

83
SHA
3654

C. & G. SURVEY,
LIBRARY AND ARCHIVES
MAR 29 1915
Acc. No.

3654
C. & G. SURVEY,
LIBRARY AND ARCHIVES
MAR 29 1915

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. S. Gittman
Superintendent.

State: *Alaska*

DESCRIPTIVE REPORT.

Hyd. Sheet No. *3657*

LOCALITY:

*Unga Strait &
Paulof Bay*

191*4*

CHIEF OF PARTY:

J. B. Miller

11-4645

3654

83
SMA
1913
M

3654

C. & G. SURVEY,
LIBRARY AND ARCHIVING
MAY 18 1914
Acc. No.

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: _____

DESCRIPTIVE REPORT.

Nyik. Sheet No. *3654*

LOCALITY:

191

CHIEF OF PARTY:

3654

DEPARTMENT OF COMMERCE
Coast and Geodetic Survey

O. H. Tittmann, Supt.

A DESCRIPTIVE REPORT ON HYDROGRAPHIC AND RECONNAISSANCE SHEET *3654*
~~107~~, UNGA STRAIT TO PAVLOF BAY, ALASKA PENINSULA.

SCALE 1:100,000

Surveyed in September and October, 1913 by the C. & G. Survey

Steamer PATTERSON

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

This sheet shows hydrography and reconnaissance from Unga Strait to Pavlof Bay, Alaska Peninsula. The reconnaissance is shown as shoreline in blue, and is supported by angles in the sounding record. The hydrography consists of soundings along the steamer track across the sheet; several lines in Unga Strait: lines at the entrance to Pavlof Coal Bay, and the location of Moses Rock; and lines in the strait between Ukolnci and Dolgoi Islands.

The usual remarks on the routine of sounding with Bassnett pressure tubes apply here, and the usual horizontal offsets backward along the line are to be used in plotting soundings.

The sounding is not sufficient to develop any features thoroughly; and may be understood best by referring to the sheet.

Signals are obtained from triangulation records of 1913 and 1911.

Tide reducers are obtained from the Sand Point record of 1913, and from the tide tables.

Respectfully submitted,

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

Honolulu, T.H.,

March 9, 1914.

SHEET NO. 102

SHUMAGIN ISLANDS, S. W. ALASKA

DATE 1913.	BOAT	LETTER	VOL.	HOURS	POSITIONS	SDGS.	MILES (stat)
Sept. 1	PATTERSON	A	1	00	0.0	1	0.0
Oct. 6	"	B	1	24	2.5	16	11.5
" 7	"	C	1	06	2.0	4	0.0
" 8	"	D	1	10	1.0	3	0.0
" 9	"	E	1	29	3.0	15	16.0
" 14	"	F	1	55	8.0	54	37.2
" 16	"	G	1	22	2.0	15	16.5
" 17	"	H	1	82	10.0	53	28.2
" 20	"	I	1	32	3.0	23	24.3
				26.0			
				31.5	184	948	133.7

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

ALASKA: ALASKA PENINSULA

A Supplementary Descriptive Report on

Sheet 102 (of 1913)

UNGA STRAIT TO PAVLOF BAY.

Scale 1:100,000

A report on this sheet was submitted in 1913. The additional sounding in 1914 consists of a line of soundings from Hair-Seal Cape to Arch Point, in the general direction of the usual vessel track. Deep water was found; no additional dangers were discovered: the soundings extend and confirm the work done in 1913.

The sheet is on the Unalaska Datum. On its eastern side it joins sheet 102 of 1914 (1:100,000), and on its western side it joins chart 8703. The soundings of 1914 are submitted on a tracing, since the original sheet is now in the archives of the Office.

Respectfully submitted,

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

Chief of Party.

To the Superintendent,

Coast & Geodetic Survey,
Washington, D. C.

Seattle, March 9, 1915.

SHEET NO. ~~100~~102 (of 113) ^{16.6} ⁵⁷ ⁴⁴⁰ Unga Strait to Parlof Bay.

