4003

Form 504

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

State: Alaska

11—5613

DESCRIPTIVE REPORT.

Hydl Sheet No. 4003

LOCALITY:

Sisianski Island

and Strait

1917

CHIEF OF PARTY:

C. G. Guillan

Original.

DESCRIPTIVE REPORT

of

HYDROGRAPHIC SHEET No. 4003

Lisianski Inlet and Lisianski Strait

ALASKA.

Surveyed by the Str Patterson

1917.

C.G.QUILLIAN

Chief of Party.

DESCRIPTIVE REPORT, HYDROGRAPHIC SHEET NO. 4003

SHIP'S SHEET, STR. "PATTERSON", 1917, #1.

This sheet includes all of Lisianski Inlet and about half of Lisianski Strait. It joins the work of J. F. Pratt, 1901, on northern limit, and further work of PATTERSON in 1917 on southern end of Lisianski Strait.

The sheet is divided in two sub-plans A & B, one covering work to Miner Island, the other the remainder of Lisianski Inlet and Lisianski Strait.

This hydrographic survey was executed by Launch No. 47 (red) and Launch DELTA (blue); Mate Weidlich being in charge of Launch No. 47, with Messrs. Wilder, Pease and Lane as left anglemen and recorders, and Launch DELTA was in charge of Assistant Adams, with Aid Wilder as left angleman and recorder for a portion of work; during remainder of work Mate Keyes was in charge of Launch DELTA, with Aid Wheeler as left angleman and recorder, and later with Ship Writer Griffin as recorder.

- TIDES -

An automatic tide gauge was maintained at Miner Island for tide reducers for this sheet. Also, a staff was errected in Stag Bay and certain of soundings there reduced from this staff.

- SHORE LINE AND SIGNALS -

The shore line and signals are from topographic sheets executed during season and triangulation points.

- GENERAL CHARACTERISTICS -

Lisianski Inlet is in general deep, with steep, bold shores. At various points where streams enter a small delta or sand bank has been formed from soil brought down by the swift streams, which are usually swollen by heavy rains.

The Inlet extends about 20 miles in a S.E. direction, about eight miles from Cross Sound, Lisianski Strait branches off and extends in a general southerly direction to the sea.

Lisianski Inlet is remarkable for its straight extend. The Inlet gradually narrows until it is about one-fourth mile wide at head.

The topographic sheet contains contours determined and sketched by the plane table party. On the boat sheet* are sketched contours, etc., entered without control and by eye on a trip to the head of the Inlet.

* Control not located.

Lisianski Strait extends in a general southerly direction from the Inlet to the sea. It is about half a mile wide and in general deep, with bold shores. The northern end is contracted, and depths of 10 to 12 fathoms found. The northern end is further contracted by several small islands so the channel is quite narrow. All streams have formed banks extending a few yards into the bay.

Stag Bay is 3 miles deep, with width of 1/4 mile. It is very deep, with precipitous shores. A proposed cannery is located two-thirds of distance to head and on north side.

- DANGERS -

Only the portion surveyed will be discussed as dangers in the northern part of Lisianski Inlet are shown on the chart, the principle one being the reef on eastern side of channel.

A ROCK, covered by 1 foot at M.L.L.W., lies about three hundred meters off the western shore, about one and a half miles from Miner Island. To indicate this danger to small craft a white beacon was built at ⊙ WILL.

A ROCK, covered by 2 feet at M.L.L.W., lies about one-half mile S.E., of Miner Island.

A ROCK, covered by 1/2 foot at M.L.L.W., lies 1/4 mile north of Junction Island.

The above dangers have been described in Notice to Mariners (scale distance and directions from sheet for Coast Pilot).

A ROCKY ISLET, △ KROSS, lies about mid channel some five miles down Lisianski Inlet from Miner Island.

A FLAT, which bares, contracts the channel about a mile from the head of the Inlet.

A LARGE FLAT extends for half a mile off the head of the Inlet.

A ROCK, bare at half tide (△ ALAS) lies on the south side of Lisianski Strait near Miner Island.

FLATS extend along the Yakobi Island side of Lisianski Strait between Miner Island and Eagle Islets.

