

U. S. SURVEY
U. S. A.
1907
Ass. No.

3942 See Topo. 2746a
Diag. Ch. No. 8201-2

See Topographic Descriptive Report 2746a

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

E. Lester Jones
Superintendent.

State: *ALASKA*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 3942

LOCALITY:

Onslow Island

1906

CHIEF OF PARTY:

C. G. Jullian

3942
See Topo 2746a



DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

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. 3942

State **A L A S K A**

General locality **C L A R E N C E S T R A I T**

Locality . **Onslow Island & Stone Island Passages**

Chief of party . **C.G. Quillian, Asst., Comm'g. Str. PATTERSON**

Surveyed by **H.T. Kelsh**

Date of survey . **September and October 1916**

Scale **1 : 20,000**

Soundings in **fathoms**

Plane of reference **Mean Lower Low Water**

Protracted by **H.R. Grumann** Soundings in pencil by **H.R. Grumann**

Inked by **H.R. Grumann** . Verified by *H.S. Pappageorge*

Records accompanying sheet (check those forwarded):

Des. report, Tide books,* Marigrams, 1 Boat sheets,

1 Sounding books, Wire-drag books, Photographs.

Data from other sources affecting sheet

* The tide books from which the soundings were reduced accompany the McHenry Inlet - Rocky Bay - Burnett Inlet Hydrographic Sheet.

Remarks:

DESCRIPTIVE REPORT

Onslow Id. Hydrographic Sheet. 3942

The passages between the islands are in considerable use by small craft and as the season was well advanced hydrographic work was begun here to provide a chart for their use. The chart of Dewey Anchorage from work of 1883 did not show material variations as checked when entering for anchorage. The old chart can be used in connection with this work until re-surveyed.

Onslow Island is comparatively low, greatest elevation about 400 feet and appears densely wooded. Carlton and Stone Islands are densely wooded as is Eagle Island. Onslow Point is a barren rock about 25 to 30 feet above H.W.

Sounding was executed with Launch Delta, using hand lead.

The channels are comparatively deep, bottom irregular and generally rocky.

The passage between Eagle and Onslow Islands is deep but contracted to 200 yards by a small island and an out-lying rock.

A bank with depths of six fathoms extends across channel from Eagle to Onslow Island.

The channel between Onslow and Stone Islands is irregular, depths of 6 fathoms found at lower end. A wooded island lies in passage with deep water between it and Stone Islands. A ROCK which bares lies 200 yards off the island and in passing favor Stone Island.

A dangerous ROCK which bares about 8 feet lies mid-channel between Carlton Island and Stone Island. Signal Gale is on this rock. At high water favor Stone Island to clear same.

A dangerous ROCK which bares about 8 feet lies mid-channel immediately north of Stone Island and in narrow part of channel (signal Net is on this rock). Keep Stone Island close aboard 100 yards distant when the rock is covered.

Descriptive Report (cont)

Onslow Island Hydrographic Sheet.

A dangerous LEDGE which bares, extends more than half way from Etolin Island toward the Eastern Stone Island, and renders this northern passage dangerous except at low water.

ANCHORAGES. Vessels over 100 feet in length should not use these passages or anchorages.

Small vessels can find good shelter.

The bight on eastern side of Onslow Island, about north end of Eagle Island will give good shelter, muddy bottom and ample swinging room for a small vessel, and out of the current. Water is available from a small stream.

Excellent shelter is also found in the bight between the Stone Islands. The passage is contracted but good room, sticky bottom is found in center of bight, 4 to 5 fathoms. Rocky ledges bare along the low water mark. Fresh water has to be boated from the stream on Etolin Island.

CURRENTS. A tidal current of from 2 to 4 knots runs through these passages and into Dewey Anchorage. Anchorage in the passages is not advisable owing to rocky bottom and tidal current, which current is decidedly increased with a moderate breeze.

Respectfully submitted,



Assistant, C. & G. Survey,
Commanding Str. PATTERSON.

DEPARTMENT OF COMMERCE

STATISTICS SHEET NO....

Date, 1916	Letter	Vol- ume	Posi- tions	Sound- ings	Miles Statute	Boat used
Sept. 25	a	1	92	350	9.5	Launch Delta
28	b	1	105	405	13.0	do
29	c	1	179	469	21.0	do
Oct. 2	d	1	62	244	5.0	do
TOTALS			428	1468	51.5	

N O T E

Soundings on this sheet are in fathoms, the plane of reference being Mean Low^{est} Low Water. The tide staff used was located at Mc Henry Inlet, latitude, 36° 00' 1440m, longitude, 132° 23' 150m.

Plane of Reference, reading on this staff..... 4.26 ft.

Lowest Tide Observed 3.9 ft Sept. 12, '16

Highest Tide Observed..... 18.6 ft. do

*ds.s.d.
H.C.*

ADDRESS
U. S. COAST AND GEODETIC SURVEY
WASHINGTON, D. C.

REFER TO NO. 5-VBC

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON

October 15, 1917.

Division of Hydrography and Topography:

W

Division of Charts:

LIBRARY ✓

Tidal reducers are approved in
1 volume of Sounding record for

Place with descriptive report
of hydrographic sheet No. 3942

HYDROGRAPHIC SHEET 3942

988
Drawing Section.

Stone Island Passage, Ernest Sound, Alaska.
C. G. Quillian in 1916

Plane of reference is
Mean lower low water, reading

4.3 ft. on tide staff at McHenry Inlet.

L. P. Shidy

Acting Chief, Section of
Tides and Currents.

Hydrographic Sheet No. 3943.

This sheet was protracted in the field by H.R. Grumann and in the main the protracting was very well done. The soundings were plotted by the same party and were not well done. They had to be taken out bodily in many places and the chief difficulty seemed to be that in plotting the soundings they had been spaced evenly and as thick as convenient between the positions without the slightest regard for the time of the soundings. For example in many places there were four equally spaced soundings between two positions that really should have six equally spaced soundings between them. Also when the sounding interval changed between two positions the change in interval was rarely if ever taken into account at all.

The sheet joins an old sheet No. 1739 at the northwest corner of the sheet 3942 but when a comparison of the two was attempted they appeared to be either out considerably in positions or else the bottom had changed for there were discrepancies of from one to ten fathoms thus introduced and so for the reason that the comparison only involved about a dozen scattered soundings at best the comparison was abandoned and no junction of the sheets was made.

This sheet, could have been made on the ten thousand scale and the clearness of the sheet thereby increased as it was pretty crowded on the twenty thousand scale, necessitating either leaving out a large number of the soundings or making them inconveniently small and thus hard to read.

There was a boat sheet for part of this work and it was used a number of times in deciding the location of doubtful positions.

Howard S. Rappleye

Draftsman.

Protracted by H.R. Grumann.
Soundings in pencil by H.R. Grumann.
Inked and Verified by H.S. Rappleye.

Soundings in fathoms.

Part. App'd
Chart. 8124 - Re-applied 2-14-67 HR