

3579

U.S. SURVEY,  
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3579



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Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

Superintendent.

*U.S. SURVEY  
LIBRARY AND ARCHIVES  
MAR 29 1915  
Acc. No. 3579*

*Beluga Peninsula*

DESCRIPTIVE REPORT.

*Byd.* Sheet No. *3579*

LOCALITY:

*Davidson Bank  
Vicinity of  
Lunar Rock*

1913

CHIEF OF PARTY:

*J. B. Miller*

11-4845

62,93  
3579

83  
S/HA  
5819  
1913

3579

RECEIVED  
MAR 30 1914  
Acc. No. \_\_\_\_\_

Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

*O. H. Tuttle*  
Superintendent.

State: *Alaska*

DESCRIPTIVE REPORT.

*Hyd.* Sheet No. *3579*

LOCALITY:

1913

CHIEF OF PARTY:

*Miller*

11-4645

6293

DEPARTMENT OF COMMERCE  
Coast & Geodetic Survey,  
O.H. Tittmann, Supt.

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ALASKA: ALASKA PENINSULA.

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Additions to Original Hydrographic Sheet 3579.

DAVIDSON BANK

---

Additions made in June, July, Aug., Sept., Oct., 1914.  
by the party on the C. & G. S. Str. PATTERSON.

J. B. Miller, Assist., C. & G. S., Chief of Party,  
and in charge of sounding vessel.

A. M. Sobieralski, Assistant, C. & G. Survey,  
in charge of sounding vessel.

---

Scale, 1:180,000

Soundings in fathoms at mean low low water.

Tide gauges at Catons Cove & Pirate Cove, Shumagin Islands.

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Area ( additions ) 187-1/2 sq. stat. miles.

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Positions plotted by J. B. M.

Soundings plotted by J. B. M.

DEPARTMENT OF COMMERCE  
Coast and Geodetic Survey

O. H. Tittmann, Supt.  
-----

ALASKA

ORIGINAL HYDROGRAPHIC SHEET NO. ~~101~~ 3579

DAVIDSON BANK, ALASKA PENINSULA  
-----

Surveyed by the C. & G. S. Steamer PATTERSON, June - October,  
1913.  
-----

Soundings in fathoms below mean low low water

SCALE 1: 180,000  
-----

James B. Miller, Assistant, C. & G. Survey, Chief of Party.

Positions plotted by P. Herberger  
-----

Off shore soundings in search for "Leonard Rock".

Sheet examined in Div.  
of Hyd'y & Top'y.DEPARTMENT OF COMMERCE  
Coast and Geodetic Survey

O. H. Tittmann, Supt.

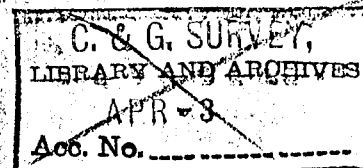
SURVEY  
MAR301914

Assistant in Charge

A DESCRIPTIVE REPORT OF HYDROGRAPHIC SHEET NO. 101; DAVIDSON BANK,

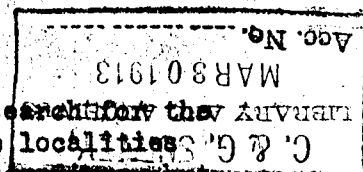
ALASKA PENINSULA

SCALE 1:180,000



Surveyed from June to October 1913 by the C. &amp; G. S. Str. PATTERSON

James B. Miller, Assistant, C. &amp; G. Survey, Chief of Party.



This sheet shows sounding done in 1913 in the search for the reported Lenard and Andersen Rocks. The most probable localities where these might be expected were well covered with soundings, but there are several other areas still to be examined. The entire region was also covered with the submarine sentry set at 30 to 40 fathoms, on days when sounding could not be done on account of weather; the lines run with the sentry are not plotted on the sheet, because the locations are somewhat approximate; these lines amount to more than 2000 miles in all, and a complete record of them appears in a copy of the ship's log book, which was submitted with the sheet, in addition to the sounding books.