EAGLE ISLETS (so called by party) lies in center of Lisianski Inlet, about one and a half miles from Miner Island. The channel lies to northward and westward of Islets, and foul water is between Eagle Islets and Chichagof Island.

A ROCKY ISLET lies on north side of entrance to Stag Bay.

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-.COURSES -

General mid channel courses are recommended and are sufficient. However, the courses of the PATTERSON are given below:

Pt. LAVINIA TO LISIANSKI INLET.

	Distance Off.	Course.	Distance On Course.
Pt. Lavinia to W. end of Three Hill Id.		SW 7/8 S	3.1
W. end to Column Pt.	1.3	S x E 1/8 E	4.9
Heading for Soapstone Pt.			
Column Pt. to Mite Id.		SE x E 5/8 E	3.5

TO STAG BAY.

Mite Id. to Beacon	0.35	E SE 5/8 E	3.3
This course clears shoal by about 320 meters.			
Beacon to South Tang. of Miner Id.		E SE	1.8
Two shoals with 2 feet over them at M.L.L.W. lie about midway between Miner and Junction Islands, and in range with the two tangents of Yakobi Id.			
Miner Id. to position		S 3/4 E	0.65
This course leads mid channel between Miner Id. and a 2 foot shoal and clears same by 420 meters.			
Position until Miner Id. is open of Yakobi Id.		W 3/4 S	0.6
Rocks off Junction Id. over the stern.			
Position to Eagle Islets		S x W	0.95
Tangent of Yakobi Id. over the stern.			
Eagle Id. to position		S SE	0.85
Continue this course until the two islets are in range over the stern and head for Tang Chichagof I.		S x E 3/4 E	0.8
Islets over the stern and heading for whitewash.			
Position to position		S SE 3/4 E	0.7
Position to position		SE 1/2 E	1.5
Heading for prominent point and hill on Chichagof I.			
Position to Grassy Islet		E x N	0.35
Grassy Islet to Cannery		East	1.85
Cannery to anchorage off small waterfall		E 3/8 S	0.75

MINER ISLAND TO LISIANSKI INLET.

Miner Id. to southernmost of small islets	E SE 1/4 E	5.5
Small islet to small flat on port hand	E SE 1/4 E	5.2
Small flat to large prominent flat on port hand	E 7/8 S	1.6
Flat to anchorage in center of bay in 15 fathoms	E 1/2 S	0.5
On entering the bay favor the starboard shores if any.		

Courses scaled from boat sheets by W. Weidlich.

- TIDAL CURRENTS -

With a few exceptions, tidal currents are not strong and cause little trouble. The exceptions are noted below:

The current from Cross Sound and through Lisianski Strait seemed in general to meet near Miner Island. Time of turn of current and direction could not be predicted definitely.

The current in Lisianski Inlet is slight and did not effect steering. It sets fair with channel.

At Miner Island a decided current amounting to as much as 1/2 to 2 knots was noted. There are whirls between Miner Island and Chichagof Island. Some current runs off the easten side of Miner Island, but is soon lost. A strong current of from 1/2 to 2 knots runs along Eagle Islets flooding to north and ebbing to south. Whirls and rips are evident, but observations north of the Islets showed same to be of minor strength.

A light current runs in Lisianski Strait below the Eagle Islets and is not noticed until approaching the south entrance. A current of about half a knot runs out of Stag Bay.

- ANCHORAGES -

Secure anchorages are few and far between.

MINER ISLAND:- Temporary anchorage for vessels the size of PATTERSON may be found off the east side of Miner Island in 20 fathoms, rocky bottom. Currents swing the vessels. Winds draw up and down the Inlet, and with wind the anchorage is uneasy. Holding bottom poor.

HEAD OF LISIANSKI INLET:- Excellent anchorage and shelter is at the head of Lisianski Inlet in 15 fathoms, soft, sticky bottom. The distance prevents frequent use of this anchorage.

STAG BAY:- Good shelter was found during the summer at head of Stag Bay in 40 fathoms, sticky bottom, with scant swinging room. From configuration of bay it is thought that williwaws should blow very strong in Stag Bay in fall and winter.

