

4534

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Form 504	
DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
State: <u>S.E. Alaska</u>	
11-5613	
DESCRIPTIVE REPORT.	
Hydrographic	Sheet No. <u>4534</u>
LOCALITY:	
<u>Dall I.-E. Coast</u>	
<u>Cape Muzon to Lower Kaigani</u>	
<u>Strait</u>	
<u>1925</u>	
CHIEF OF PARTY:	
<u>H. B. Campbell</u>	

June 14, 1926.

(11)

Division of Hydrography and Topography:

Division of Charts:

Tide reducers are approved in
3 volumes of sounding records for

HYDROGRAPHIC SHEET NO. 4534

Locality: West Coast Prince of Wales Island.

Chief of Party: H. B. Campbell in 1925.

Plane of reference is MLLW
2.9 ft. on tide staff at Cape Mazon (McLeod Bay)

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.

DESCRIPTIVE REPORT

to accompany

B.S. line 4534

HYDROGRAPHIC SHEET NO.
FIELD NO. 2

CAPE MUZON
DALL ISLAND
McLEOD BAY
DAYKOO and DATZKOO HARBORS
and APPROACHES

Scale 1 : 10,000

August and September, 1925

H. B. CAMPBELL, CHIEF OF PARTY

Instructions dated,
February 27th, 1925

LIMITS AND SCALE

This sheet includes McLeod Bay, Little Daykoo and Datzkoo Harbors and approaches on a 1:10,000 scale. It joins Hydrographic Sheet 3932a on the south off Cape Muzon, Sheet 3042a on the East and 1925 Sheets, Field Numbers 3 and 4 on the North and East.

DESCRIPTION AND REPORTED DANGERS

The general description given in the Alaska Coast Pilot Part I is correct and adequate except that the two shacks on the north shore of Little Daykoo no longer exist (P43, Edition of 1925). The rock awash at extreme low water reported $\frac{1}{2}$ mile northerly from the northern Datzkoo Island may be represented by the rock with five feet over it $\frac{1}{2}$ mile east of the eastern Datzkoo Islet. No trace of a rock in depth curves or help was found to the northward of the islets.

MCLEOD BAY

No soft bottom was found while sounding McLeod Bay. The hard sand holds moderately well. The southern shore should be favored a little if it is desired to proceed well into the Bay. The special report on Coast Pilot notes describes the anchorage with reference to weather conditions.

LITTLE DAYKOO HARBOR

Affords secure anchorage of small extent for boats drawing up to five feet. Favor the southern shore a little on entering and anchor in 10 or 12 feet sticky bottom, about 100 yards East (Magnetic) from the rock in the center of the harbor. This rock bares eight feet at Mean Lower Low Water. There was a stake on it in 1925. A mud shoal with four feet over it extends about 200 yards north and east (True) from this rock. This harbor gives the more protection for beaching small boats than any in the vicinity.

DATZKOO HARBOR

(The following is extracted from 1925 Coast Pilot Notes)

Anchorage may be had in the bight on the south side off the dolphins used by the Rose Inlet Cannery Trap Crew. Anchor as close to the beach as possible, allowing plenty of swinging room. This anchorage is not recommended for heavy weather. Very strong willywaws come from the head of the bay in westerly weather. In southeasterly weather a short steep swell breaks in through the entrance, making the anchorage uncomfortable for a vessel the size of the NATOMA. Small boats can lay close enough to the beach to get more protection in southeasterly weather and would be safe there with good ground tackle. Larger vessels would anchor 300 yards off the beach in 19 fathoms, Mud bottom. Considerable time was spent feeling with the hand lead around the $4\frac{1}{2}$ fathom spot on the south side of the entrance of this harbor without obtaining any less depths.

DANGERS

The area between the Daykoo and Datzkoo Islands and Dall Island is generally foul and used only by small vessels with local knowledge. These favor the first passage west of Datzkoo wooded islands keeping between them and the bare rocky islets about 150 meters to the west.