90.0

~~CAPE PANIKOF TO SEAL CAPE.~~

DATE 1914	BOAT	LETTER	VOL.	HOURS	POSITIONS	SDGS.	MILES (stat)
July 16	PATTERSON	A	1	7.4	30	135	33.6
" 17	"	B	1	6.7	44	232	41.4
" 30	"	C	1	2.5	13	73	15.0
				<u>1</u>			
				16.6	87	440	90.0

Note: B + C days are plotted on sheet 3579.

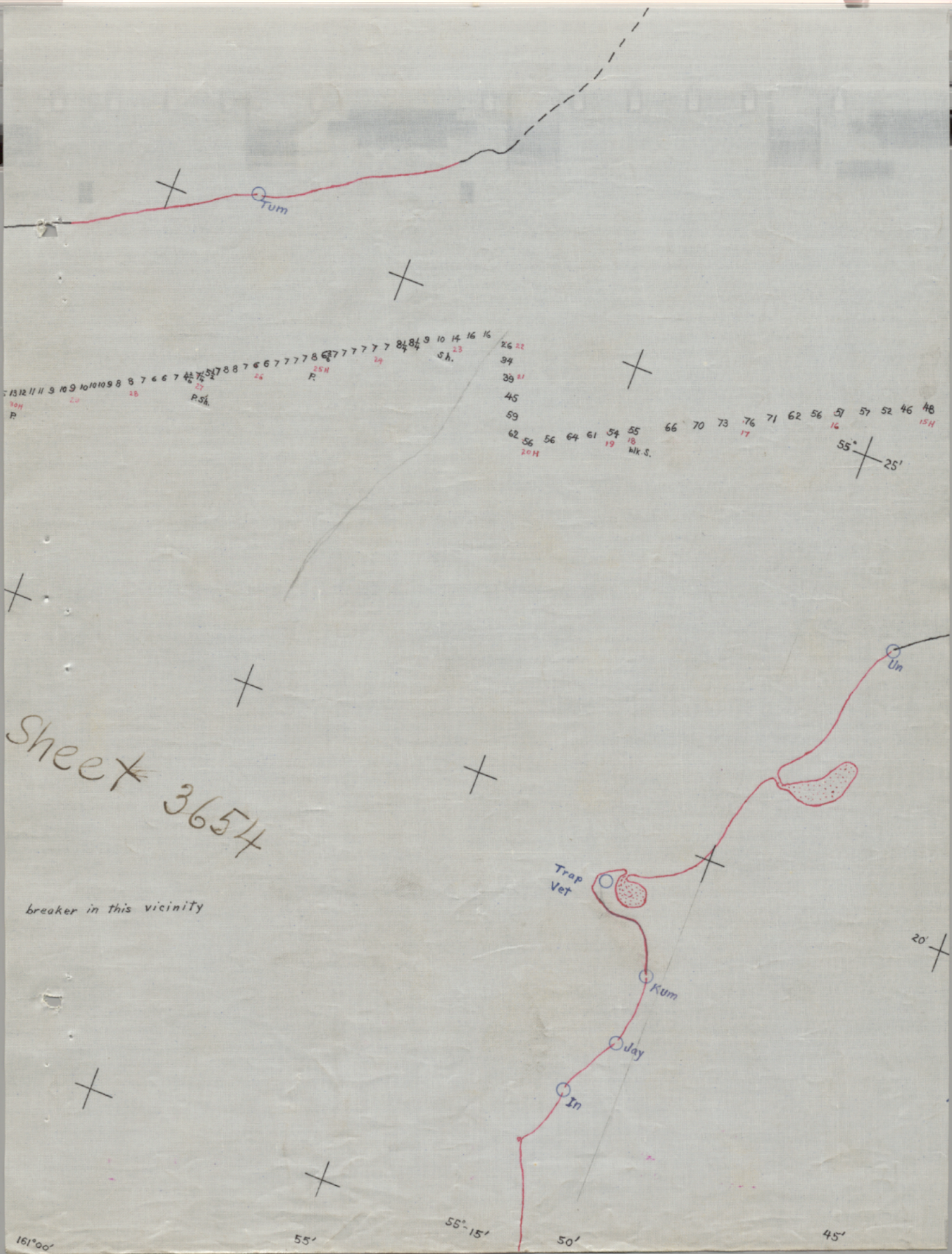
VEC
July 21, 1914

HYDROGRAPHIC SHEET 3654.

