5152

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. ..... Office No. 5152

LOCALITY

State Alaska

General locality Kiliuda

Locality Bay Kodiak Island

1938

CHIEF OF PARTY

F.B.T. Siems

LIBRARY & ARCHIVES

DATE .....

B-1870-1 (1)++

5152

5152

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R.S. PATTON, *Director*

State: ALASKA

DESCRIPTIVE REPORT

~~*Topographic*~~
Hydrographic } *Sheet No.* 26 5152

LOCALITY

KILIUDA BAY

KODIAK ISLAND, S.W. ALASKA

1931

CHIEF OF PARTY

F.B.T. SIEMS, H. & G. Engr.

U. S. GOVERNMENT PRINTING OFFICE: 1931

5152

Form 537
Ed. Dec., 1930

REG. NO. 5152

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. 26

REGISTER NO. 5152

State Alaska

General locality Kodiak Island

Locality Kiliuda Bay and Shearwater Bays

Scale 1 : 20,000 Date of survey Aug. & Sept., 1931

Vessel U.S.C. & G.S.S. SURVEYOR

Chief of Party F.B.T.Siems, H&GE

Surveyed by G.W.Lovesee, E.C.Baum & G.M.Marchand

Protracted by G.W.Lovesee

Soundings penciled by G.W.Lovesee

Soundings in ~~fathoms feet~~ fathoms

Plane of reference M.L.L.W.

Subdivision of wire dragged areas by ----------

Inked by Leo B. Straub

Verified by LBS

Instructions dated April 17, 1931

Remarks:

U. S. GOVERNMENT PRINTING OFFICE, 1931

DESCRIPTIVE REPORT

TO ACCOMPANY HYDROGRAPHIC SHEET

NO. "26".

SCALE 1:20,000.

Kodiak Island, Alaska.

Kiliuda Bay.

Surveyed August & September - 1931.

F.B.T. Siems, H.& G. Engineer, Chief of Party.

George W. Lovesee, Jr. H.& G. Engineer,
Edwin C. Baum, " " " , Hydrographers.
George M. Marchand, " " " ,

Date of Instructions, April 17, 1931.

SURVEY METHODS:

No deviation was made from the standard method of launch hydrography. A machine sounding machine was used on all depths over ten fathoms, and proved to be very satisfactory. In general the hand lead was used to obtain depths under ten fathoms.

All signals were located by the topographer in advance of the hydrography.

A good junction was made with the 1928 survey at the entrance to Kiliuda Bay, and several sounding lines of the 1928 survey were split in the vicinity of Left Cape to establish the fact that there is no offshore rock as once reported. Split lines were also run off Inner and Outer Right Capes.

DISCREPANCIES:

The position of the rock shown on topo sheet of the 1928 survey, near signal NED in Santa Flavia Bay is in error, see positions # 61, 62, & 90 of "f" day. No other discrepancies were noted. C&GS 4794

DANGERS:

There are several off lying rocks on both sides of the entrance to Shearwater Bay as shown on the Topographic Sheet of this area (sheet G).

There is a rock, at the entrance to Santa Flavia Bay, which is called Kiliuda Rock, it is two feet above high water. ~~and visible in all directions.~~

In the bay just west of Shearwater Bay, there are several rocks across the entrance, two of which are above high water.

About 450 meters, 52⅓ degrees true from triangulation station CLIFF there is a rock 2 feet above high water.

There are no other dangers on this sheet except close to the shores, and surrounding the pinnacles between Santa Flavia and Shearwater Bays.

CHANNELS:

Upon entering Shearwater Bay mid channel courses should be steered, as there are off lying rocks on each side of the entrance as previously described.

The bay just west of Shearwater Bay should be entered with caution as there are several sunken rocks and rocks covered at high tide. The best channel is to steer a true north course so as to pass about 1/8 mile east of the rock on which is topo signal RAY.