Small gas boats anchor anywhere along the shore where depths are not too great, particularly in Mite Bay, off Miner Island, off the flats along shore.

Table of Statistics is attached.

Respectfully submitted,

C. G. Guillain

Seattle, Wash.,
January 23, 1918.

Orig.

STATISTICS Sheet No. 4003 Ship's Sheet No. 1

Date 1917	Letter	Volume	Positions	Soundings	Miles Statute	Vessel
		Ship's Sheet No. 1 - Subplan "A"				
June 19	a	1	52	96	7.0	Launch Delta
July 15	a	3	68	191	7.9	Launch 47
" 14	~~b~~ b	3	59	144	9.8	Launch 47
" 16	c	3	9	18	0.5	Launch 47
" 17	d	3	111	207	14.7	Launch 47
" 18	e	3	1	1	0.0	Launch 47
" 19	a	4	12	5	0.8	Whaleboat 241
" 21	g	5	78	185	9.0	Launch 47
Aug. 18	x	8	40	71	4.5	Launch Delta
" 24	y	8	37	68	3.5	Launch Delta
Sept.21	ℓ	5	15	31	1.6	Launch 47
Totals Subplan "A"			473	1012	80.3	
		Ship's Sheet No. 1 - Subplan "B"				
June 21	b	1	54	98	3.7	Launch Delta
" 23	c	1	14	23	1.9	Launch Delta
" 25	d	1	45	114	4.4	Launch Delta
" 28	e	1	124	242	11.8	Launch Delta
" 29	f	1	81	186	10.2	Launch Delta
" 30	g	1	31	70	5.3	Launch Delta
" 30	g	2	55	91	8.3	Launch Delta
July 20	f	3	57	162	8.4	Launch Delta
Aug. 3	h	6	48	173	6.9	Launch Delta
" 6	k	6	55	177	7.8	Launch Delta
" 7	ℓ	6	31	87	5.5	Launch Delta
" 8	m	6	60	166	8.2	Launch Delta
" 9	n	7	53	124	5.0	Launch Delta
" 10	o	7	42	93	3.9	Launch Delta
" 13	p	7	30	62	2.6	Launch Delta
" 14	q	7	81	181	6.8	Launch Delta
" 15	r	7	59	109	6.9	Launch Delta
" 16	s	7	5	8	0.4	Launch Delta
" 20	t	7	55	96	4.9	Launch Delta
" 21	u	9	103	195	10.8	Launch Delta
" 22	v	9	72	118	6.8	Launch Delta
24	w	9	68	169	7.2	Launch Delta
" 26	x	9	110	319	10.4	Launch Delta
" 29	~~y~~ y	10	97	191	9.3	Launch Delta
" 29	h	5	94	271	11.3	Launch 47
" 30	z	10	39	61	3.9	Launch Delta
Sept. 8	j	5	13	35	2.2	Launch 47
" 20	k	5	17	41	1.6	Launch 47
" 22	aa	11	4	9	0.2	Launch Delta.
Total Subplan "B"			1383	3467	173.5	
Total Ship's Sheet No. 1			1856	4479	253.8	

J.C.W.

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

REFER TO No.
5-EMK

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
WASHINGTON June 13, 1918.

Division of Hydrography and Topography: HCG

Division of Charts:

Tidal reductions have been approved in
11 volumes of Sounding records for

HYDROGRAPHIC SHEET 4003

Lisianski Inlet, S.E. Alaska
C. G. Quillian in 1917

Plane of reference is
Mean lower low water, reading

6.4 ft. on staff at Miner Island, Alaska.
5.8 ft. on staff at Stag Bay, Alaska.

Paul Schureman

Acting Chief, Section of
Tides and Currents.