Unga Strait to Pavlof Bay, Alaska Peninsula, by
Assistant 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



13 12 11 10 9 10 10 9 8 7 6 6 7 4 7 5 7 8 8 7 6 6 7 7 7 7 8 8 7 7 7 7 7 8 4 8 4 9 10 14 16 16
 26 22
 34
 39 31
 45
 59
 62 56 56 64 61 54 55 66 70 73 76 71 62 56 51 57 52 46 48
 20 H 19 18 M.K.S. 16 15 H
 55°-25'

Sheet # 3654

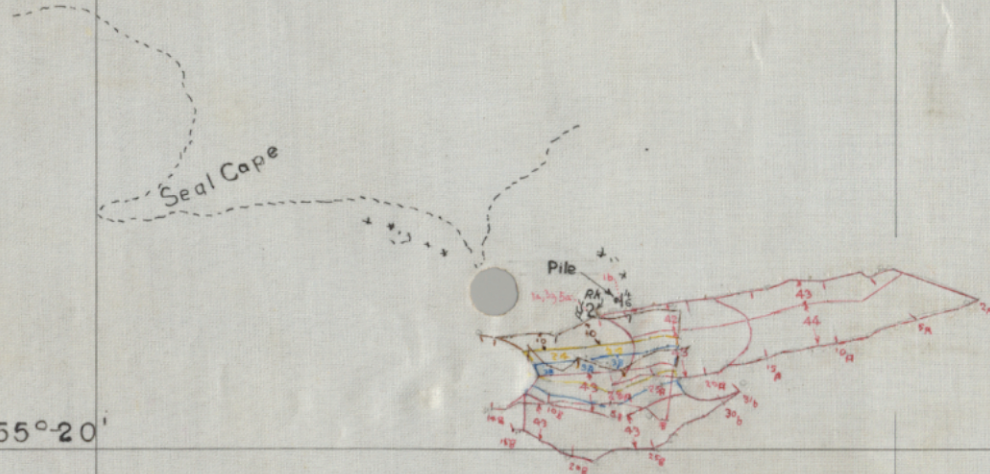
breaker in this vicinity

161°00' 55' 55°-15' 50' 45'

161°-20'

-10'

161°-00'



55°-20'

55°-20'

OVERLAY SHEET
TO ACCOMPANY CHART 8700
SHOWING WIRE DRAG INVESTIGATION FOR SHOAL
VICINITY OF SEAL CAPE LIGHTHOUSE
SCALE 1:100,000

AUGUST 1939
Soundings in fathoms.
Wire Drag depths in feet.

15'

161°-20'

-10'

3654 (Add. Work)

(Add work)

3654

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

State: ALASKA

11-5613

DESCRIPTIVE REPORT.

Hydrog Sheet No. 3654 (Add. Work)

LOCALITY:

Alaska Peninsula South

Acheredin Pt. to Dolgoi Island

191²³

CHIEF OF PARTY:

R. R. Lukens

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

3654

HYDROGRAPHIC TITLE SHEET
for

Bromide # 3654.

The finished Hydrographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

Register No. 3654 (Add. work)

State . Alaska

General locality . Alaska Peninsula, South.

Locality Acheredin Pt. to Dolgoi I.
~~Eng. Strait Bay~~

Chief of party R. R. Lukens

Surveyed by Str. Pioneer

Date of survey Sept. 6, 1923.

Scale 1:100,000

Soundings in Fathoms

Plane of reference MLLW (Kings Cove gauge)

Protracted by R. R. L.; R. W. T. Soundings in pencil by R. E. W.

Inked by Verified by

Records accompanying sheet (check those forwarded):

Des. report, _____ Tide books, _____ Marigrams, _____ Boat sheets,

1 _____ Sounding books, _____ Wire-drag books, _____ Photographs.