ANCHORAGES:

Good anchorage can be found in Shearwater Bay in five to ten fathoms of water and clear of danger. There are extensive shoal flats in the head of the bay. There is a good holding bottom, being muddy and sticky. The Surveyor anchored here only once, going alongside the dock the other times. One launch was anchored in seven fathoms just east of the wharf and experienced no trouble in riding out several stiff easterly gales.

Shearwater Bay is protected in all directions but is subject to williwaws at times.

In the head of the west arm of Kiliuda Bay anchorage may be obtained in a sticky muddy bottom in ten to fifteen fathoms. This bay is also believed to be subject to williwaws. There are no rocks or dangers except the rock awash at high tide 130 meters east of triangulation station HEAD. There are extensive shoal flats in the head of this bay.

The north arm of the bay is twenty five to thirty fathoms deep until near the head of the bay where good anchorage may be obtained in twenty fathoms of water. This arm is free of dangers but there are extensive shoal flats in the head of the arm. The bottom is muddy and sandy.

COMPARISON WITH PREVIOUS SURVEYS:

1904

Comparison with the British survey of Shearwater Bay made in 1804, shows very little change, except in the development of high-water line in the head of the bay, where they show low marshy land intersected with numerous small streams.

Comparison with previous survey of Kiliuda Bay shows considerable change, as previous surveys were probably only reconnaissance surveys.

The position of the small island on which signal MIKE of 1928 was established is evidently slightly in error since the position of MIKE, which is on the middle of the S.E. face of this small island falls outside of the island as originally located. Signal MIKE of 1928 was not recovered. An adjustment in position of the small island was made on the hydrographic sheet. The remaining shoreline between RAT and SAY was left unchanged, since these two positions as noted above were recovered and found correct.

Positions of triangulation stations were compared with tracing of these positions on topographic sheet (*see note below)

ADDITIONAL WORK RECOMMENDED:

Development of the 19 fathom shoal, 750 meters south true from topo signal KID. Close of the season prevented investigations of this shoal. V 3513

WIRE DRAG:

There is no wire drag work in this bay.

GEOGRAPHIC NAMES:

No new names are recommended. See D.R. T4656

STATISTICS:

Work was started on August 14th and completed on September 30, 1931.

All soundings were obtained with launch.

Total number of positions	3153
" " " soundings	8926
" " " statue miles	421.4

Coast Pilot Notes accompany this report.

Returned, finished C.P. Section 2/10/33

Respectfully Submitted,

George W. Lovesee

George W. Lovesee, Jr. H. & G.E.,
U.S.C. & G.S.S. SURVEYOR

Forwarded & Approved:

F.B.T. Siems

F.B.T.Siems, H.& G.E.,
Commanding SURVEYOR.

*The triangulation stations on this sheet are referred to Valdez Datum, their geographic positions as referred to Port Hobron Datum being increased 9.25 secs. in latitude and 10.35 secs. in longitude. These corrections were determined by the final field computations and differ slightly from the preliminary values (9.30secs. and 10.51 secs.) used for triangulation stations on the corresponding topographic sheet.

APPROVAL OF CHIEF OF PARTY

The field and office work of sheet 26 was done under my immediate supervision.

Additional work as noted in this report is recommended.

Field records have been inspected and are approved

F.B.T.Siems

F.B.T.Siems, H. & G. Engr.
Chief of Party

STATISTICS FOR SHEET #26

Vol.	Day	Date	Vessel	St.Miles	Soundings	Positions
1	a	Aug. 14,1931	Launch #4	16.3	194	78
1	b	" 15		10.9	102	53
1	c	Sept 3		25.5	317	163
2	d	" 4		25.6	464	185
2&3	e	" 8		34.7	524	194
3	f	" 9		12.3	378	129
3&4	g	" 10		28.1	386	171
4	h	" 11		20.5	211	108
4	j	" 14		9.1	173	72
4&5	K	" 15		19.9	198	111
5	l	" 16		7.5	246	60
5	m	" 17		24.6	674	199
6	n	" 18		6.6	193	65
6	p	" 19		10.8	379	96
6	q	" 22		14.9	294	106
6&7	r	" 23		24.4	885	183
7	S	" 26		27.0	526	209
8	t	" 27		19.4	352	128
8	u	" 28		22.2	517	186
9	V	" 29		21.7	476	185
9	W	" 30		11.2	308	119
10	a	Aug. 14	M.S.	15.6	351	116
10	b	" 15		8.6	183	73
10	c	" 31		8.1	263	90

October 5, 1932.