The routine of the sounding with two machines and Bassnett pressure tubes, while under way, should appear clearly from the record books. The tubes were standardized by a vertical cast each tenth sounding, and the soundings falling in the interval corrected by the amount thus shown. A horizontal offset must be applied backwards along the line, in plotting these soundings, to take account of the distance from the ship's bridge, where the angles were taken, to the point where the lead reached the bottom. A table for this purpose was submitted with the Hawaiian sheets of 1913. For a vertical cast this is 39 meters, and for a sounding under way it is greater. The angles were taken at the instant the lead reached bottom in all cases.

The features developed may best be seen by referring to the sheet. The bottom is extremely level and regular to 100 fathoms and drops abruptly there. It is black sand or coarse shingle and boulders; rocky bottom is not found. The danger of using the method of dead reckoning for locating soundings here may be seen by comparison with sheet 3307 of 1911, showing this locality; various inconsistencies in the latter are thus found to be due to the use of the dead reckoning method. This method was not used in the sounding

records in 1913, but was used in the submarine sentry work, which is thus somewhat approximate, as referred to above.

Soundings were also made southwestward of Cape Lazareff, where a bank had been reported in 1913: no such bank was found there

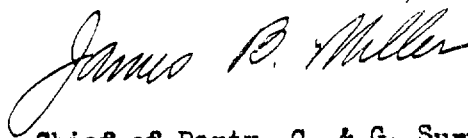
Signals were obtained from previous triangulation records in this region. Some signals were located by sextant angles from the ship, which were recorded in the sounding records under the day, time, and position where they were taken.

Tidal reducers are obtained from the Sand Point record of 1913; and from the tide tables on a few days near the end of the season.

Some current observations were taken during the season in this region, and the results submitted. The current runs always westerly: with an easterly wind it reached a strength of  $3/4$  knot. It runs south of west if the wind is north of east, and it runs north of west if the wind is south of east. Along the 100 fathom curve it reaches a strength of more than 1 knot, and forms light tide rips.

A discussion of the possible existence of Lenard and Andersen Rocks does not pertain strictly to the hydrography, as it appears on the sheet; and is therefore omitted here. This matter has been made the subject of special reports and correspondence already submitted, with recommendations for further work.

Respectfully submitted,



Chief of Party, C. & G. Survey.

Honolulu, T.H.,

March 8, 1914.

DEPARTMENT OF COMMERCE  
Coast and Geodetic Survey

O. H. Tittmann, Supt.

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A DESCRIPTIVE REPORT OF HYDROGRAPHIC SHEET NO. 101; DAVIDSON BANK,

ALASKA PENINSULA

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SCALE 1:180,000

Surveyed from June to October 1913 by the C. & G. S. Str. PATTERSON  
James B. Miller, Assistant, C. & G. Survey, Chief of Party.

---

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Respectfully submitted,

*James B. Miller,*

Chief of Party, C. & G. Survey.

Honolulu, T.H.,

March 8, 1914.



DEPARTMENT OF COMMERCE  
Coast & Geodetic Survey,  
O.H.Tittmann, Supt.

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ALASKA: ALASKA PENINSULA

A Supplementary Descriptive Report on  
Sheet 3579 (of 1913)

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DAVIDSON BANK

Scale 1:150,000

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A report on this sheet was submitted in 1913. The additional work in 1914 consists of lines in UNIMAK PASS and off CAPE SARICHEF, and several lines in other localities, extending to the eastern edge of the sheet. All these soundings confirm and extend the 1913 work: no new dangers were discovered: the principal feature discovered is a bank of black sand extending 2-9/10 miles westward from CAPE SARICHEF. There are depths of 10 to 15 fathoms over it, and heavy tide rips, breakers, and eddies occur: the current reaches an estimated force of 2 knots. The bank appears to be an extension in a westnorthwesterly direction of the old lava flow which may be seen 1 mile southward of CAPE SARICHEF LIGHTHOUSE: no dangerous rocks were found.