Data from other sources affecting sheet

Remarks:

DESCRIPTIVE REPORT

To accompany

HYDROGRAPHIC RECONNAISSANCE

Register No. 3654.

UNGA ISLAND TO DOLGOI ISLAND

Str. PIONEER

1923

R. R. Lukens,
Comdg.

The work shown on this sheet is a reconnaissance done ~~while~~ while the vessel was returning to her working grounds from Unga where she had gone in search of the Red Cross nurse to assist in a major surgical operation.

PURPOSE OF SURVEY During the summer I interviewed several shipmasters who navigate this coast and they pointed out the advantages of the direct rout from Squaw Harbor and Unga, to the Westward. Although this route has been used by the little mail steamer for several years, larger vessels hesitated to use it and it was thought that if a line of soundings were run and published on the chart, ship masters would feel justified in using it.

CONTROL The bromide copy of Register No. 3654 was used as a boat sheet. Where possible peaks and islets were used for control, but in places tangents to islands and more or less indefinite points had to be used.

METHODS Fisher tubes were used in depths less than about 50 fathoms and up and down casts were made in greater depths. Due to the great care required in navigating this area the usual strict attention to the performance of the tubes could not be given and the record shows that there is not sufficient data to draw curves for some tubes used.

DANGERS All breakers and reefs seen were located by cuts. The area south of Dolgoi Id., is very foul. While enroute to Seattle on Oct. 2, a breaker was located very close to a point where a 12 fathom sounding was had during the reconnaissance. No signs of shoal water were seen at that time. This incident illustrates the hazards experienced in navigating unsurveyed waters. Capt. Johanson of the STARR who often uses this route passes about a mile off the south end of Dolgoi Islands and says he thinks there are no dangers along that track.

BOTTOM The bottom appears irregular and seems to be mostly black sand and rock

R. R. Lukens.

February 15, 1924.

Division of Hydrography and Topography:

Division of Charts:

Tide reducers are approved in
1 volumes of sounding records for

HYDROGRAPHIC SHEET 3654

Locality: **Shumagin Islands, S. W. Alaska.**

Chief of Party: **R. E. Lubben in 1923.**

Plane of reference is **mean lower low water reading**
ft. on tide staff at **King Cove.**
S.S.

For reduction of soundings, 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 each 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.



Chief, Division of Tides and Currents.

Verification of Hydrographic Sheet 3654 (Add. work)

The protracting and plotting of soundings were good. The records were kept in good shape.

The southernmost rock (20' high) on this survey was located by only two acute cuts.

Many of the positions were located by tangent cuts to the islands.

The position of the breaker observed on Oct. 2, 1923 near position 40A and shown as a sunken rock was transferred from the boat sheet as there were no cuts recorded in the record.

A. I. Shalwitz

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

WASHINGTON

June 3, 1924.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 3654 (Additional work)

Acheredin Pt. to Dolgoi I., Shumagin Is., Alaska

Surveyed in 1923

Chief of Party, R. R. Lukens.

Surveyed by party of Steamer Pioneer.

Protracted and soundings plotted by H. R. Edmonston.

Verified and inked by A. L. Shalowitz.

1. The records conform to the requirements of the General Instructions and instructions dated Feb. 23, 1923 for use of sounding tubes.
2. The character of this work conforms to the requirements of the General Instructions but, consisting as it does of only one line of soundings, it cannot be considered a complete survey, and should be rated as a reconnaissance.
3. The survey was done for good reasons but without specific instructions.
4. The work was plotted on a bromide print by the field party and re-plotted on the smooth sheet in the office.
5. The number of islets and rocks discovered in running this single line of soundings indicates the need of further surveying in this region.
6. The character of the work done is excellent.
7. Reviewed by E. P. Ellis, May, 1924.

3654

Additional work 1939

Diag. Ch. 8859

Form 504
Rev. April 1935

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

~~TOPOGRAPHIC~~ } Sheet No. Chart 8700
Hydrographic }

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

MAY 14 1940

Acc. No.