There are numerous detached rocks and shoals near the islets all marked by kelp in 1925.

There is an off lying rock which bares 8 feet above Mean Lower Low Water in Latitude $54^{\circ} 43' 50''$, Longitude $132^{\circ} 40' 14''$.

Also an off lying sunken rock with 5 feet over it in Latitude $54^{\circ} 43' 28''$, Longitude $132^{\circ} 40' 06''$.

SURVEY METHODS

The usual hydrographic methods were followed. The launch was backed to a dead stop before letting go the lead for all wire soundings and sometimes turned far off course. This coupled with poor recording is responsible for the irregularity of interval.

It was the intention of the hydrographer to run a split between the lines west of Signal Wood and also north and west of Signal Dave in Datzkoo Harbor, but the Season's work was closed before this was done. A kelp spot 350 meters 185 (True) from Triangulation Station Datzkoo might also be examined if the opportunity offers when the hydrography is extended to the northward.

Respectfully submitted,



O. S. READING, H. & G. E.

STATISTICS FIELD --- HYDROGRAPHIC SHEET No. 2

AREA 10.9 Sq. Mi.

Date	Day	Vol.	Miles	Soundings	Positions	Boat
Aug. 28	a	1	17.8	177	100	Wire Drag Tender No. 2
Sept. 3	b	1	15.0	154	100	" " " " "
" 4	c	1	15.0	231	132	" " " " "
" 5	d	1 & 2	13.5	389	133	" " " " "
" 11	e	2	6.1	162	100	" " " " "
" 21	f	2	6.8	144	67	" " " " "
" 22	g	2	10.0	180	99	" " " " "
" 23	h	3	17.4	153	104	" " " " "
" 26	j	3	12.2	324	164	" " " " "
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			113.8	1914	999	

Section of Field Records.

Report on Hydrographic Sheet No. 4534.

Surveyed in Aug. & Sept. 1925.

Chief of Party - H. B. Campbell.

Surveyed by - H. B. Campbell.

Protracted by - C. I. Aslakson.

Soundings plotted by - C. I. Aslakson.

Verified and Inked by - D. R. Rouns.

1. The records conform to the requirements of the General Instructions with the following exceptions:

Beginnings and endings of lines were not always noted, and direction of courses were frequently omitted.

2. The plan and character of the development fulfill the requirements of the General Instructions except as here noted:

(a) In Datzkoo Harbor, areas to the Northwest and Southeast of Signal wood, should have been better developed.

(b) The passage to the east of Triangulation Station "Datzkoo" should have been more closely examined.

3. Sounding line crossings are adequate.

4. The usual depth curves cannot be completely drawn below the twenty fathom curve, owing to the irregular and rocky shoreline, numerous kelp patches and small islands, and an insufficient number of soundings taken in these places.
5. The field plotting was completed to the extent prescribed in the General Instructions.
6. The character and scope of surveying was good and the field drafting very good.

Respectfully Submitted,

D. R. Rouns.

IN REPLY ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY
AND NOT THE SIGNER OF THIS LETTER

AND REFER TO NO. 11-DEM

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

WASHINGTON

December 13, 1926.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 4534

East Coast Dall Island - S.E. Alaska

Surveyed in 1925

Instructions dated February 27, 1925 (NATOMA)

Chief of Party, H. B. Campbell.

Surveyed by H. B. C.

Protracted and soundings plotted by C.I. Aslakson.

Verified and inked by D. R. Rounds.

1. The records conform to the requirements of the General Instructions except that beginnings and endings of lines were not always noted and boats' courses were frequently omitted.
2. The plan and character of the development fulfill the requirements of the General Instructions except that there are several places where additional soundings would have been desirable. These will be noted hereafter.
3. The plan and extent of development satisfy the specific instructions except that a proper junction was not effected with the adjoining sheet, H. 4536.
4. The sounding line crossings, wherever run, are satisfactory.
5. The usual depth curves could be drawn except those close inshore or in the vicinity of shoals and islands where it was usually difficult to accurately delineate the curves.
6. The field plotting was completed to the extent prescribed in the General Instructions and was found to be very well done.
7. The junction with H. 4535 is satisfactory.