The protracting of the following positions was checked and found to be correct 4003 H.S. MacLennan

Hyd. Sheet 4003

a-day (red)
1. Line begins
7 Line ends
8 L.b.
11 L.e.
12 L.b.
17 L.e.
18 L.b.
24 L.e.
28 L.b.
33 L.e.
34 L.b.
41 L.e.
42 L.b.
50 L.e
51 L.b.
63 L.e.

b-day (red)
1 L.b.
2 L. turns
9 L. "
13 L. "
22 L. ends.
23 L.b.
30 L.e.
31 L.b.
41 L.e.
42 L.b.
48 L.e.
49 L.b.
55 L.e.
56 L.b.
59 L.e.

c-day (red)
1. L.b.
7 L.e.
8 L.b.
9 L.e.

d-day (red)
1 Sdg. in kelp
2 " " "
3 3 pos. taken on shoalest sdg.
4 Shoalest sdg.
5 L.b. (Rej?)
6
10 L.e.
11 L.b
17 L.e.
18 L.b.
24 L.e.
25 L.b.
31 L.e.
32 L.b.
37 L.e.
38 L.b.
45 L.e.
46 L.b.
54 L.e.
55 Location of ⊙ Ros.
56 L.b.
63 L.broken
64 Sdg in Kelp.
65 L.b.
73 L.e.
74 L.b.
84 L.e.
85 L.b.
93 L.e.
94 L.b.
102 L.e.
103 L.b.
110 L.e.
111 Location of ⊙ SEE

e-day (red)
1.

f-day (red)
1 Line begins
12
24 L.e.
25 L.b.
29 L. broken
30 L. resumed
45 L.e.
46 L.b.
50
52 L.e.
53 L.b.
54 L.e.
55 L.b.
57 L.e.

a-day (yellow)
1 L.b.
2
3
4
5 Ros.
6
7
8
9
10
11
12 L.e.

g-day (red)
1 Detached sdg from ship
2 Line begins
4 L. turns
5 L turns
8 L. turns
9 L. turns
11 L. "
12 L "
15 L. "
17 L. ends.
18 L.b.
21 L turns
22 L.t.
25 L.t.
26 L.t.
29 L.t.
30 L.t.
33 L.t.
34 L.t.
38 L. ends
39 L.b.
41 L.e.
42 L.b.
49 L.e.
50 L.b.
57 L.e.
58 L.b
65 L.e.
66 L.b.
72 L.e.
73 L.b.
78 L.e.

h-day (red)

1 Line begins
6 L. e.
7. L. b.
11 L.e.
12 L.b.
16 L.e.
17 L.b.
20 L.e.
21 L.b.
24 L.e.
25 L.b.
27 L. turns
30 L. "
33 L. "
35 L. t.
37 L.t.
39 L.t.
42 L.t.
44 L.e.
45 L.b.
59 L. turns
60 L. broken
61 L. resumed
62 L. turns
63
64 L.t.
65 L.e.
66 L.b.
69 L.e.
70 L.b.
75 L. broken
76 L. resumed
81 L. ends
82 L.b.
87 L.e
88 L.b.
90 L.e.

h-day (cont.)

91 L.b.
94 L.e.

j-day (red)

1 L. begins
4 L.e.
5 L.b.
13 L.e.

k day (red)

1 L. begins
4 L.e.
5 L.b.
10 L.e.
11 No sdg.
12 " "
13
14 L.b.
17 L.e.

l-day (red)

1 L.b.
2 L.e.
3 L.b.
6 L.e.
7 L.b.
10 L.e.
11 L.b.
12 L.e.
13 L.b.
14 Headed for tangent to Miner I

m-day (blue)

1 Line b.
3 L.e.
4 L.b.

h-day (blue-cont.)

6 L.e.
7 L.b.
9 L.e.
10 L.b.
12 L.e.
13 L.b.
16 L.e.
17 L.b.
19 L.e.
20 L.t.
23 L.e.
24 L.b.
26 L.e.
27 L.b.
30 L.e.
31 L.b.
34 L.e.
35 L.b.
38 L.e.
39 L.b.
42 L.e.
43 L.b.
45 L.e.
46 L.b.
48 L.e.