State Alaska

LOCALITY

Shumagin Islands

Seal Cape Light

193 9

CHIEF OF PARTY

G. C. Jones

3654

Additional work 1939

CP

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. -----

Chart 8700
REGISTER NO.

H3654
Additional Work 1939

State ~~Southwest~~ Alaska *Peninsula*

General locality *Vicinity of* Shumagin Islands

Locality [^] Seal Cape Light

Scale 1:100,000 Date of survey August, 1939

Vessel DISCOVERER

Chief of Party G. C. Jones

Surveyed by G. C. Jones

Protracted by G. L. Boothe - J. W. Vonasek

Soundings penciled by G. L. Boothe - J. W. Vonasek

Soundings in fathoms ~~feet~~

Plane of reference M.L.L.W.

Subdivision of wire dragged areas by L. S. Hubbard

Inked by *H.F. Stegman*

Verified by *H.F. Stegman*

Instructions dated January 24, 1939, 19

Remarks: Investigation for reported 8 ft. rock

Plotted on Chart 8700

DESCRIPTIVE REPORT

to accompany

Investigation of Reported 8-foot Rock
Off Seal Cape Light, Alaska Peninsula.

Scale 1:100,000

Chart 8700

U.S.C. & G.S.S. DISCOVERER

G. C. Jones, Comd'g.

1939

AUTHORITY

In accordance with supplemental instructions dated January 24, 1939, reference 21AB-1995DI-1, Project HT-219, an investigation was made by the U.S.C. & G.S.S. DISCOVERER of a pinnacle rock covered by 8 feet of water at low tide, located 1.04 miles 117° T. from Cape Seal Lighthouse, as reported to the Commanding Officer of the Lighthouse Tender CEDAR by the crew of a pile driver from Squaw Harbor, who struck it with a piling while investigating the locality for a proposed fish trap.

LOCALITY

The locality to be investigated was off Seal Cape Light and in addition sounding lines were run from Unga Island Light to Seal Cape Light.

CONTROL

The triangulation stations established in 1913 on mountain tops were used as basic control for signals and to locate several stations on the shore lines of the Peninsula and Unga Island. In addition the Cape Seal Lighthouse and Unga Island Lighthouse were used.

All soundings were controlled by visual fixes on shore objects.

GENERAL ACCOUNT

The ship arrived off Seal Cape Light the morning of August 8, 1939 and found the water too rough to put out the wire drag to investigate the reported rock.

The launch was put out and spent two hours running lines in the reported area of the rock without success.

While waiting for the wind and sea to moderate in order to use the wire drag, the ship ran sounding lines from Seal Cape Light to Unga Island Light to fill in the blank areas on Chart 8700, using the red-light method with the No. 312 fathometer with visual control. The ship sounding was

carried on during the early morning of August 9th and as weather moderated the drag was assembled and work was started in the afternoon. The rock was not found by the drag but the end launch found a kelp patch and un-reduced sounding of 4 fathoms on the inshore end of the drag. The drag tender was called and spent 48 minutes searching over the shoal area with the dinghy drifting and running slowly around and over it. The shoalest sounding found was 3 fathoms which reduced to 2 fathoms. The area was very small in extent and quite sharp, dropping off into deep water. Kelp could be seen and the seas would "hump up" over this small area. On August 10th the drag was again set out and the offshore area was dragged to definitely prove that the rock did not exist as reported or further offshore.

As the ship sounding lines were only fill-in work while waiting for weather, no attempt was made to develop shoal indications that were found.

The wire drag is plotted on a tracing cloth overlay for Chart 8700. Attached to this report.

WIRE DRAG

Standard wire drag equipment towed by the ship's launches, was used to drag the area under investigation. A drag 4200 feet long was used the first day of dragging. A 4800 foot drag was used the second day. Most of the area was dragged to effective depths of 42 and 43 feet. In the vicinity of the 2 fm. shoal and the Lighthouse some of the area was dragged to effective depths of 38 ft., 24 ft., and 10 ft., the least effective depths being closest to the shoal.