The sheet is far from completed: many season's work would be required to complete it, since it covers about 10,000 square miles of water area, all of which needs careful examination. The weather in this locality is such that there are only a few working days each season; and it is very necessary to work only in clear weather: the dead reckoning method of sounding is not sufficiently accurate for such work as this sheet covers.

The reported locality of LENARD and ANDERSON ROCKS was again examined in 1914; and more soundings were secured. No indications of any rocks were found, and the soundings confirmed the 1913 work.

Respectfully submitted,

*James B. Miller,*  
Assistant, C. & G. Survey,

To the Superintendent, C. & G. Survey, Chief of Party,  
Washington, D. C.

Seattle, March 10, 1915.

SHEET NO. 101

700-3579

DAVIDSON BANK, S. W. ALASKA

DATE 1913.	BOAT	LETTER	VOL.	HOURS	POSITIONS	SDGS	MILES (Stat.)
June 25	Launch #38	B	2	4.0	44	44	8.4
July 1	"	C	2	5.0	92	93	18.8
1	PATTERSON	G	1	5.0			
" 3	Patterson	D	1	9.3	68	340	62.8
" 17	"	E	1				
" 18	"	F	1	15.6			
" 19	"	G	1	11.4			
" 24	"	H	1				
" 25	"	I	1				
Aug. 17	"	J	1	2.6	2	2	1.4
" 18	"	K	1		1	1	
" 19	"	L	1	0.7	3	8	2.8
" 27	"	M	1	4.2	28	90	24.0
" 28	"	N	3	9.1	59	262	61.4
" 29	"	O	3	11.7	72	286	72.2
" 30	"	P	3	14.9	91	373	96.5
" 31	"	Q	3	13.2	47	43	48.8
Sept. 5	"	R	3	5.4	34	178	32.0
" 6	"	S	4	7.8	40	191	44.2
" 7	"	T	4	12.2	79	403	82.3
" 10	"	U	4	12.0	75	392	82.8
" 20	"	V	4	1.4	10	54	8.0
" 26	"	W	4	9.1	54	293	40.3
" 27	"	X	5	11.4	69	328	62.2
" 28	"	Y	5	3.2	15	83	10.0
" 30	"	Z	5	2.3	15	85	14.7
Oct. 3	"	A	5	4.0	20	110	16.7
" 23	"	B	5	5.0	39	243	35.9
" 24	"	C	5	10.0	60	342	66.9
" 25	"	D	6	10.2	59	353	73.6
				193.9			
				05	9	8	
				219.0	1075	4597	966.5

Sq. Statute Miles:

DATE 1914	BOAT	LETTER	VOL.	HOURS	POSITIONS	SDGS.	MILES (stat)
June 16	PATTERSON	A	1	4.5	4	52	37.7
July 17	"	B	1	7.6	44	215	48.1
" 30	"	C	1	5.8	39	221	34.1
Aug. 26	"	D	1	5.1	7	78	38.7
" 27	"	E	1	9.9	17	144	58.3
" 28	"	F	1	11.7	47	286	61.5
Sept. 4	"	G	1&2	15.2	85	429	73.7
" 5	"	H	2	13.1	54	296	105.2
Oct. 7	"	I	2	9.2	4	91	61.5
" 8	"	J	2	10.5	9	64	43.0
				92.4	310	1876	561.8