K-day (blue)

1 L.b.
4 L.e.
5 L.b.
7 L.e.
8 L.b.
11 L.e.
12 L.b.
19
22
26 L. ends

K-day (cont. (blue))

27 L.b.
30 L.e.
31 L.b.
35 L.e.
36 L.b.
38 L.e.
39 L.b.
42 L.e.
42 L.b.
46 L.e.
47 L.b.
51 L.e.
52 L.b.
55 L.e

l-day (blue)

1 L. begins
7 L.e.
8 L.b.
9
12 L.e
13 L.b.
14 L.e.
15 L.b.
20 L.e.
21 L.b.
26 L.e.
27 L.b
31 L.e.

m day (blue)

1 L.b.
10
18 L.e.
19 L.b.
20 L.e

over →

X day (blue) cont.
38 L. turns
43 L.t.
45 L.t.
53 L. ends
54 L.b.
62 L. turns
63 L.t.
64 L.t.
72 L.t
74 L.t.
82 L.t.
83 L. ends.
84 L.b.
90 L. turns
91 L.t.
93 L. ends
94 L. begins
99 L. turns
101 L. ends
102 L. begins
104 L.t.
105 L.t.
110 L.e.

Y-day (blue)
1 rock
2 rock
3 L.b.
9 L.e.
10 Group of rocks
11 L.b.
14 L.e.
15 L.b.
16 L.e.
17 L.b.
18 L.e.

Y-day (blue) (Cont.)
19 L.b.
21 L.e.
22 L.t.
24 L. turns
26 L.t
28 L.e.
29 Dot'd. sdg. rock.
30 " " rock
31 L.b. missed sdg.
35 L. turns
36 L.t.
37 L.t.
45 L.t.
47 L.t.
56 L. ends.
57 L.b.
64 L.e.
65 dot'd. sdg.
66 L.b.
67 L. turns
70 L.t.
76 L.t.
78 L.t.
84 L.t.
86 L.t.
94 L.t.
95 L.t.
97 L. ends

Z-day (blue)
1 L.b.
7 L. turns
8 L.t.
16 L.t.
18 L.t.
27 L.e.

Z-day (blue) (cont.)
28 L.b.
30 L.e.

aa-day (blue)
1 L.b.
2 L. turns
3 L.t.
4 L.e.

m-day (blue (cont'd)
27 L.b.
29 L.e.
30 L.b.
33 L.e.
34 L.b.
35 L. turns
36 L.t.
37 L.t.
41 L.t.
43 L.e.
44. L.b.
49. L.e
50 L.b.
53 L.e.
54 L.b.
57 L.e.
58 L.b.
60 L.e.

n day (blue)
1 L.b.
3 L.e.
4 L.b. ? See more.
9 L.e.
10 L.b.
13 L.e.
14 L.b.
17 L.e
18 L.b
22 L.e.
23 L.b.
26 L.e.
27 L.b.
29
30
31
32

n-day (cont'd)
33 L.e.
34 L.b
38. L.e.
39 L.b.
43 L.e.
44 L.b.
44 L.e.
49. L.b.
53 L.e.

o-day (blue)
1 L.b.
5 L.e.
6 Dot'd sdy.
7 L.b
13 L.e.
14 L.b.
15 L.e.
16 L.b
20 L.e.
21 Dot'd sdy.
22 L.b.
26 L. turns
31 L.e.
32 L.b.
39 L.e
40 L.b.
42 L.e.

p-day (blue)
1 L.b.
5 L.e.
6 L.b.
14 L.e.
17 L.
20 L.e.
21 L.b.

p-day (blue)
22
25 L.e.
26 L.b.
30 L.e.

q-day (blue)
1 L.b.
5 L.e.
6 L.b.
8 L.e.
9 L.b
12 L.e.
13 dot'd sdy.
14 L.b.
16 L. turns
17 L. turns
18 L.e.
19 L.b.
22 L.e.
23 L.b.
24 L.e.
25 L.b.
26 L.e. ?
27 L.b.
28 L.e.
29 L.b.
32 L.e.
33 L.b
37 L.e.
38 L.b.
41 L turns
42 L.t.
47 L.e.
48 L.b.
49 L.e.
50 L.b.
53 L. turns

q-day (cont'd)
54 L turns
55 L.t.
57 L.e.
58 L.b.
63 L.e.
64 L.b.
69 L.e.
71 L.b.
76 L.e.
77 L.b.
81 L.e

r-day (blue)
1 L.b.
9 L.e.
10 L.b.
14 L.e.
15 L. resumed
18 L.e.
19 L. resumed
20 L.e.
21 L.b.
31 L.e.
32 L.b.
39 L.e.
40 L.b.
47 L e.
48 L.b.
55 L.e
56 L.b.
59 L.e.

s day (blue)
1 L.b.
5 L.e.

