

2981a
(W.D.)

Diag. Cat. No. 8556-1

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

State: ALASKA

11-5813

DESCRIPTIVE REPORT.
 Wire Drag Sheet.
 Sheet No. 2981a

LOCALITY:

West Coast Kodiak Island

Uyak Bay, Vicinity of

Amook Island.

Str. SURVEYOR.

1929
 191

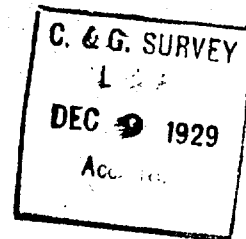
CHIEF OF PARTY:

R. R. Lukens

C. & G. SURVEY
 L & A
 DEC 9 1929
 Acc. No.

2981a
(W.D.)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY



REG. NO. 29812

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. Wire Drag Sheet.

REGISTER NO. 29812

State Alaska

General locality West Coast Kodiak Island.

Locality Uyak Bay, vicinity Amook Island.

Scale 1:10,000 Date of survey June, 1929

Vessel Str. SURVEYOR.

Chief of Party R.R.Lukens

Surveyed by C.A.Egner and L.S.Hubbard

Protracted by R.J.Sipe

Soundings penciled by _____

Soundings in fathoms Effective depth in feet at
feet MLLW.

Plane of reference MLLW at Uyak

Subdivision of wire dragged areas by R.J.Sipe

Inked by _____

Verified by _____

Instructions dated March 14, 1929

Remarks: Wire drag work to locate rock on which the
S.S.Aleutian was lost.

DESCRIPTIVE REPORT.
Wire Drag Survey -
Uyak Bay
Alaska

On May 26th, 1929, the S.S. Aleutian of the Alaska Steamship Company struck a rock in Uyak Bay near the south end of Amook Island and sank within less than 10 minutes. The passengers and crew were picked up by the SURVEYOR and taken to Seward. Immediately upon return from Seward work was started to locate the obstruction on which the vessel struck.

Capt. Nord of the Aleutian stated that he was about in mid-channel at the time of the accident. He gave me his course and said he was heading for the left tangent of Alf Island. This course would put him in mid-channel. At first I was under the impression that he must have struck an uncharted rock. Capt. Nord was a master of many years experience with an excellent reputation, and I felt that he would be able to estimate a mid-channel position within a few yards.

A close hydrographic survey was made and no danger was found. The area was wire-dragged and still no obstruction was found. After doing the drag work, the low tide rock $\frac{1}{4}$ mile off the Amook Island shore was examined and it was found to be badly spalled and broken. Later on, during a very low tide when the rock was bare about 4 feet, it was again examined and positive evidence was obtained that this rock was the one the Aleutian struck.

PURPOSE The purpose of this survey was to locate a suspected danger and not to drag any specific area.

METHODS The short wire drag was used. It was towed by the gig and motor sailer. The power dory was used as a tender. The drag was set to obtain an effective depth of not less than 30 feet at MLLW. This depth was obtained except of two end section on the first sweep. Tests for depth were made at frequent intervals by the usual testing line. Dual control was used.

CONTROL Several old triangulation stations were recovered and re-marked and signals built over them. In addition some white wash marks were established and cut in by plane table using the boat sheet. One signal was located by a sextant angle resection on a plane table cut

DEC 9 1929

Acc. No.

TIDE GAUGE Tidal reductions for this work were taken from the portable automatic gauge at Uyak.

PLOTTING In the plotting, the guide launch positions (end buoy) are shown in blue and the end launch in red. This was necessary because the positions were not taken simultaneously and the numbers do not correspond.

SCALE The sheet is plotted on a scale of 1:10,000.

ALEUTIAN ROCK For the position of Aleutian Rock, see the records accompanying the hydrographic sheet of this area. The rock is about awash at MLLW. The two sets of angles taken on the rock do not plot exactly the same. The set involving only triangulation stations was used.

GROUNDINGS The drag did not ground at any time during the work.

Respectfully submitted,

R. R. Lukens

R. R. Lukens,
Chief of Party.

LIST OF SIGNALS
Wire drag sheet -
UYAK BAY
Alaska.

Bluff	Triangulation of 1908
A1	Plane table cut with sextant resection
Low	Plane table location on boat sheet
High	" " " " " "
South	Triangulation of 1908
Bass	Triangulation of 1908
Fall	Plane table location on boat sheet
Spot	Plotted from sextant cuts
Twin	Triangulation of 1908
Shingle	Triangulation of 1908.

Statistics for Wire Drag Sheet.

Aleutian Rock.

Date: June 4, 1929.

No. of positions 134 (both launches)

Statute miles of
drag strips 7.1

Total area dragged
in sq. stat. miles 1.2

January 24, 1930.

Division of Hydrography and Topography:

Division of Charts:

Tide Reducers are approved in
2 volumes of sounding records for

HYDROGRAPHIC SHEET 2581 A

Locality: ~~XXXXXXXXXXXX~~ Uyak Bay, Kodiak Island, Alaska.