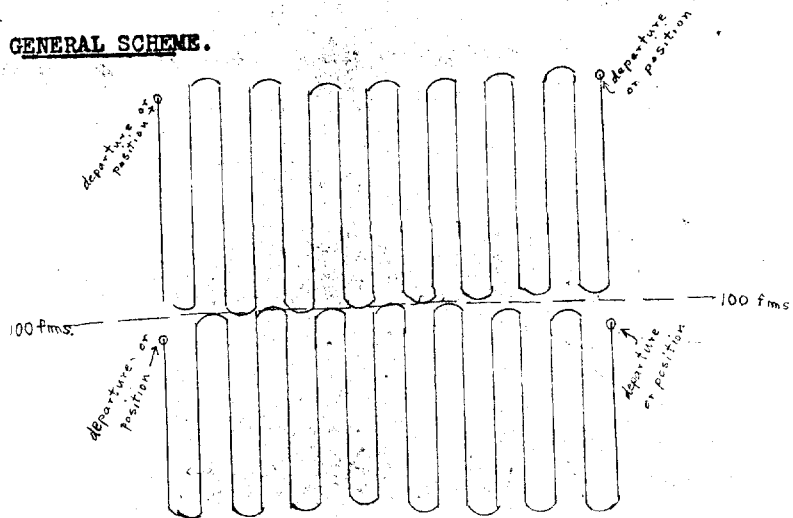
Sq. Statute Miles: *1873 (additions)*

Hyd. 3579

3579

The tracing shows the limits covered with the submarine sentry set at 30 and 40 fathoms: this work is distinct from the hydrography shown on this sheet, and was done on days when hydrography could not be done. The ship could be located only approximately, by the 100 fm curve, occasional bearings, and Summer lines. The lines were run north and south (true), one set with their southern ends on the 100 fm curve, and the other set with their northern ends on the 100 fathom curve. The lines were  $3 \frac{3}{10}$  miles long and about  $\frac{1}{3}$  mile apart or less, which is the turning circle of the ship. A full and complete record was kept in the ship's log book, and a copy of the pages which apply (38 pages in all) is submitted with this sheet. It would be very difficult to plot the individual lines, and could only be done by an extensive adjustment, bearing in mind a continuous current to the westward which exists here.

GENERAL SCHEME.



COPY.

ADDRESS ALL COMMUNICATIONS TO  
"SUPERINTENDENT, COAST AND GEODETIC SURVEY,  
WASHINGTON, D. C."

Department of Commerce and Labor  
COAST AND GEODETIC SURVEY  
Washington

December 16, 1908.

The Superintendent,  
Coast and Geodetic Survey,

Sir:

By your direction I submit a statement of what has been done by Government vessels to verify the position of existence of Anderson and Lenard rocks.

Beginning about 1888 a number of vessels of the Fish Commission, Navy and Revenue Cutter Service, have made it a practice to pass over the position of these rocks in the daytime under favorable weather conditions when bound to or from Unimak Pass. As quite a number of these vessels were employed in the Bering Sea patrol the aggregate number of passages by them over this locality is probably large. None of them have seen any indication of danger. The Survey has a record of the following:

The ALBATROSS searched and sounded for these dangers when in their vicinity in 1888, 1890 and 1892.

The YORKTOWN ran over the position assigned to Anderson Rock in 1892.

The MOHICAN ran a line of soundings over the assigned positions of Anderson and Lenard rocks in 1893.

The ~~ALBATROSS~~ passed over the assigned positions of Anderson Rock in 1897.

The MANNING in 1900 "Passed longitude of Anderson and Lenard rocks in latitude 53° 53' N., fair range of visibility," also, "Ran a long latitude 54° 05' N., in longitude of Anderson and Lenard rocks, a fair opportunity for seeing any break or rock within 5 miles, land visible 40 miles."

The survey Steamer McARTHUR in 1901 sounded over the assigned position of Lenard Rock sufficiently to disprove its existence in that locality (Hydrographic Sheet 2556).

Yours respectfully,

(sgd.) H. C. Graves,

Nautical Expert, C & G. Survey.

Anderson and Leonard Rocks.

Geo. Davidson, Jan. 15, 1883.

I herewith transmit two charts embracing information which the Alaska Commercial Company has permitted its captains to furnish me.

The breaker 32 miles south of Sannak Island is in the line of vessels making Unimak Pass. Capt. Anderson had just gotten his meridian altitude for latitude and got bearing of Sannak for longitude. This is the most important and best determined matter on the map (lat.  $53^{\circ} 55\frac{1}{2}'$  N., long. the same as Sannak Peak, which by Westdahl's survey is  $162^{\circ} 45'$  W.).

ALBATROSS under Capt. Tanner sounded in this locality in 1888, 1890 and 1892, and her soundings are shown on our charts. Tanner states:

"While at Unalaska, I made some inquiries relating to Anderson and Leonard rocks off the Sannaks but could obtain nothing definite. It is the general opinion that these rocks exist and that they are separate rocks. The ground off the Sannaks is foul and the directions to strangers are to give the islands a berth of 60 miles on the seaward side. Capt. J. E. Hansen of the steamer DORA assumes the positions of the rocks referred to as follows: Anderson Rock lat.  $53^{\circ} 59'$  N., long.  $163^{\circ} 07'$  W.; Leonard Rock lat.  $53^{\circ} 59'$  N., long.  $162^{\circ} 41'$  W.

o o o o  
"15. Anderson Rock - Leonard Rock. They are both the same. It has never been seen since Captain Anderson reported it, in lat.  $53^{\circ} 57' 30''$  N., long.  $162^{\circ} 48' 00''$  W. I have questioned Anderson and Hayes, who was first officer with the former at the time, and they are both positive that they saw breakers. It has occupied various positions on our charts, and may exist; but if so, it is strange that ~~one~~ <sup>no</sup> one has seen it. We have searched for it, whenever we have been in the vicinity, but saw nothing."

YORKTOWN, 1892, ran over position assigned to Anderson Rock but saw no sign of shoal water. In lat.  $54^{\circ} 04'$  N., long.  $163^{\circ} 06'$  W., sounded in  $46\frac{1}{2}$  fms., black sand.

MOHICAN, 1893, Commander Nicoll Ludlow, ran a line of soundings over the assigned position of Anderson and Leonard rocks, and no indications of rocks were seen.

Capt. J. M. Hays, of Str. BERTHA, and Capt. C. J. Hague, of Str. DORA, report (1894) as follows:

"Leonard and Anderson rocks do not exist in the positions assigned on C. S. chart 8800, but there is a rock just bare at low water in (approx) lat.  $54^{\circ} 03'$  N., long.  $162^{\circ} 48'$  W., from which Mt. Sannak bears N. true.

A. F. Rodgers, Feb. 22, 1894.

"Sometime ago Capt. Goulson, R.C.S., called my attention to the two positions given for Anderson Rock, suggesting that there was but one rock and the doubling came from plotting both a magnetic and true bearing from Sannak Mountain by probably two plotters."

J.F.Moser, 1897.

"Herewith I send a copy of Tamer's 1893 letter referring to Chart 8800. I think you will find his remarks correct, and the only amendment I have to offer is under Par. 15 (See under Tanner preceding). Opinions seem to differ in regard to Anderson and Lenard rocks. This vessel searched for them some years ago and could not find them. I made particular inquiry about them at Unalaska, and the general impression is that they exist and are two separate rocks. At any rate the ground off the Sannaks is foul, or believed to be, and the Alaska Commercial Company instruct their vessels to give the Sannaks a berth of 60 miles so it can do no harm to keep the rocks where they are on the chart for the present.

GRANT, 1899, Capt. J.A.Slamm.

"About lat.  $54^{\circ}$  N., long.  $163^{\circ} 50'$  W. the chart gives the doubtful positions of two rocks, viz: Lenard Rock and Anderson Rock. These two rocks are a menace as well as a source of anxiety to vessels. The uncertainty of their exact position, in fact, the doubtful existence of Lenard Rock, results in delay at night or during thick weather. There are so many conflicting statements as to their position or existence, that the matter should be settled and charted positively."

MANNING, 1900.

"Passed longitude of Anderson and Lenard rocks in latitude  $53^{\circ} 53'$  N., fair range of visibility, but no appearance of breakers.