The junction with H. 4536 on the east is inadequate. There is a 700 meter gap extending for about 2 nautical miles between the

two sheets in depths ranging from 35 to 120 fathoms. None of the old surveys supply this omission.

The junction with the older survey, 3932^a around Cape Muzon is adequate.

8. The area is generally well covered and all indications of dangers seem developed. However, there are several places where additional sounding lines would have been helpful. They are as follows:
- a. In Datzkoo Harbor, the area between \odot Wood and the island at the entrance should have been closer developed as this is a recommended anchorage (see descriptive report).
 - b. The bight on the north side of Datzkoo Harbor due north of \odot Wood should have had additional soundings to develop the 9 fathom shoal.
 - c. Additional sounding between the Datzkoo Islands and the island about $1/3$ mile to the southeast is desirable.
 - d. Additional soundings should have been taken off the northern end of Datzhoo Island definitely to disprove the existence of the charted sunken rock.

This rock was apparently charted from a topographic survey by Capt. Maher in 1908 (T. 2875) on which it is shown as a +P.D. It is spoken of in the Coast Pilot, page 43, as a rock awash at extreme low tides, but of doubtful position. It would seem that there has been some information relative to this rock subsequent to the above mentioned topographic sheet. However, nothing pertaining thereto could be found in the files of the Coast Pilot Section other than the original manuscript of Capt. Maher for the compilation of Part I Pacific Coast Pilot. It is recommended that, owing to the sparse development in the vicinity of the rock, it be retained on the charts until further investigation is made relative thereto.

9. Attention is called to the fact that the rock awash in lat. $54^{\circ} 43' 50''$, long. $132^{\circ} 40' 14''$ (not yet printed on charts, but published as a Notice to Mariners on June 18, 1926, page 10) does not exist. This rock was reported by the field party (see letter 260 - 1926, Chart Division) in advance of the smooth sheet. A careful verification of the smooth sheet and a close examination of the boat sheet discloses no such rock in the position reported. It is believed that an error of 1 minute was made in noting the latitude and that the rock intended to be reported is really the rock which bares 10 ft. at M.L.L.W. (8 ft. at M.L.W.) in lat. $54^{\circ} 42' 50''$, long. $132^{\circ} 40' 14''$. This rock is already charted as a rock bare at H. W. (authority T. 2875).

It is recommended, however, that before any final action is taken towards the removal of this rock from the charts, inquiry should be made of the Chief of Party to ascertain definitely what rock he had in mind.

10. Character and scope of operations - very good.
Field drafting - very good.
11. Reviewed by A. L. Shalowitz, Dec., 1926.

Approved:

Chief, Section of Field Records (Charts)

Chief, Section of Field Work (H. & T.)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4534

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. 2

REGISTER NO. 4534

State S. E. ALASKA

General locality Dall I-E Coast
PRINCE OF WALES ISLAND

Locality Cape Muzon to Lower Kaigani Strait
CAPE MUZON TO DATZKOO HARBOUR.

Scale 1:10,000 Date of survey Aug. and Sept. 1925.

Vessel NATOMA

Chief of Party H. B. CAMPBELL.

Surveyed by H.B.C.

Protracted by C. I. Aslakson.

Soundings penciled by C.I.A.

Soundings in fathoms feet

Plane of reference

Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated February 27th 1925

Remarks:

Title sheet prepared by Commanding Officer, Str. EXPLORER, to whom sheet was transferred for completion in accordance with instructions dated March 9th, 1926. No title sheet or original descriptive report was transferred with the sheet, however, a copy of descriptive report was transferred which will be returned to Commanding Officer, NATOMA.

O.S. Reading

TO WHOM IT MAY CONCERN

LETTER OF CREDIT

THIS LETTER OF CREDIT IS ISSUED IN FULL PAYMENT OF THE ACCOUNT OF

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