Over— t-day

t-day (blue)
1 L. begins
7 L.e.
8 det'd. sdg.
9 L.b.
11 L. turns
19 L.e.
20 L.b.
22 L.e.
23 L.b.
25 L.e
26 L.b
30 L.e.
31 L.b.
35 L.e.
36 L.b.
37 L.e.
38 L.b.
46 L.e.
47 L.b.
55 L.e.

X-day (blue)
1 Line begins
9 L.e.
10 L.b.
15 L.e
16 L.b.
19 L. turns
25 L.e.
26 L.b.
27 L.e.
28 L.b.
33 L.e.
34 L.b.
40 L.e.

y-day (blue)
1 L.b.
2 L.e.
3 L.b.
10 L.e.
11 L.b.
18 L.e.
19 det'd. sdg.
20 L.b.
28 L.e.
29 L.b.
36 L.e.

u-day (blue)
?
14 L.e.
15 L.b.
26 L.e.
27 L.b.
28 L.e.
29 L.b.
38 L.e.
39 L.b.
47 L.e.
48 L.b.
50 L. turns
51 L.e
52 L.b.
55 course ch'd
59 L.e.
60 L.b.
66 L.e.
67 det'd. sdg.
68 L.b.
78 L.e.
79 L.b.
86 L.e

u-day (cont.)
87 L.b.
95 L.e.
96 L.b.
103 L.e.

v-day (blue)
1 L.b.
3 L.e.
4 L.b.
11 L.e.
12 L.b.
19 L.e.
20 L.b
25 L.e.
26 L.b.
32 L.e.
33 L.b.
39 L.e.
40 det'd. sdg.
41 det'd. sdg.
42 L.b.
44 L.e.
45 rocky islet
46 L.b.
48 L.e.
49 L.b.
55 L.e.
56 L.b.
60 L.e. no sdg.
61 L. resumed
66 L.e.
67 L.b.
72 L.e.

w-day (blue)
1 L.b.
6 L.e.

w-day (cont.)
7 L.b.
9 L. turns
14 L.t.
17 L.e.
18 L.b.
20 L. turns
28 L.t.
29 L.t.
33 L.t.
34 L.t.
40 L.t.
41 L.e.
42 L.b.
48 L. turns
51 L.t.
52 L.t.
53 L.t.
57 L.t.
58 L.t.
63 L. ends

X day (blue)
1 L.t.
3 L.e.
4 L.b.
6 L. turns.
7 L.t.
12 L.t.
13 L.t.
21 L.t.
22 L.t.
29 L.t.
30 L.t.
33 L.e.
34 L.b.
35 L. turns
39 L.t.

Notes H4003

1. At 246 day (blue) there is a small figure shaped like a zero which was already inked, probably in the field. The sndg record shows only a sounding of 11 ft. so this object must be a small island. This is too well defined to be questioned. Shows on Top Sheet 3698 J.D.T

2. At position 20 day (blue) sounding of nineteen fathoms questioned. 19 fath is questioned by field party but a second sounding was taken at same position with 13 fath. This is used. J.D.T

3. The numbering of positions was according to the field instruction but the mere mechanical placing of the numbers to the right and a little below the position often obscured a sounding. This necessitated considerable erasing in the office to renumber the position so as to clear the sounding.

4. Courses, though not essential due to shortness of lines, should have been entered to aid in determining the direction of lines.

5. "Alas" which is a Δ or point should be shown as a rock bare at half tide. Being a Δ station appears sufficient to establish it as a rock or islet. If it could be marked rock and I time done so J.D.T

6. Rock recorded Vol. 1, p. 13 with no mention as to sunk or awash. Shown as rock under water. Was not plotted in field.

7. Tide rip shown near 1/3 mile NW. of Δ Kut was not verified but inked as plotted in pencil in field. It being put on by field Party is sufficient evidence to let it remain J.D.T

8. Recorded time appears to be in error between 40-41 sdg 1/2 p. 3
Yes but there appears no way to reconcile it. Change sdg 40 fr inshore J.D.T.