TIDES

A portable automatic tide gage was operating at Cherni Island during the period of this survey, with a standard tide gage at King Cove, Alaska Peninsula, as the basic station. All reducers used on this work were from the Cherni Island records.

DANGERS TO NAVIGATION

No dangers to ships were found with the exception of the reported rock with 2 fms. of water on it at M.L.L.W. located 0.8 mile $93\frac{1}{2}^{\circ}$ T. from Seal Cape Light. This rock is small in size and inshore so that it is not a danger to ships that are on their courses making the light.

Part 3,
Review.

STATISTICS

August 8, 1939

	Ship	Motorsailer	Total
Statute miles of sounding lines - - - -	42.9	8.6	51.5
Number of soundings: Fathometer - - - -	550		550
Machine- - - - -	1	88	89
Hand lead- - - - -	6	3	9
Number of positions- - - - -	105	38	143

Wire Drag

Date	Day	Drag Length	Positions	Stat. Miles	Sdgs.
8/9/39	a	4200'	28	2.5	3
8/10/39	b	4800'	31	3.0	0
			59	5.5	3

Respectfully submitted,

G. L. Boothe, H. & G.E.,
U. S. C. & G. Survey.

Forwarded: *see comments*

A.M. Sobieralski

Officer in Charge,
Seattle Processing Office.

21-AB
1995 DI 1

January 24, 1939.

To: The Commanding Officer,
U.S.C. & G.S.S. DISCOVERER,
601 Federal Office Building,
Seattle, Washington.

Through: The Inspector, Seattle Field Station.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: SUPPLEMENTAL INSTRUCTIONS, PROJECT HT-219.

En route to False Pass in the spring of 1939 or at an early convenient time thereafter, you will please make an investigation of a reported 8-ft. pinnacle rock rising from depths of 14 fathoms off Seal Cape Light, Alaska Peninsula.

2. This rock was reported by the Commanding Officer of the Ship SURVEYOR who received his information from the Commanding Officer of the Lighthouse Tender CEDAR. The position submitted for this rock is not definite, therefore, pending the results of your investigation the rock will be charted as a P.D.

3. There are furnished you herewith a copy of chart letter No. 694 of 1938 and a tracing of a section of chart No. 8700. This chart letter and the accompanying tracing contain all the information concerning this rock available at this office.

4. You will please report the results of your investigation as soon as it has been completed.

5. The use of predicted tides will be satisfactory for the reduction of any soundings necessary for the purposes of this investigation. Later a more accurate determination of the depth over this obstruction will be determined when this area is reached in the course of your extension of completed surveys eastward.

6. You will please acknowledge the receipt of these supplemental instructions.

Acting Director.

Comments on
Investigation of Reported 8 foot Rock.
by officer in Charge Seattle
Processing Office.

The investigation proves that the rock does not exist in position reported. The 2 fathom rock found 0.8 mile $93\frac{1}{2}$ true from Seal Cape Light is probably the rock reported.

It is therefore recommended that the sounding and legend "Reported" be expunged from the chart after the work herewith submitted has been verified.

It is recommended that this chart be given a register number and filed as a hydrographic sheet. While the work is hardly up to the requirements of finished surveys, the information is of considerable permanent value.

It is noted that the lights on Seal Cape and Unga Spit were used as signals. These lights are charted from positions furnished by the Bureau of Lighthouses. In a country where so much of the shoreline has not been accurately charted, these positions may not be very accurate. The descriptive report does not specify whether the triangulation stations were occupied for cuts to the signals. Since the hills on which the stations are not very definite, a further chance for errors in positions of the soundings is introduced.

For these reasons the work can be considered only of a reconnaissance nature.

The boat sheet indicates a pile one mile eastward of Seal Cape Light, and the rock 8 feet high charted to the northward of the position of the pile has been inked in red; presumably this indicates that the position of the rock has been verified.