Chief of Party: R. R. Lukens, in 1929

Plane of reference is mean lower low water, reading

2.4 ft. on tide staff at Uyak
ft. below B. M.

Condition of records satisfactory except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted.
3. Time meridian not given at beginning of day's work.
4. Time (whether A.M. or P.M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings" instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.

Paul G. Whitney
Chief, Division of Tides and Currents.

May 14, 1930

Section of Field Records
Report on Hydrographic Sheet (Wire Drag) 2981a
Vogok Bay, Vicinity of Amak Island, Alaska
Surveyed in June 1929

Chief of Party - R. R. Luben
Surveyed by - C. A. Egner and L. S. Hubbard
Protracted by - R. J. Squire
Subdivision of Areas - R. J. S.
Verified and Indexed by - J. T. J.
Area and Depth Sheet by - J. T. J.

1. The records are complete, neat and legible and drag tests are indicated. They conform to the requirements of the wire drag manual.

2. The smooth sheet was completed to the extent prescribed in the

wire drag manual with a single exception noted below. The sheet was received in the office plotted in pencil and reviewed.

3. There are no adjoining wire drag surveys.

Remarks:

The plotting on this sheet was accurately done. There are several splits and spots of insufficient overlap on this survey which resulted from attempting to cover a small area with an unbroken drag strip.

The primary purpose of this survey was to prove or disprove an unknown danger due to the steamer Aleutian striking a rock and evidence uncovered by the survey party.

tended to show that the steamer struck a known existing rock on the edge of the channel. With this information in mind, the above mentioned splits and spots of insufficient overlap are of minor importance and the area was sufficiently covered.

Report by.

J. T. Jarman

August 25, 1930.

SECTION OF FIELD RECORDS

Report on Wire Drag Sheet No. 2981 a

Uyak Bay, West Coast Kodiak Island, Alaska.

Surveyed in 1929.

Chief of Party, R. R. Lukens.

Surveyed by C. A. Egner, L. S. Hubbard.

Protracted by R. J. Sipe.

Verified, inked and area and depth sheet by J. T. Jarman.

1. The records conform to the requirements.
2. The methods and character of operations fulfill the requirements of the general instructions.
3. No specific instructions were issued for this work, the purpose of the survey being to locate or disprove a suspected danger to navigation, as the master of the S. S. Aleutian reported he was steering a mid-channel course when the vessel struck a rock and sank. The results of this survey and the contemporary lead line survey, H. 2981 b, show no such obstruction. Later on an examination of the charted rock, shown in about Lat. 57° 25.48', Long. 153° 51.0', disclosed conclusive evidence that the Aleutian struck on this rock. (See note p. 15, record of H. 2981 a and p. 41 record of H. 2981 b.)
4. No shoals were found and the drag did not ground at any time during the work.
5. While the overlaps are thin in several places and two splits occur, these are considered of minor importance. A depth greater than five fathoms has been passed over the most critical soundings found on H. 2981 b, as well as the reported area of the grounding.
6. The field plotting was well done and was completed to the extent prescribed except that the drag work was left in pencil and was inked by office draftsman.
7. The drag work is sufficient to serve the purpose for which it was done and no additional work is necessary.

8. Reviewed by R. L. Johnston, May 21, 1930.

Approved:

Chief, Section of Field Records (CHARTS)

Chief, Section of Field Work (H. & T.)

August 25, 1930.

SECTION OF FIELD RECORDS

Report on Wire Drag Sheet No. 2981 a

Uyak Bay, West Coast Kodiak Island, Alaska.

Surveyed in 1929

Chief of Party, R. R. Lukens.

Surveyed by C. A. Egner, L. S. Hubbard.

Protected by R. J. Sipe.

Verified, inked and area and depth sheet by J. C. Jarman.

1. The records conform to the requirements.
2. The methods and character of operations fulfill the requirements of the general instructions.
3. No specific instructions were issued for this work, the purpose of the survey being to locate or disprove a suspected danger to navigation, as the master of the S. S. Aleutian reported he was steering a mid-channel course when the vessel struck a rock and sank. The results of this survey and the contemporary lead line survey, H. 2981 b, show no such obstruction. Later on an examination of the charted rock, shown in about Lat. 57° 25.48', Long. 153° 51.0', disclosed conclusive evidence that the Aleutian struck on this rock. (See note p. 15, record of H. 2981 a and p. 41 record of H. 2981 b.)
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8. Reviewed by R. L. Johnston, May 21, 1930.

Approved:

Chief, Section of Field Records (CHARTS)

Chief, Section of Field Work (H. & T.)

Field Records Section (Charts)

HYDROGRAPHIC SHEET No. *2981 a (w. l.)*

The following statistics will be submitted with the
cartographer's report on the sheet:

Number of positions on sheet *. 134 .*
Number of positions checked *. 71 . .*
Number of positions revised *. 8 . .*
Number of soundings recorded *. None .*
Number of soundings revised *. 4 . .*
Number of signals erroneously
plotted or transferred *. . None .*

Date: *May 14, 1930* -----

Cartographer: *J. J. Jarman* -----