



3790

U. S. SURVEY,
TRANSIT AND AMPLITUDE
JAN 17 1916
Acc. No.

Diag. Ch. No. 8102-2

0623

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

State: *Alaska*

11-5613

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 3790

LOCALITY:

Penillagieda
Channel, Entrance
to Boca de Guadua
Twin Islands to Lord Rock

1915

CHIEF OF PARTY:
J. A. Daniels

U. S. COAST AND GEODETIC SURVEY
Register No. 3789

STATE: Southeastern Alaska

GENERAL LOCALITY: Revillagigedo Channel

LOCALITY: Twin Islands to Lord Rock. (Sub Plan, Very Inlet)

Surveyed by: Wire Drag Party No. 3

Chief of Party: John A. Daniels

Date: May 14 to July 15, 1915 (Sub Plan, July 15 to 30)

Scale: 1:40,000

SOUNDINGS AND DEPTHS IN FEET (Sub Plan SD'GS IN FATHOMS)
At Mean lower low water.

Protracted by: Field Party

Soundings plotted by: field Party

Drag Depths plotted by Field Party

Inked by: Field Party

Verified by:

Depth Curves.

Drag Depth of 20.-29 feet shown in green

" " " 30 -39 " " " blue

" " " 40 Or over " " red

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LIBRARY

Place with descriptive report
of hydrographic sheet No. 3790

glt.
Drawing Section.

U. S. COAST AND GEODETIC SURVEY
Register No. 3790

STATE: Southeastern Alaska
GENERAL LOCALITY: Revillagigedo Channel
LOCALITY: Entrance to Boca De Quadra, Kahl Shakes Cove.
Surveyed by: Wire Drag Party No. 3
Chief of Party: John A. Daniels
Date: May 17 to June 2
Scale: 1:10,000

SOUNDINGS AND DRAG DEPTHS IN FEET
At Mean Lower Low Water.

Protracted by: C. H. Ober, L. P. Rayner

Soundings plotted by: L. P. Rayner

Drag Depths Inked by: C. H. Ober

Inked by: C. H. Ober, L. P. Rayner.

Verified by:

COLOR SCHEME.

Drag depths from 10 to 19 are shown in	BROWN
" " " 20 " 29 " " "	GREEN
" " " 30 " 39 " " "	BLUE
" " " 40 and over " "	RED

*For report on sheet see
descriptive report of Hyd 3789*

3790

DESCRIPTIVE REPORT

Hydrographic Sheet No. 3790.

Hydrographic sheet No. 3790 shows wire drag work in the entrances to Boca De Quadra and Kah Shakes Cove and hydrography with hand lead in the Cove. The entrance to Boca De Quadra has been commented upon in Descriptive Report of Hyd. Sheet No. 3789, which also gives the location of two rocks off Kah Shakes Cove, dangerous to boats using the Cove for an Anchorage. These were the only dangers located in the area covered by this sheet. A verified depth of 13-1/2 feet was gotten in the channel approaching the entrance to Kah Shakes Cove. This Cove, a little over 1/2 mile long and about 1/4 mile wide, is a good anchorage for small vessels. It was used by the boats building the fish traps located in this vicinity. The "Equator", drawing 10 feet, used by Wire Drag Party No. 3, 1915, was anchored frequently in this Cove. Besides the rocks awash at low water, shown at the entrance, there is a rock showing at extreme low water just east of the most northern of a row of piles on the west side of the harbor, and also one awash at low water 100 meters off the west shore near the head of the bay. There^{were} also some piles near the head of the Cove, the locations of which are not permanent, and are not shown on the chart. The Cove may be safely entered at low water by keeping in mid channel but at other stages of the tide it is necessary to use great caution to avoid the rocks awash at low water on each side of the entrance. The best anchorage is in from 8 to 13 fathoms, 250 - 350 meters beyond the small islands at the entrance, 200 - 300 meters off the shore to the west and about equidistant from the shores to the north and south. The scale used is 1:10,000., and the unit for drag depths and soundings is feet.

Respectfully submitted,

John A. Daniel Assistant
Chief of Party.

TABLE OF STATISTICS

Hydrographic Sheet No. 3790

Date, 1915	Letter.	Vol- ume.	Angles.	Sound- ings.	Miles statute.	Vessels.
May 17	A	1	4	2		skiff
25	B	1	206	1	7.0	launches
26	C	1	52	1	1.0	"
27	D	1	103		4.3	"
June 8	E	1	246		3.6	"
July 2	F	1	<u>54</u>	<u>178</u>	<u>1.5</u>	whale-boat
Total			665	182	17.4	

Unit for Drag Depths and Soundings.

The unit for soundings and drag depths is feet and the plane of reference is mean lower low water. A tide staff was read in Kah Shakes Cove for Comparison with the automatic tide guage at Ketchikan.

	TIDES.	Ketchikan ft.
Mean lower low water, or plane of reference on staff		1.3
Lowest tide observed " "		-2.9
Highest " " " "		21.5
Mean range of tide		13.1

Hyd = Sheets ^{Drawing Section} 3789 - 3790.

In commenting on the work of Hyd = 3789-90 attention might be called to some of the data of doubtful nature appearing on the smooth sheet as well as on the boat sheet, and which might be easily cleared up by referring it to the Chief of the party.

a) About 675 yds N. of Δ White there is shown on the boat sheet 3789 a Rock awash symbol; which, evidently, was meant to represent the charted sunken rock. During day "B" (Hyd = 3790) the far end of the drag set at an eff. depth of 52 feet passed over, or (allowing for a slight error in the charted position of the rock) very close to it, but no attempt was made to investigate the presence of this rock at the charted position.

b) At position 10, day 'F', the far end of the drag was reported aground. A 44 ft. sounding near the 'F' end was obtained. Drag taken up, and 20 minutes later drag reported aground at buoy "3". Soundings were taken and the least water recorded = 68 ft. About 250 yds. south of this sounding a Rk. awash symbol was plotted on the boat sheet, but none on the smooth sheet, and no reference to the above rock can be found in the sounding record.

See letter of Astor Daniels attached
to the Descriptive Report. This
rock does not exist in the
indicated locality. J.R.S.

c). All over the boat sheet there is distributed a considerable number of small crosses, which cannot be distinguished from a sunken rock symbol. The majority of these marks appear in places where there is no indication of shoal water, but a few are plotted at spots where the drag for some reason or other came to a stop. In all probability, all these crosses might have been intended to serve as check marks, and however simple and clear they might appear to the man who originally plotted them, they complicate and becloud the work of the checker in the office, who sometimes is at a loss and unable to differentiate between a rock and a check mark, when represented in the same manner. The importance of a plain and clear boat sheet should be recognized and no ambiguous matter - such as crosses, check marks, dots etc. should be plotted on it, while every danger should be surrounded with a circle and inked in red. The above suggestion applies to boat sheets in general, as they come from the field and is not limited to this particular piece of work, which in all other respects is clear, very carefully executed, and systematically arranged.

Copy to Daniels July 7, 1916

(J. B. Shklean)
7/5/16