A. M. Sobieralski

GEOGRAPHIC NAMES

Survey No. **H3654**

(Additional Work
1939)

Name on Survey	A. On Chart No.	B. On previous survey No.	C. On U. S. quadrangle Maps	D. From local information	E. On local Maps	F. P. O. Guide or Map	G. Rand McNally Atlas	H. U. S. Light List	K
Shumagin Islands									1
Seal Cape									2
									3
									4
									5
									6
									7
									8
									9
									10
									11
									12
									13
									14
									15
									16
									17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27

Remarks

Decisions

	Remarks	Decisions
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

HYDROGRAPHIC SURVEY NO. H3654 Additional Work 1939

Smooth Sheet To be plotted on original

Boat Sheet # 2

Records; Sounding 4 Vols., Wire Drag Vols., Bomb Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes

Landmarks for Charts (Form 567) No

Statistics Yes

Approved by Chief of Party Yes

Recoverable Station Cards (Form 524) No

Special Chart for Lighthouse Service NO
(Circular Nov.30, 1933)

Hydrography: Total Days 2; Last Date 8/10/39

Remarks _____

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY DESCRIPTIVE REPORT PHOTOSTAT OF	}	No. H H3654 No. T	(Additional Work 1939) <table style="display: inline-table; vertical-align: middle; border: none;"> <tr> <td style="font-size: 3em; vertical-align: middle;">}</td> <td style="padding-left: 5px;"> received May 14, 1940 registered May 18, 1940 verified reviewed approved </td> </tr> </table>	}	received May 14, 1940 registered May 18, 1940 verified reviewed approved
}	received May 14, 1940 registered May 18, 1940 verified reviewed approved				

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
25	✓	HBC	Page 3a
26			
30			
40			
62			
63			
82			
83	✓	CKG	Page 3a
88			
90			

RETURN TO

82	T: B. Reed
----	------------

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **H3654**
(Additional Work 1939)

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

Number of positions on sheet	.261..
Number of positions checked	...28.
Number of positions revised	...0.
Number of soundings recorded	.651..
Number of soundings revised	...10.
Number of soundings erroneously spaced3
Number of signals erroneously plotted or transferredNone

Date: *June 19 1940*

Verification by *H.F. Stegman*

Review by *J.A. McCormick 6/25/40*

Time: *15 1/2 hours*

Time: *6 hrs.*

Zac
HRC

TIDE NOTE FOR HYDROGRAPHIC SHEET

May 21, 1940

Division of Hydrography and Topography:

✓ Division of Charts: Attention: Mr. H. R. Edmonston.

Plane of reference approved in
4 volumes of sounding ^{and wire drag} records for

HYDROGRAPHIC SHEET 3654

Locality Vicinity of Seal Cape, Shumagin Islands, Alaska Peninsula

Chief of Party: G. C. Jones in 1939

Plane of reference is mean lower low water reading

0.9 ft. on tide staff at Cherni Island

14.8 ft. below B. M. 1

Height of mean high water above plane of reference is 5.9 feet.

Condition of records satisfactory except as noted below:



Acting Chief, Division of Tides and Currents.

VERIFICATION REPORT

ON H-3654, add'l work 1939 (containing Wire Drag.)

CONDITION OF RECORDS

Satisfactory, and in conformity with the rules of the Hydrographic and Wire drag Manuals. (Since the purpose of this survey was to investigate a reported shoal near Seal Cape Light, the lines run by the ship while awaiting favorable weather are not subject to the rules governing line spacing, investigation of shoal soundings, etc.)

At pos 34a (blue) Vol. 2 page 11, ϕ -55°20'S λ -162°-12'3", the following note occurs "L.T.R. to check over kelp." This position is about $\frac{3}{4}$ mi east of the reported position of the shoal being investigated by the party, and is just offshore of the dragged area. There is no other reference to kelp in the immediate vicinity. As the depths obtained at pos 34a and 35a were 18 to 19 fms. it is possible that the kelp was found to be floating, but, if so, that fact should have been stated in the records.

Detached sounding of 18 fms. at pos. 35a apparently was investigation of kelp. This spot just inside 43 ft. drag strip.

Sounding line crossings, with older work, and work of 1939, were both satisfactory.