Ran along lat.  $54^{\circ} 05'$  N. in longitude of Anderson and Lenard rocks, a fair opportunity for seeing any break or rock within 5 miles, land visible 40 miles, no sign of these rocks was seen in this latitude."

Westdahl, 1901.

"I am sorry to report that I have not succeeded in finding any of the outlying rocks.

The consensus of opinion among the native otter hunters is that there is but one outlying rock to the southward, probably the "Leonard" and that it has plenty of water over it."

Capt. C. J. Mosen, Str. Melville Dollar, 1905, reports that on repeated occasions he has fished near the positions of Lenard Rock and the rock to northeastward and saw no indication of either danger. He has also passed close to the positions of these rocks as marked on H.C. chart 68 upon eight different occasions, some of the time in rough weather, and never saw any signs of them.

Branch Hydrographic Office, Port Townsend, 1907.

Capt. C.G.Conradi of the Am.S.S. OHIO reports inaccuracies in C.S.Chart No. 8860, in the vicinity of Unimak Pass, Alaska. This pass is used by a great many vessels between May and November each year and the prevalence of fogs in this vicinity makes it

very important that the charts should have many soundings and be absolutely correct. A study of the currents during these months should also be made as they are strong and irregular.

I doubt very much if Leonard Rock exists and its being on the chart gives navigators a great deal of trouble and anxiety. The commerce to Bering Sea is increasing with great rapidity and this Pass is the only entrance used.

Capt. O. F. Antonsen, Ship St. Nicholas reports (1908) that Sannak Rock is  $7\frac{1}{2}$  miles E. by N. from its charted position on C.S. chart 9302. He states that he fixed the position of the rock by astronomical observations and also by bearings of prominent points on Unimak Island. A sounding of 28 fathoms was obtained about 2 miles southwestward of the reef. The reef is not noticeable in heavy weather and is therefore very dangerous. In calm weather it has the appearance of a long broken reef. Approx. position: lat.  $53^{\circ} 58' 40''$  N., long.  $163^{\circ} 00' 00''$  W.

(NOTE.- I do not place much faith in this report, as in other reports Capt. Antonsen makes some pretty wild statements. H.C.G.)



# POSITIONS.

State

AZIMUTH. ° ' "	BACK AZIMUTH. ° ' "	TO STATIONS.	DISTANCE. Meters.	LOGARITHMS.
<p><i>to accompany sheet <sup>74d.</sup> 3579</i></p>				

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# GEOGRAPHIC

Locality *Alaska Peninsula*  
 11-676

*Unalaska Datum.*

STATIONS.	LATITUDE.		Seconds in Meters.	LONGITUDE.		Seconds in Meters.
	°	' "		°	' "	
<i>scaled from 1:100,000 Progress Sketch</i>						
<i>Parlof east</i>	<i>55</i>	<i>27' 30"</i>	<i>927</i> <i>927</i>	<i>161</i>	<i>51 33</i>	<i>580</i> <i>474</i>
<i>Parlof West</i>	<i>55°</i>	<i>24' 02"</i>	<i>62</i> <i>1793</i>	<i>161</i>	<i>55 00</i>	<i>11</i>
<i>Deer Isl. Pk</i>	<i>54</i>	<i>58 05.6</i>	<i>172</i> <i>1683</i>	<i>162°</i>	<i>16 28.8</i>	<i>512</i> <i>3759</i>
<i>Reef</i>	<i>54</i>	<i>57 22</i>	<i>680</i> <i>1175</i>	<i>162</i>	<i>31 36.3</i>	<i>647</i> <i>424</i>
<i>Fox</i>	<i>54</i>	<i>56 54</i>	<i>1670</i> <i>186</i>	<i>162</i>	<i>25 34</i>	<i>608</i> <i>461</i>
<i>Deer Isl</i>	<i>54</i>	<i>54 33.7</i>	<i>1041</i> <i>814</i>	<i>162</i>	<i>17 38.8</i>	<i>691</i> <i>378</i>
<i>Peak I</i>	<i>55</i>	<i>11 145</i>	<i>449</i> <i>1400</i>	<i>162</i>	<i>16 38.5</i>	<i>682</i> <i>380</i>
<i>Cape Bold</i>	<i>55</i>	<i>1 29</i>	<i>839</i> <i>1016</i>	<i>162</i>	<i>15 35.4</i>	<i>629</i> <i>437</i>
<i>Seran I.</i>	<i>54</i>	<i>57 57.7</i>	<i>1782</i> <i>73</i>	<i>161</i>	<i>54 33</i>	<i>595</i> <i>473</i>

