.

State: *Alaska*

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OCT 28 1908
No.

DESCRIPTIVE REPORT.

Hydrographic Sheet No. *2921*

LOCALITY:

*Hodiak harbor, north-
ern approaches*

1907

CHIEF OF PARTY:

W. C. Hodgkins

2921

2921

Descriptive Report

COAST AND
GEODETIC SURVEY

OCT 28 9 14 AM 1908
FILE
RECORDED

accompany Hydrographic Sheet No 2921

Alaska

Kodiak Harbor, Northern Approaches

Scale 1:20000

Surveyed in 1907 by the party on the Steamer Patterson

W. C. Hodgkins, Commanding.

RECEIVED
BY ASSISTANT IN CHARGE
AND REFERRED TO
OCT 28 1908
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The waters covered by this survey are those usually traversed by steamers entering Kodiak, whether coming from Prince William Sound or from Shelikof Strait. In the former case the route leads through Marmot Strait and in the latter case through Kupreanof Strait.

With daylight and clear weather no special difficulty need be experienced in making this entrance, but in the night or in thick weather it is a dangerous locality even for one well acquainted and should not be attempted by strangers under such conditions. As the survey shows, there are numerous ledges and sunken rocks both near the shore and far away from it.

The rock formation is slaty, with the planes of cleavage nearly vertical, in consequence of which there is a marked tendency to the formation of pinnacles. When these are near the shore, they generally show at low water, if not constantly, but when situated in deep water they are sometimes entirely submerged and unknown unless discovered by accident.

It is altogether probable that there may be a number of such hidden dangers still undiscovered. A special report was made last fall in regard to a dangerous rock of this nature which was discovered in the fairway of the entrance.

Of the outlying dangers, Williams Reef, about four miles off the north end of Long Island, is the most important. It consists of two rocky heads of small extent with deep water all around them. The rocks are visible at low water of spring tides and the sea generally breaks on them. In quiet weather and near high water there is no breaker and the danger is then greater, especially if the weather is thick and the land is not visible.

A bell or a whistling buoy, or a combination of both, is very much needed in this approach to Kodiak.

To minutely describe all of the dangers in this area would require too much space and might also be confusing. The sheet itself is the best guide to them.

It should be mentioned in this connection that no trace was found of "Kodiak Rock", indicated on the chart between Williams Reef and Long Island head. It is described as "very pointed" and having 9 feet of water. Probably a drag would be needed to locate it.

No indication was seen of the breaker shown about a mile and three quarters nearly east (magnetic) from "Kodiak Rock".

The development of the vicinity of Hutchinson Reef showed a very different formation from that indicated on chart 8572.

In regard to this, again, the sheet is better than a description. The sunken rock in the fairway, already mentioned, is the most serious known danger for a deep draft vessel entering this port and should be marked by a buoy. In the absence of such an aid, the rock may be avoided by either keeping close to the dry rocks on the Spruce Cape side of the channel or else keeping off far enough to open the water front of the town clear of the intervening points. This latter course leads across some banks with depths of five to six fathoms, upon which there may be shoaler spots, but this is the only definite range which can be given.

After passing the outer clump of dry rocks, it is well to draw in a little toward "Channel Rock" to give a good berth to "Tillamook Reef", which makes out from the northern point of Woody Island well into the channel.

When passing to the eastward of the "Twins" or the "Mill Bay Rocks", as they are locally called, it is prudent to keep nearly a mile away, though no danger is known much over half a mile from the outer visible rock. The range of a haystack rock on the northeast point of Queer Island with the eastern side of Woody Island leads clear of all danger at this turning point.

The rocks which extend to the northward from the eastern point of Woody Island are well out of the way of vessels entering Kodiak when the proper course is kept, but in thick weather vessels sometimes get over into their neighborhood and

they should be borne in mind. With any sea there is usually a breaker on the outer lump, which goes dry at low water.

The tidal currents in this entrance run with some force, having an estimated velocity of from two to three knots at spring tides. They are especially noteworthy from the fact that the stream turns sharply around the point of Spruce Cape among the rocks which abound there, the flood current setting to the northward and the ebb current to the southward.

In thick weather the set to one side or the other thus occasioned might endanger a vessel.

With strong northerly or easterly winds there is usually a heavy sea in this approach but no very well marked tide rips have been noticed.

There are no anchorages to be recommended within this area, outside of St. Paul Roadstead.

Respectfully submitted,



Assistant Coast and Geodetic Survey,
Commanding.

September 18, 1908.

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APR 25 1910
Acc. No.

Sheet No 2921

Mar 16, 1908.

The reducers for vol. #5 have not been verified as no tide gauge readings for the days recorded in this vol., have been received at the office.

There is a lack of development of shoal spots. No attempt was made to develop the 13 ft. spot east of O Chan.

Clear 24 a piece of kelp was seen. A search was made for shoal water which was evidently not found. The soundings were not recorded. - (Recorded in records of U.S. 2863 & 2921)

Positions 42L & 1f could not be located on account of weak angle. Recorded in records of Sheets 2863a & 2929

Position 30, upon which depends the position of a rock awash at Spruce Pt. could not be located with the angles given.

Dangers shown

ON ORIGINAL DOCUMENT

H. L. Simons

8572

ON ORIGINAL DOCUMENT

Dangers shown on Chart 8572 and not found by this survey should be examined. development at other points is required, probably with some form of drag, as suggested in descriptive report. drag

J. S. M.
11-20-09

Applied to Chart No.

8534 (1935), 1:80,000, by James W. McGuire.

8545 (1935), 1:20,000, " James W. McGuire.