No junctions were made as there are no other surveys adjacent to the work of 1939, other than previous work on H-3654.

On position 1b (red) of the wire drag tender a sounding of 16⁴ fm was obtained adjacent to a pile, at $\phi-55^{\circ}-21'0$ $\lambda-161^{\circ}-13'4$. This sounding is not discussed in the Descriptive Report. From the position of this pile, Seal Cape light bears $N-89^{\circ}30' W$ true, distant 10.4 miles. It is possible that this is the shoal reported to the lighthouse service as noted in page 2 paragraph 1 of the Descriptive Report.

Par. 3, REVIEW.

Signal wet, $\phi-55^{\circ}-25'6$, $\lambda-161^{\circ}-03'5$, is recorded as a water fall, it falls about 150 meters offshore indicating that the shoreline in this vicinity is in error. The tracing of the 1914 work on H-3654 shows a correction in red to this portion of the shoreline which would move it into agreement with the position of signal wet.

Par. 3, REVIEW.

On Wasnesenski Island, $\phi-55^{\circ}-13'$ $\lambda-161^{\circ}-22'$, there appears to be a series of form lines which approximately follow the shape of the shoreline and indicate a prominent peak. These lines are shown as being in water area, on Chart 8700.

It is believed that this interpretation is erroneous, and if so, should be corrected. This is a lake according to Coast Pilot No. 2 [✓]
~~THE~~

Plotting and pratracting were accomplished in the office. They were satisfactory. The smooth sheet of H-3654 has a very porous texture and the inking is therefor not very neat.

Respectfully submitted:

June 18, 1940

Harold F. Stegman

The tracing of the wire drag strips has been affixed ✓
to the Descriptive Report.

The Descriptive Report was not signed by the officer ✓
who wrote the report nor by the Chief of Party.

~~(SECRET)~~

DIVISION OF CHARTS

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 3654 (1939 Add'l Work)
FIELD NO.

Alaska Peninsula; Shumagin Islands, Vicinity of Seal Cape
Surveyed in August 1939, Scale 1:100,000
Instructions dated January 24, 1939 (DISCOVERER)

Soundings:

Hand Lead; Machine;
Type 312 Fathometer.

Control:

Three point fixes on shore signals.

Chief of Party - G. C. Jones.
Surveyed by - G. C. Jones.
Protracted by - J. W. Vonasek.
Soundings plotted by - J. W. Vonasek.
Verified and inked by - H. F. Stegman.
Reviewed by - J. A. McCormick, June 25, 1940.
Inspected by - H. R. Edmonston.

1. Purpose of Survey.

Supplemental instructions called for investigation of a reported 8-foot pinnacle rock off Seal Cape Light (Chart Letter 694 of 1938).

2. Results of Survey.

Existence of an 8-foot rock in the position reported was disproved with an effective drag depth of 38 feet. A pile with a depth of 1-4/6 fathoms alongside was located 900 meters north of the reported position and a depth of 2 fathoms found on a rock 800 meters north northwest. Several additional sounding lines added considerably to the scant hydrographic information previously available.

3. Comment.

Office comment on the investigation is essentially in agreement with that of the Officer in Charge, Seattle Processing Office (see descriptive report). The original survey was reconnaissance and the additional work must be placed in the same category. Signals located in 1939 indicate sizable errors in original sketched shoreline.

The descriptive report discusses at some length the finding of the 2-fathom rock but says nothing about the

pile to the eastward. Chart Letter 694 (1938) states that the reported rock was struck by a pile hanging in the gins of a pile driver, ready for driving a trap. The rig was hung up for some time and it is possible that it may have been cleared by driving the pile alongside the rock.

Examined and approved:



T. B. Reed,
Chief, Section of Field Records.



Chief, Division of Charts.



Chief, Section of Field Work.



Chief, Division of H. & T.

add'l work 1939 applied to ch⁸⁸⁰² 8700 & 8704 Oct. 24, 1940 J.M.A.
H.3654 & " " " " 8704 Reconstruction Mar. 6, 1943 J.M.A.