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# POSITIONS.

*State Alaska*

AZIMUTH. ° / "	BACK AZIMUTH. ° / "	TO STATIONS.	DISTANCE. Meters.	LOGARITHMS.

Do not write in this margin.

# GEOGRAPHIC

Locality *Alaska Peninsula*  
 11-676

*Unalaska* Datum.

STATIONS.	LATITUDE. ° ' "	Seconds in Meters.	LONGITUDE. ° ' "	Seconds in Meters.	
<i>scaled from Chart # 8703 1:80 000</i>					
<i>Pelkofski Church</i> ○ <i>Pel</i>	55 05 17	526 1329	162 2 3	53 1011	
<i>scaled from Chart # 9007 1:40 000</i>					
<i>Priest Rock</i> ○ <i>Priest</i>	54 00 37.3	1153 702	166 22 38.4	700 393	
<i>scaled from Chart # 8860 1:300 000</i>					
<i>E. Pt. East Bady Island</i> ○ <i>East</i>	53 59 45.7	1413 442	166 2 51.5	930 163	
<i>N. Pt. N.E. Bady Island</i> ○ <i>North</i>	54 00 5.3	165 1690	166 3 37.4	682 411	
<i>Battery Pt</i> ○ <i>Battery</i>	54 02 11	340 1515	165 53 00	00	

Do not write in this margin.

# POSITIONS.

*State Alaska*

AZIMUTH. ° ' "	BACK AZIMUTH. ° ' "	TO STATIONS.	DISTANCE. Meters.	LOGARITHMS.

Do not write in this margin.

# GEOGRAPHIC

*Locality*

11-676

*Datum.*

STATIONS.	LATITUDE. °   '   ''	Seconds in Meters.	LONGITUDE. °   '   ''	Seconds in Meters.	
					Do not write in this margin.

# POSITIONS.

*State Alaska*

AZIMUTH. ° / "	BACK AZIMUTH. ° / "	TO STATIONS.	DISTANCE. Meters.	LOGARITHMS.

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# GEOGRAPHIC

*Locality*  
11-676

*Datum.*

STATIONS.	LATITUDE. °   '   ''	Seconds in Meters.	LONGITUDE. °   '   ''	Seconds in Meters.	
Do not write in this margin.					



VEC  
Mar. 28, 1914.

HYDROGRAPHIC SHEET 3579.

Davidson Bank, Alaska Peninsula, Alaska, by  
Asst. J. B. Miller in 1913.

TIDES.

	Sand Point ft.
Mean lower low water, or plane of reference on staff	3.5
Lowest tide observed " "	1.6
Highest " " " "	13.1
Mean range of tide	5.1

Hyd. Sheet No. 3579

Although two seasons work are shown on this sheet, it covers a vast area of water and is still far from complete. The work is all right as far as it goes and the records clear.

The lines run with sub-marine sentry are not shown on the smooth sheet, because they were located only approximately, being run when weather conditions were unfit for other work.

Curves were drawn only where the soundings were close enough to define them.

Ralph L. Johnston

Soundings shown in fathoms.

Protracted, plotted and inked by field party.  
Verified by R. L. J.

Applied to Compilation 8705 July 10, 1942 J.M.A.