Division of Hydrography and Topography:

✓ Division of Charts:

Tide Reducers are approved in
10 volumes of sounding records for

HYDROGRAPHIC SHEET 5152

Locality **Kiliuda Bay and Shearwater Bays, S. E. Coast of Kodiak Island, Alaska.**

Chief of Party: **F.B.T. Siems in 1931**
Plane of reference is **mean lower low water, reading**
3.7 ft. on tide staff at **Shearwater Bay**
11.9 ft. below B. M. **1**

MHHW 8.80
MHW 7.20
H.T. 4.5
MLW 1.20
MLLW 0.0

Height of mean higher high water above the plane of reference is 8.8 feet. Div. T. & C.

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 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 "Sounding" instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.

Harrison

Acting Chief, Division of Tides and Currents.

Section of Field Records
Surveyed in 1931.

Report on Sheet H 5152.

Chief of party H. B. T. Sierra
Surveyed by G. W. Lovell, E. C. Baum, J. W. Marchand
Protracted by G. W. Lovell
Soundings plotted by G. W. L.
Verified and inked by ~~[illegible]~~ Sierra

1. The records conform to the requirements of the General Instructions
2. The plan and character of development fulfill the requirements of the General Instructions
3. The plan and extent of development satisfy the Specific Instructions
4. The sounding line crossings are satisfactory.
5. The usual depth curves can be completely drawn with the exception of the five, three, two, one fathom and zero curve on very steep banks close inshore. In the North arm of Kilinda Bay only the ten fathom curve is completely delineated.
6. The field plotting was completed to the extent prescribed in the Hydrographic Manual with the exception of plotting from 7 to 10 fathoms. It was necessary to revise approximately 30% of the soundings between 7 and 10 fathoms (See paragraphs 152 and 154 pages 18 and 19 Hydrographic Manual.)

Typical cases of the plotting from 7 to 10 fathoms were as follows: The recorded reduced sounding

7 fathoms 1 foot was plotted as 7 fathoms instead of $7\frac{1}{4}$
7 " 4 feet " " " $7\frac{1}{2}$ " " $7\frac{3}{4}$

The same relative error occured also for 8 and 9 fathom soundings with the fractional value of the next fathom either one or four feet.

For other corrections see paragraph 10 of this report.

7. No drafting was done over with the exception of the dock at Shearwater Bay. The scale was reduced from 1" = 40' to 1" = 80' and the drawing placed close to the dock.

8. This sheet joins (on the southeast) H 4854 and H 4855 both surveyed in 1928. The junctions are satisfactory.

9. Further surveying is recommended by the Chief of Party to develop the 19 fathom shoal Lat. 57°-18.1' and Long 153°-06.15'. See page 3 of Descriptive Report (H 5752)

10 Remarks.

(a) In vicinity of ○Rat and Mike₂ volume 2 page 32 there is recorded a "sunken rock 1m. port." between pos. 134 and 135d. There is no symbol in this location on the Boat Sheet. It is noted that there is 8 ft. of tide at this time also that the party had just passed through Kelp, apparently coming to open water. The sunken rock is therefore shown in the location given by the record. ✓

Same vicinity as (a).
(b) At position 137d (of H5152) there appears in practically the same position on Topographic Sheet (T4398) a rock awash. It was not mentioned in the records, and was not plotted on the Smooth Sheet. ✓ This rock is believed to exist, and may not have been visible when position 137d was taken (8ft tide) Consequently it is plotted on the Smooth Sheet in the location as shown on T4398.

(c) Refer to pos. 90f Vol 3 page 34. East side of Santa Flavia Bay 170 m west of ○ Ned This rock was originally shown on the Smooth Sheet as a sunken rock (+) ✓ It is a rock awash at 6 ft tide (i.e. bares 6 ft. M.L.L.W.) - see pos. 90f. This is unquestionably the same rock as seen by the topographic party with its location shown 60 m. south east of here, shown on the topographic sheet T4398. The existance of a rock awash in this position (as shown on Topographic sheet) is disproved by sounding line 57-58f. Therefore this rock is shown as a rock awash on the Smooth sheet as located by pos. 60f page 29 Vol 3, and 90f - also refered to at pos 87e page 60 Vol 2.

Rk awash misplaced about 3 mm on T 4398

(d) Page 20 Vol 4. A rock awash recorded at position 25h also pos. 43h is not on the topographic Sheet. It bares 6 ft MLLW. (Location 200 m north (true) of △ Left (1928)) ✓

(e) Page 46. Vol 5. - Midway between Santa Flavia and Shearwater Bays, 100 m south of ⊙Lag at pos 64 m. Opposite the $1\frac{5}{6}$ fathom sounding a "ditto" note in the record refers to a rock 5 m. part. It is noticed that the rock shown on T 4398 is 60 m off from this sounding ($1\frac{5}{6}$) in the same direction. This rock probably was not visible to the topographic party, since it is just awash at M.L.L.W. Two more rocks recorded, one at 64 m and one between 64 & 65 m probably for the same reason are not shown on the Topographic Sheet. The rock between 64 & 65 m bares 6' MLLW. is not on the boat Sheet and was not plotted on the Smooth Sheet.

Now plotted

(f) Approximately 400 m. offshore west of ⊙Hey and ⊙Isle east side of Shearwater Bay near pos. 2 t. there is shown on the Smooth Sheet a rock with the note "barely awash at M.L.L.W." The only authority found so far for this rock is the Boat Sheet. On the boat Sheet it is shown as a sunken rock ("+") with the note "sunken rock 1' sdg."

See pos 2 t Vol. 10 p. 33

(g) The work on this survey is considered satisfactory.

Respectfully Submitted

[signature]

Jan. 14. 1933.

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

AND REFER TO No. 82-DRM

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON

SECTION OF FIELD RECORDS

Review of Hydrographic Sheet No. 5152

Kiliuda and Shearwater Bays, Kodiak Island, Alaska

Surveyed August-September, 1931
Instructions dated April 17, 1931 (SURVEYOR)

Chief of Party, F.B.T. Siems
Surveyed by G. W. Lovesee, E. C. Baum, G. M. Marchand
Protracted and soundings plotted by G. W. Lovesee
Verified and inked by L. S. Straw

1. The records conform to the requirements of the Hydrographic Manual.

2. The plan and extent of development conform to the Hydrographic Manual and satisfy the specific instructions except that there should have been a further development of the 19 fathom in lat.57°18'.1, long. 153°06'.2 as noted in the Descriptive Report.

3. Soundings are consistent and agreement in depth at line crossings is satisfactory.

   The rock awash symbol was substituted for the sunken rock symbol in several places where the field party had plotted the latter from the notes without reference to the stage of the tide at the time. A note was placed on T. 4398 to cover the discrepancy in location of the rock awash off signal Ned, southeast part of Santa Flavia Bay.

4. Depth curves can be drawn satisfactorily. The usual curves are shown on the sheet.

5. Junction with H. 4855 (surveyed in 1928) is satisfactory.

6. Comparison: This is the basic or first survey of Kiliuda Bay. Chart 8502 is of too small scale to make close comparisons. Chart 8822 shows Shearwater Bay from a British survey in 1904. The present survey (H. 5152) gives more detail and also shows 2 to 3 fathoms less water in the deeper parts (over 20 fathoms) of the bay.

7. Recommendation: This survey should supersede all previous information for charting the area represented by it.

The recommendation in the approval note of the Chief of Party that the 19 fathom spot in Kiliuda Bay be further developed is concurred in.

8. About 30% of the soundings between 7 and 10 fathoms were incorrectly plotted by the field party, due to failure to conform to paragraphs 152 and 154 of the Hydrographic Manual.

9. Reviewed by R. J. Christman, February 13, 1933.

Inspected by E. P. Ellis.

Approved; I also recommend Topo. further development of the shoal off the point south of hydrographic signal "Make" and of the prominent ridge extending east from triangulation station "Head."

L. O. Colbert
Chief, Section of Field Records

1933.

Chief, Section of Field Work

5152 (Add'l Wk)

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R.S.Patton....., *Director*

State: Alaska

DESCRIPTIVE REPORT

~~Topographic~~
Hydrographic } *Sheet No.* 5152 (Add'l. Wk)

LOCALITY

Kodiak Island

Kiliuda Bay

1933

CHIEF OF PARTY

A. M. Sobieralski

U. S. GOVERNMENT PRINTING OFFICE: 1931

5152 (Add'l Wk)

Form 537
11—5812

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. .....

REGISTER NO. 5152 W.D. Add'l. Wk.

State Alaska

General locality Kodiak Island

Locality Kiliuda Bay

Scale 20,000 Date of survey May 8, 9, 1933, 192

Vessel Surveyor

Chief of Party A. M. Sobieralski

Surveyed by F. B. Quinn, R. C. Rowse

Protracted by H.W.Murray (Sdg. lines only)

Soundings penciled by H.W.M. (")

Soundings in fathoms ~~XXXX~~

Plane of reference M L L W

Subdivision of wire dragged areas by R. C. Rowse

Inked by H.W.M. (Sdg. lines Only)

Verified by H.W.M. (") Drag Work Inspected

Instructions dated April 15, 1933, 192

Remarks: This work to be added to the original sheet

GPO

DESCRIPTIVE REPORT

Supplementary Wire Drag & Hydrography
Kiliuda Bay, Kodiak Id., Alaska

In order to investigate indications of shoals in Kiliuda Bay, some wire drag work and supplemental hydrography was done by the Str. SURVEYOR in 1933.

The wire drag in Kiliuda Bay was executed by two launch control. Two groundings occured, at which soundings were obtained: 44½ feet (reduced), rocky bottom, lat. 57 18', 560 meters, long. 153 08', 710 meters; 42 feet (reduced), rocky bottom, lat. 57 18', 565 meters; long. 153 08', 790 meters. The affective depth of the wire drag was carefully checked and the least depth actually tested in any section was accepted for the effective depth of the whole width.

The hydrography was done with one of the ship's launches and was executed according to notes on the bromide of the survey of 1931. A shoal with reduced depth of 3-1/6 fathoms was found in lat. 57 17', 1835 meters, long 153 08', 660 meters. The rock on this shoal could be seen from the launch and the officer in charge is certain that the least depth was found.

Kiliuda Bay is not commercially important, being used only occasionally by transient fishing craft.

Respectfully submitted,

Roger C. Rowse

Roger C. Rowse, H. & G. E.

Approved & Forwarded:

A. W. Sobieralski

H-5152

The following names were approved by the U.S.G.B.

Coxcomb Point	Lat 57°-18.9'	Long 153°-01.2'
Pivot Point	Lat 57°-17.9'	Long 153°-01.2'
Shearwater Point	Lat 57°-19.7'	Long 152°-58.8'

C.K.B.

10-17-34

KQC

September 1, 1933.

Division of Hydrography and Topography:

✓ Division of Charts:

Tide Reducers are approved in
2 volumes of sounding records for

HYDROGRAPHIC SHEET 5152 Add'l.

Locality Kiliuda Bay, Kodiak I. Alaska

Chief of Party: A. M. Sobieralski in 1933
Plane of reference is mean lower low water, reading
3.7ft. on tide staff at Shearwater Bay
11.9ft. below B. M. 1

4.0 ft. on tide staff at Kodiak
19.9 ft. below B. M. 8

Height of mean higher high water above plane of reference is 8.8 ft.

Condition of records satisfactory except as noted below:

H. A. Marmer
Chief, Division of Tides and Currents

Field Records Section (Charts)

HYDROGRAPHIC SHEET No. 5152

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	3153
Number of positions checked	698
Number of positions revised	34
Number of soundings recorded	8926
Number of soundings revised	239
Number of signals erroneously plotted or transferred	0

Date: Jan. 14, 1933

Cartographer: Leo O'Brien

Oct. 1933.

SECTION OF FIELD RECORDS
Report on Verification of H. 5152, Additional Work.
Kiliuda Bay, Kodiak Island, Alaska.
Instructions dated April 15, 1933; Surveyor.
Additional Work, Wire Drag and 3-point Fix Sounding Lines.

Chief of Party - A. M. Sobieralski.
Surveyed by - F. B. Quinn, R. C. Rowse.
Subdivision of wire dragged areas by - R. C. R.
Protracting, penciling of soundings and verification of sounding lines by - Harold W. Murray.

1. The additional work executed in this area is in conformity with the recommendations set forth in the Review of the original survey executed in 1931.

2. The records for this work as submitted by the field party consists of a drag sheet (tracing) including some hydrographic examinations, an Area and Depth sheet, 2 boat sheets, one sounding volume and 1 wire drag volume. The drag soundings and the supplemental hydrography have been replotted by the verifier on H. 5152 and are indicated in appropriate colors thereon.

3. Verification and Inspection of Drag Work.

a. A change in the tide reducer affected the effective depth in nearly all the work. Effective drag depths were accordingly verified and changed. About a dozen changes were made.

b. Detached soundings and the color scheme of the drag strips were verified. One error was found in the strip of pos. 1-4b, (red), inclusive. The change in the tide reducer of 1 foot increased the effective drag depth from 39 to 40 feet. The correct depth was indicated, but no change was made in the color of the drag strip.

c. Several of the near buoy positions were checked and found satisfactory. The far Buoy positions, however, could not be checked with the recorded directions. As given in the drag record the same signals were used by the end launch as were used by the Guide Launch. This is believed to be erroneous since the field plotting indicates the use of some other signal and in many cases the use of the recorded signal would place the far buoy in an impossible position with relation to the direction of progress of the drag. Since the end launch record was not forwarded to the office it was impossible to check this further, and the field plotting was accepted as correct.

d. It was observed that Depth Divisions have not been made in accordance with the usual practice. For example, the strip in approximate lat. 57°18', long. 153°06'. Using a drag composed of four sections, three separate strips should have been drawn. The field party, however, used the minimum depth which is on the side of safety. Re-subdivision was not deemed advisable.

It should be noted in passing that the drag strip just referred to had a ~~left~~ lift correction of 10-16 feet.

e. In lat. 57°18'.3 long. 153°08'.7, the drag grounded with an effective depth of 52 and 39 feet. The least depth found was 42 feet. No grounding depth of 39 feet is shown, since the drag test just prior to grounding (see

pos. 3b) indicated a sag of 2 feet in the section that grounded, which would bring the actual depth of the drag to 41 feet.

f. The drag grounding in lat. 57°18'.5 long. 153°10' with an effective depth of 33 feet was assumed to be close to the 6 1/6 fathom sounding on the original survey. The record makes no mention of the point of grounding.

g. In lat. 57°19', long. 153°9'.2, the drag strip did not strike anything over the previous shoal indications of 17 fathoms (102 ft.). The effective depth of the drag, however was but 71 ft. (12 fms.).

h. Considerable changes were made in the Sections of the Area and Depth Sheet.

4. Note to Compiler.

Selection of soundings for cartographic work should be made from the soundings on the smooth sheet which have been plotted in color. The soundings plotted on the tracing by the Field Party should not be used as they are of Boat Sheet caliber.

Harold W. Murray

Submitted by - Harold W. Murray.

80-DRM

February 21, 1933.

Review of Hydrographic Sheet No. 5152

The following points noted in the verification and review of Hydrographic Sheet 5152 are called to the attention of the Chief, Section of Field Work:

This sheet covers Kiliuda Bay and Shearwater Bay, Kodiak Island, Alaska, surveyed in 1931 by the party on the SURVEYOR, Comdr. F.B.T.Siems. The actual survey was in charge of Lieut. (j.g.) G. W. Lovesee, who protracted the smooth sheet and plotted the soundings.

It was found that the provisions of paragraphs 152 and 154 of the Hydrographic Manual were not followed by Lieut. Lovesee in plotting those soundings which came between 7 and 10 fathoms. Example: 7 fathoms 1 foot was plotted as 7 fathoms instead of 7 1/4 fathoms; 7 fathoms 4 feet was plotted as 7 1/2 fathoms instead of 7 3/4 fathoms.

It appears that the party was careful to note a great many rocks existing along the shoreline. In this respect the information was much better than is usually transmitted. The review notes several instances where the plotter failed to note all the information at hand or to correct the locations where a difference is shown on the topographic sheet. The notes made by the verifier will indicate these instances, and it would appear that the action taken by the verifier should have been performed by the plotter of the smooth sheet.

It is recommended that the above be called to the attention of Lieut. Lovesee.

Referring to the necessity for further field work, it is noted that the Chief of Party recommends the development of the 19 fathom sounding which occurs about mid-channel near the western part of the bay.

Attention is called to two additional areas which I believe should receive further investigation, as well as the above. One of these is the prominent ridge extending eastward off triangulation station "Head." The other is a shoal off the point south of hydrographic signal "Make." It appears to me that the formations of both of these areas are such that there may be considerably less water than was found by the hydrographic party. The records fail to show that any examination was made other than running those lines shown on the sheet, and that the boat was not stopped at any time for further investigation.

L. O. Colbert

Chief, Section of Field Records.

In general an excellent survey. Chief, Section of Field Work

G T Rude

Chief, Division of Hydrography & Topography.

This work has been accomplished. See Review H-5152 (Ad. Work).

A.L.S

Review of Hydrographic Survey No. 5152 - Additional Work.

The verification of this survey was accomplished under my immediate supervision and all matters mentioned in the report on the verification (a copy of which is attached as a permanent part of this review) have received my personal investigation.

The verifiers report brings out clearly the more important aspects of this survey which has resulted in the reduction in depth of several of the shoal indications on the original survey, the most important of which was the reduction from 10 to 7 fathoms of the shoal at the outer end of the prominent ridge making off from triangulation station "Head".

An examination of a 10 fathom indication on the original survey in lat. 57°18' long. 153°8'.6, although not called for in the recommendation for additional work, resulted in the finding of an important rock with a depth of 3 1/6 fathoms over it. The surveyor "felt around" in this area and believes to have determined the least depth on the shoal. The 10 fm. sounding has been removed from the original sheet and replaced by a shoaler depth.

The effective depth of 33 feet to which the major portion of the ridge off signal "Head" has been dragged is considered adequate for the type of craft that may ply this area. The grounding depth of 5½ fathoms near the inshore end of this ridge has been added to the sheet as a matter of safety. The point of grounding is somewhat uncertain (see par. 3, f, verifiers report) but the position of the 5½ as indicated on the drag sheet is believed to be a probable one. No clearance depth was obtained over this shoal.

Regarding the observations made in par. 3, c, of the verifier's report, the field party should be requested to forward the end launch record.

Reviewed by A. L. Shalowitz, Oct. 1933.

L. O. Colbert
Chief, Field Records Section.

Examined and approved:
L. O. Colbert
Chief, Division of Charts.

Chief, Field Work Section.

Chief, Division of H. & T.