

4583

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GUIDELINES AS DESCRIBED IN SECTION
3.3(a), EXECUTIVE ORDER 12356.



4583



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

State: Hawaiian Is.

11-5613

DESCRIPTIVE REPORT.

Hārogrāph Sheet No. ¹⁴ 4583

LOCALITY:

West Coast of Oahu

Pokai Bay to Kepuhi Pt.

1926

CHIEF OF PARTY:

E. R. Hand

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HYDROGRAPHIC TITLE SHEET



4583

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.

14

Register No. 4583

State ~~Terr.~~ of Hawaiian Is.

General locality West Coast of Oahu

Locality Pokai Bay to Kepuhi Point

Chief of party Eoline R. Hand,

Surveyed by " " "

Date of survey April - May, 1926

Scale 1:5000

Soundings in feet

Plane of reference MLLW

Pretracted by Chas S. Marek # Soundings in pencil by Chas. S. Marek #

Inked by Verified by

Records accompanying sheet (check those forwarded):

Des. report, 1 Tide books, 9 Marigrams, 1 Boat sheets,
2 Sounding books, Wire-drag books, Photographs.

Data from other sources affecting sheet

Automatic Gauge at Pokai Bay: datum used determined in 1924. See

tide book of survey sheets 1, 2, and 3. Eoline R. Hand, C. of Party.

Remarks:

Chief Draftsman, Office of Dept. Engineer, Fort Shafter.

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Section of Field Records.

Report on Sheet No. 4583.

Surveyed in April + May 1926

Chief of Party - Coline R. Hand.

Surveyed by -

Protracted and Soundings plotted by - Chas. S. Marek.

Verified and Inked by - W. R. Rounds.

1. The records conform to the requirements of the General Instructions.
2. The plan + character of the development fulfill the requirements of the General Instructions.

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DESCRIPTIVE REPORT

to accompany hydrographic sheet No. 14, Pokai Bay to Kapuhi Pt., W. coast Oahu, T.H.
7/16/26 Eoline R. Hand, Chief of Party.

This sheet, together with its complementary sheet "N" (topographic), covers the area northwest from Pokai Bay, and is adjacent to sheets No. 1 and "A", where the survey was initiated in 1924. For the proper understanding of the information herein I refer to report (1st. par.) for sheet No. 1., and to par. 2 of report on sheet No. 2.

There are no peculiarly outstanding features on this sheet: the bottom is fairly regular and has a normal slope: the currents are inconsiderable. Except at the abrupt Lahilahi Pt. the shore is alternating sand beach and low, flat ledge. The railroad parallels this coast: and there is a good wagon and auto road north as far as Makaha. But beyond, whereas horse-drawn vehicles can make it through as far as Makua autos should not attempt crossing the tracks (as indicated) because of the certainty of being trapped in the sand.

A number of landings are shown: these are minutely described on the sheet. No landing equals Pokai Bay (just off the edge) but the one shown just S. of Makaha, and labeled "very good", almost if not quite comes up to it. The landing owes its advantage to the fact that unusually deep water (see depth curves) makes in close to shore, but has shoal water on either side, well out. I have spoken before of the advantage of this in making for good landing. With more than moderate conditions having entered between the breakers and reached the vicinity of the beach surf, a small boat probably will find it advantageous to maneuver either north or south along the shore (keeping the bow as much as possible to seaward the while) in order to get in the lee of the probably heavy breakers on the shoal each side of the deep. Which way to go will depend on conditions at the time, direction of swell, etc. but my idea is that up in the cove between sigs. "Ker" and "Ka" would nearly always be the better.

Next in practicability are the the landings indicated on either side of Lahilahi Pt. They are almost equal in value, but the north side one shades the other slightly. With swell from directly offshore there will be scant choice, but if it is rolling in from northwest the south landing is obviously better, and if the swell is from the southwest, then the north side one is to be used.

While a number of other fair to possible landings are indicated and described attention is drawn to the peculiar advantages of the one directly off sig. "Arch". There is deep water directly off here, and an extensive shoal outside. Once around or through the breakers on that shoal a small boat may from the comparative safety of this deep water choose either to land on the ledge, flat and smooth, or round its south corner into a lagoon.

An automatic tide gauge was maintained at Pokai Bay (Waianae) and its readings govern the reduction of soundings to MLLW. No new datum plane was established, that ascertained by this party in 1924. controlled.

Eoline R. Hand
Eoline R. Hand,
Lt. USCGS.

ORIGINAL to Department Commander,
Hawaiian Dept. U.S. Army,

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LIST OF STATISTICS

To accompany hydrographic sheet No. 14, Pokai Bay to Kepuhi Point.

Eoline R. Hand, Chief of Party.

Date, 1926	Letter	Volume	Positions	Soundings	Miles	Vessels
					statue	
April 28.....	a	1	32	113	2.7	Whaleboat
" 29.....	b	1	41	147	3.1	"
" 30.....	c	1	87	503	5.1	"
May 5.....	d	1	28	101	2.2	"
" 6.....	e	1	73	307	4.6	"
" 7.....	f	1	63	322	4.0	"
" 10.....	g	1	52	161	3.3	"
" 10.....	g	2	19	76	2.5	"
" 11.....	h	2	96	469	6.9	"
" 12.....	j	2	96	416	5.0	"
" 13.....	k	2	89	476	4.2	"
Total.....			676	3091	43.6	

February 5, 1927.

(11)

Division of Hydrography and Topography:

Division of Charts:

Tide reducers are approved in
volumes of sounding records for

HYDROGRAPHIC SHEET 4545

Locality: HAWAII

Chief of Party: H. A. Bond

Plane of reference is M L L W

2.1 ft. on tide staff at Waianae, Pohna Bay, Oahu.

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.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
WASHINGTON

June 7, 1927.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 4583

Pokai Bay to Kepuhi Point, Oahu, T. Hawaii

Surveyed in 1926

Instructions furnished by U. S. Army

Chief of Party, E. R. Hand.

Surveyed by E. R. Hand.

Protracted and soundings plotted by Chas. S. Marek.

Verified and inked by D. R. ^RDounds.

1. The records conform to the General Instructions and are remarkably complete.
2. The plan and character of development satisfy the General Instructions.
3. No system of cross lines was run except in the bay south of Kepuhi Point where crossings are good.
4. The usual depth curves can be satisfactorily drawn.
5. The junction with adjacent sheets is good.
6. No further surveying is required to develop the important areas.
7. The character and scope of the surveying is excellent.

Revised by John A. Bond

Approved:

Chief, Field Records Section (Charts).

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