9. Rock at 57°55' N and 136°22' W inked on smooth sheet by field party and also shown on boat sheet. No note of it in record.

10. Note on p. 31 Vol. 3 that line begins 6 M. from rky. (rky — what?) Too indefinite J.D.T in the record

11. The beginnings and endings of lines were carefully noted in distance and bearing from signals. This was valuable in picking up the positions of lines.

12. Soundings inked to pos. 12 A (red) excepting last part of a day (blue). The inking showed be resumed from A day in Vol. 3 p. 48. "A" day. 12 to end verified & inked. J.D.T

J.F. Mallbert

"H" (red) day, Vol 3 J.D.T — "J" (red) day J.D.T — "K" day (red) J.D.T — "C" (red.) day J.D.T "G" (red) day J.D.T
"X" (blue) day J.D.T — "Y" day (blue) J.D.T — "W" (Blue) - J.D.T

Hydrographic Sheet No 4003.
Lisianski Strait and Islet
South East Alaska.

This sheet was protracted and pencil plotted by the field party. The protracting was found good and the plotting accurate in most cases. In some cases the time spacing was in error, evidently due to the ahead and stop for soundings.
The area surveyed is well covered and the visible ranges well defined.
No changes have been made that would necessitate a change on Chart.

John D. Torrey.
1-8-21

Notes by Mr. Albert Checked
J. D. T
1-28/21

DIRECTOR
ADDRESS THE SUPERINTENDENT, ...
U. S. COAST AND GEODETIC SURVEY

AND REFER TO No. 4-MEM

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON

SECTION OF FIELD RECORDS.

REPORT ON HYDROGRAPHIC SHEET No. 4003.

Surveyed in 1917.

Chief of Party: C. G. Quillian.

Surveyed by K. T. Adams, W.S.P.Keyes and W. Weidlich.

Protracted by L. C. Wilder.

Soundings plotted by L. C. Wilder.

Inked and verified by H.E.MacEwen, F.M.Albert and J.D. Torrey.

1. The records conform to the requirements of the General Instructions except that the boat's courses are generally omitted.

2. The plan and extent of the development satisfy the specific instructions dated March 12, 1917.

3. The plan and character of development fulfill the requirements of the General Instructions.

4. The sounding line crossings are adequate, considering the uneven character of the bottom.

5. The development was sufficient to permit the usual depth curves to be drawn.

6. The field plotting was completed to the extent prescribed in General Instructions.

7. The field plotting was quite accurately done, but the drawing was so crude that the office draftsman had to re-protract much of it in order to identify positions. The day letters and position numbers were much too big and too far from the positions. The soundings should have been expressed in fathoms rather than feet.

8. This survey is a very complete one and no additional lead-line surveying is needed. It is quite probable, however, that hidden dangers exist and the area should be dragged when opportunity offers.

9. The surveying is good and the field drafting is fair.

10. Reviewed by E. P. Ellis, July, 1921.

11. Two copies of this report to be sent to Division of Hydrography and Topography.

Orig.

Form 537
11—5812

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. **4003**

State **S.E.Alaska**

General locality **Chichagoff Island.**

Locality **Lisianski Inlet and Lisianski Strait. (Mite I. and head Lisianski Inlet and Lisianski Strait from Miner I. to southward of Stag Bay.)**

Chief of party **C.G.Quillian.**

Surveyed by **K.T.Adams,W.S.P.Keyes and W.Weidlich.**

Date of survey **1917.**

Scale **1/20,000.**

Soundings in **feet**

Plane of reference **Mean lower low water.**

Protracted by **L.C.Wilder.** Soundings in pencil by **L.C.Wilder.**

Inked by _____ Verified by _____

Records accompanying sheet (check those forwarded):

Des. report, ____ Tide books, ____ Marigrams, 2 Boat sheets,

11 Sounding books, ____ Wire-drag books, ____ Photographs.

Data from other sources affecting sheet _____

Remarks: