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U. S. COAST & GEODETIC SURVEY  
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Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. PATTON *Director*

State: ALASKA

DESCRIPTIVE REPORT

Topographic  
Hydrographic

5251  
Sheet No. FIELD 25

LOCALITY

KODIAK ISLAND

CHINIAK

AND

KALSIN BAYS

1932

CHIEF OF PARTY

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

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5251

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. 25

REGISTER NO. 5251

State ALASKA

General locality ~~KODIAK ISLAND~~ Chiniak Bay, Kodiak I.

Locality ~~KODIAK ISLAND~~ Cape Chiniak to Kalsin Bay

Scale 1:20,000 Date of survey SEPTEMBER, 19 32

Vessel "WILDCAT", Launch # 3 and # 4, and MOTORSAILER

Chief of Party F.B.T.SIEMS

Surveyed by F.B.QUINN, J.BOWIE, E.C.BAUM, G.M.MARCHAND, C.J.BEYMA

Protracted by E.C.BAUM

Soundings penciled by E.C.BAUM

Soundings in fathoms ~~fathoms~~

Plane of reference M.L.L.W.

Subdivision of wire dragged areas by none

Inked by HAROLD W. MURRAY

Verified by H.W.M.

Instructions dated APRIL 22, 19 32

Remarks:

## DESCRIPTIVE REPORT

TO ACCOMPANY HYDROGRAPHIC SHEET NUMBER 25.

CHINIAC AND KALSIN BAYS - KODIAK ISLAND.

SCALE: 1:20,000

### AUTHORITY:

The work on this sheet was accomplished under instructions dated April 22, 1932.

### GENERAL LOCATION:

The area surveyed includes Kalsin Bay and the inshore hydrography to the eastward to and including Cape Chiniak, Kodiak Id. It joins hydrographic sheet, field number 24 to the east and an unsurveyed area to the West.

### SURVEY METHODS USED:

Standard hydrographic survey methods were used throughout. Depths were obtained by hand lead and machine soundings exclusively. A topographic survey of this area was made in 1907 (T-2841). A revision of the topography was made this season (Field Number H (T. 47/3)). Only the most prominent rocks were located in the course of the revision survey, so that the hydrographic party was supposed to locate rocks and verify rocks shown on T-2841. A careful comparison was made with both topographic sheets, and it is believed that the hydrographic sheet shows all existing rocks. The rocks as shown on T-2841 were apparently sketched to some extent, and the delineation shown on this sheet can safely supersede T-2841.

Reef symbols shown in black ink were inked on the boat sheet during progress of survey and transferred to the smooth sheet. Black ink dash lines around reefs and islands indicate the danger and low water areas.

### PLOTTING VERIFICATION:

Verification of final smooth sheet plotting was accomplished by superimposing boat sheet tracing of positions on smooth sheet. Appreciable discrepancies were inspected and errors corrected.

### DANGERS AND ANCHORAGES:

Hydrographic survey has been completed in Kalsin Bay. The main approach to Kalsin Bay is unsurveyed except for a single line of soundings shown on U.S.C. & G.S. Chart # 8570. The SURVEYOR followed this line of soundings in entering and leaving the Bay on several occasions and the fathometer revealed no appreciable shoaling. When inside the bay continue to favor the west shore in navigating to its head. The bay gently shoals to its head and to the eastern shore. The west side is deeper and has no dangers to navigation over 300 meters (984 ft.), from the shore and islands which form the northwest limits of the bay.

The northeastern limits of the bay is formed by a foul area approximately 1 mile wide consisting of numerous shoals and islands.

Cognizance should be taken of the following two rocks on the east central part of the bay:

Rock bearing  $7\frac{1}{2}$  ft. (2.28 m.) at M.L.L.W. at Lat.  $57^{\circ} 37.85'$  Long.  $152^{\circ} 22.79'$

Rock bearing  $4\frac{1}{2}$  ft. (1.37 m.) at M.L.L.W. at Lat.  $57^{\circ} 37'.6$  Long.  $152^{\circ} 22'.7$   $23.7?$

A deep water channel at N. Eastern extremity of the bay  $\frac{1}{4}$  mile wide carrying  $10$  fms. (18.3 m.) water for small boats permits passage, favoring western shore, between mainland and islands consisting of Kekur, Svitlak and others. However without local knowledge of existing shoals at southern end of passage small craft should not attempt to pass into Kalsin Bay except at half tide or less when a mid channel shoal [bares 6 ft. (1.83 m.) at M.L.L.W.]. On passing into Kalsin Bay shoaler waters of  $4\frac{1}{2}$  fms. (8.23 m.) was the least depth encountered.

An excellent anchorage in a small V shaped cove for small vessels may be found southeast of Svitlak Island, in Kalsin Bay. A good mud holding bottom of varying depths up to 6 fms. (1.83 m.) affords ample protection from all directions.

A shoal of varying depths (interspersed with numerous rocks and islands of which Kekur and Svitlak are a part) and a maximum breadth of 1 mile, extends from Humpback Rock through and to southward of Svitlak Island and continues to the mainland. The northern portion of the shoal is unsurveyed.

Isthmus Bay is well rounded approximately 1 mile deep and wide, containing a gently sloping sand bottom to a maximum of 10 fms. (18.3 m.) at its entrance. This bay affords protection against S.E.;S. and S.W'ly weather.

Queer and Kalsin Islands are fox farms, the later having three houses. An abandoned government cattle experimental farm is located at the head of Kalsin Bay. Several houses and barns remain in habitable condition.

The low valley extending between Kalsin and Portage Bays (Ugak Bay) is used as a portage.

Vessels in distress may be beached at the head of Isthmus and Kalsin Bays.

#### PLOTTING:

In plotting this sheet, the following day-letter designations were used:

#### Record of Sheet 25.

|             |       |                    |
|-------------|-------|--------------------|
| Wildcat     | Blue  | Capital Letters    |
| Launch # 3  | Green | Lower case letters |
| Launch # 4  | Blue  | Lower case letters |
| Motorsailer | Red   | Lower case letters |

#### STATISTICS:

A table of statistics is attached to this report.

#### GEOGRAPHIC NAMES:

None.

Respectfully submitted,

*Edwin C Baum*  
E.C.BAUM, Jr. H. & G.E.  
U.S.C. & G.S.S. SURVEYOR

Approved and Forwarded:

*A.M. Sobieralski*  
A.M.SOBIERALSKI, H. & G.E.  
Commanding SURVEYOR.

COAST PILOT NOTES

ALASKA PART II

1931 EDITION

Page 146 line 16:-

After"----- are comparatively low." insert "A ship anchorage with protection from southerly weather may be had  $1\frac{1}{4}$  miles 320 true (NW. by W.  $\frac{1}{2}$ W.) from Cape Chiniak Light in 18 to 20 fathoms. To approach, round the cape keeping  $1\frac{1}{4}$  miles off the outer rocks."

Page 147 after line 3 6:-

Insert "KALSIN BAY and waters bordering along the south shore of Chiniak Bay were surveyed in 1932. The main approach to Kalsin Bay remain unsurveyed except for the single line of soundings shown on chart 8570. The ship SURVEYOR followed this line of soundings in entering and leaving the bay and the fathometer revealed no dangers. When inside the bay favor the west shore to avoid rock baring 4 feet at M.L.L.W. one mile 260 true from SVITLAK ISLAND. Also avoid the rock baring 6<sup>9</sup> feet M.L.L.W.  $\frac{1}{2}$  mile south of Isthmus Island. The bay gently shoals to its head and south-east shore where anchorage outside of the 10 fathom curve is recommended. This anchorage would probably be untenable in a northeast storm.

QUEER and KALSIN ISLANDS are fox farms, the latter having three houses. An abandoned Government cattle experimental farm is located at the head of Kalsin Bay. Several houses and barns remain in a habitable condition. The low valley extending between Kalsin and Portage Bay (Ugak Bay) is used as a portage.

An excellent anchorage for small vessels in any weather may be found in or near the V-shaped cove SE of Svitolak Island. To reach this anchorage over surveyed area, pass  $1\frac{1}{4}$  miles northward of Cape Chiniak Light and steer 267 true (SW. by  $\frac{3}{4}$ W.) heading for Kekur Island with Middle Island summit on range, until the sharp point on the west part of Isthmus Bay bears (mag.). Then turn left to course 240 true (SW.  $\frac{3}{4}$ S.) and head for the large square rock south of Svitolak Island until abeam of the north end of Svitolak Island, then turn left 220 true (S. by W.  $\frac{1}{2}$ W.) and head for the point at the south entrance of the cove until the large square rock bears four points on the starboard bow. Then steer 180 true (SSE.) and anchor in  $6\frac{1}{2}$  to 7 fathoms MLLW 400 yards off the south shore. To go further in the cove requires local knowledge. The channel past Svitolak Island is narrow with shoal water on both sides and caution should be exercised to avoid depths less than ten fathoms. The shoal water on the east side of the channel is extensive and surrounds the point forming the northern limit of the cove.

Isthmus Bay affords anchorage for small vessels in southerly weather. It is reached over surveyed area by passing  $1\frac{1}{4}$  miles northward of Cape Chiniak Light and steering 267 true (SW. by W.  $\frac{3}{4}$ W.) and heading for Kekur Island until abreast to enter along the axis of the bay.

Vessels in distress may be beached at the head of Isthmus Bay and at the head of Kalsin Bay.

STATISTICS FOR HYDROGRAPHIC FIELD SHEET NO. 25.

| DATE     | VOL. | DAY | STATUTE MILES | POSITIONS | SOUNDINGS | VESSEL    |
|----------|------|-----|---------------|-----------|-----------|-----------|
| Sept. 16 | 1    |     | 22.0          | 151       | 612       | Launch #4 |
| "        | 17   | 1   | 11.4          | 98        | 377       | "         |
| "        | 19   | 1   | 12.0          | 82        | 310       | "         |
| "        | 19   | 2   | 14.2          | 82        | 327       | "         |
| "        | 20   | 2   | 25.9          | 141       | 628       | "         |
| "        | 21   | 2   | 12.2          | 72        | 306       | "         |
| "        | 22   | 3   | 24.0          | 161       | 604       | "         |
| "        | 23   | 3   | 6.7           | 54        | 210       | "         |
| "        | 26   | 3   | 6.7           | 47        | 153       | "         |
| "        | 26   | 3   | 9.3           | 73        | 331       | "         |
| "        | 29   | 4   | 14.9          | 97        | 310       | "         |
| Oct. 1   | 4    |     | 14.7          | 128       | 380       | "         |
| Sept. 16 | 5    |     | 12.0          | 94        | 205       | M/S       |
| "        | 17   | 5   | 4.5           | 25        | 105       | "         |
| "        | 20   | 5   | 17.9          | 120       | 450       | "         |
| "        | 22   | 5   | 6.6           | 37        | 150       | "         |
| "        | 22   | 6   | 19.0          | 120       | 446       | "         |
| "        | 24   | 6   | 8.9           | 65        | 224       | "         |
| "        | 17   | 7   | 13.5          | 86        | 347       | Launch #3 |
| "        | 20   | 7   | 16.1          | 116       | 448       | "         |
| "        | 22   | 7   | 24.4          | 156       | 559       | "         |
| "        | 22   | 8   | 4.4           | 25        | 85        | "         |
| "        | 15   | 9   | 11.3          | 122       | 148       | Wildcat   |
| "        | 16   | 9   | 17.6          | 205       | 217       | "         |
| "        | 17   | 9   | 11.1          | 92        | 130       | "         |
| "        | 19   | 10  | 3.7           | 30        | 46        | "         |
| "        | 20   | 10  | 22.4          | 181       | 275       | "         |
| "        | 21   | 10  | 15.5          | 113       | 173       | "         |
| "        | 22   | 10  | 19.7          | 135       | 210       | "         |
| "        | 23   | 11  | 2.8           | 22        | 34        | "         |
| "        | 24   | 11  | 16.7          | 126       | 196       | "         |
| "        | 26   | 11  | 11.8          | 74        | 273       | Launch #4 |
| "        | 28   | 11  | 7.0           | 28        | 113       | "         |
| "        | 29   | 11  | 10.7          | 57        | 214       | "         |
| Totals:  |      |     | 451.6         | 3215      | 9596      |           |



June 6, 1933

Section of Field Records  
Report on H-5251  
Cape Chiniak to Kalsin Bay, Kotlich I., Alaska  
Surveyed in 1932

Chief of Party - F. B. T. Siems

Surveyed by F. B. Quinn, J. Annis, E. C. Baum, J. M. Murchant & C. J. Payne.

Plotted & soundings plotted by E. C. Baum

Verified & inked by Harold W. Murray

1. The records conform to the requirements of the Hydrographic manual except that volumes have not been numbered consecutively. Example: Vol #11 ends with pos. 57.1 and pos. 58.1 begins in Vol. #4.
2. The plan, character and extent of the survey satisfy the general and specific instructions. A few gaps of unsurveyed territory exist of about  $\frac{1}{4}$  sq. mile in area but are not suggestive of desirable additional information.
3. Crossings in congested areas are satisfactory. Adjacent lines afford in general good agreement.

In Kalsin Bay, a sloping submarine shelf runs out to sea in the vicinity of the 20 fms. curve. Normal differences of from 5-10 fms. in depth between adjacent soundings clearly define its inshore limits.

4. The 5 to 50 fm. curves can be satisfactorily drawn. ✓  
The 1 to 4 fm. curves have been drawn where space and hydrography permit
5. Field plotting was very accurate. Field plotting was satisfactory except as follows:-
  - a. Soundings in many localities appeared to have been spaced in estimated quantities rather than with the aid of the dividers.
  - b. Position nomenclature of certain specific lines were so placed on the sheet as to read upside down.
  - c. The Hydrographic Stamp #26 was not appended to the sheet nor the appropriate information.
  - d. Many soundings were not plotted with the approximated fractional figures.
6. Topographic signals and triangulation were checked by the verifier by means of a tracing transfer from the Topographic sheet. No discrepancies were found. The verification was made due to the absence of Stamp #26 ✓
7. Topographic names were added to the sheet by the verifier. Likewise the datum plane and a representative triangulation station. ✓
8. The keel foundation shown on the sheet was compiled from the records, Sounding Sheet & Topographic sheet. ✓

9. Two Buoys were noted in the Records. One in lat.  $57^{\circ}38'38''$ , long  $152^{\circ}9'9''$  (pos. 46c, Vol. #9) and the other in lat.  $57^{\circ}37'25''$ , long  $152^{\circ}20'9''$  (pos. 1a, Vol. #1). The former is believed to have been a hydrophone <sup>(?)</sup> location. The latter is thought to have been used by the Field Party to designate the daily anchorage as several sounding lines begin here. This buoy was not plotted. Neither are listed in the "Light List."

10. Remarks on Rocks.

a. Attention is called to an apparent discrepancy regarding 2 rocks of pos. 30-31d, Vol. #5. The rocks in question were plotted by the Field Party on the Smooth sheet and the Starboard side on the note in the Records and D.S. call for the rocks on the Port side. One rock on the Starboard side agrees with the Topographic sheet. (Lat.  $57^{\circ}37'25''$ ; long.  $152^{\circ}9'45''$ )

b. The source of the small rock island in approx. lat.  $57^{\circ}37'59''$ ; long.  $152^{\circ}21'05''$  enclosed by the 1-fm curve does not appear to be of hydrographic origin. It is shown neither on the Boat nor Topographic sheets, T-2841 + 4713.

c. The sunken rock in lat.  $57^{\circ}39'04''$ , long.  $152^{\circ}21''$ , just west of Pinnacle Rock does not appear to be of hydrographic origin. It was transferred from T-4713; T-2841 shows several rocks awash in this vicinity.

Corrected on smooth sheet 1948

Defect in original crossed from smooth sheet. 1948

only

T-4713

d. In lat.  $57^{\circ}37.96$ ; long.  $152^{\circ}25.84$ , (pos. 91a, Vol #1) records a rock awash 9 or more feet which was plotted on the reef shown on T-2841 and verified by pos. 15c, Vol #1 which records a reef bearing 6 ft. The 6 ft note was applied to the rock on the west which was shown on the topographic sheet.

e. In lat.  $57^{\circ}39.18$ , long.  $152^{\circ}17.55$ , three nets mark the location of an offshore rock, Positions 1-2A (Vol #9) and 77J (Vol #11) This rock is shown on the chart (# 8570) as "Position identified" about 1 mile due East and likewise on the Boat sheet in red. "awash 2 ft MLLW" from boat sheet.

f. It appears that several of the rocks shown on this sheet have been transferred from T-2841 and for which no verification was found in the records.

g. In lat.  $57^{\circ}38.2$ , long.  $152^{\circ}7.75$ , the soundings of  $7 \times 7\frac{1}{4}$  fms. are from positions 24 & 52c (Vol #5) respectively. A field note attached to the former suggests that these soundings were taken on a pinnacle rock. This rock is uncharted.

11. The shoreline shown in red on T-4713 (1932) was adjusted from T-2841<sup>(1907)</sup> and transferred to the ~~hydrographic~~ sheet by the Field Party in like color. changed to black on smooth sheet RJS

12. The overlap on the northeast with H-5250 will be made as soon as that sheet is released by the reviewer. ✓

The junction immediately to the south with H-5254 will be made when that sheet is verified. ✓

13. Comparisons with previous surveys. The only previous survey made in this area is H-3016 (1909) of which only a few soundings fall within the limits of this sheet. A few have been transferred in pencil and are satisfactory. ✓

14. Respectfully submitted - Harold W. Murray

SECTION OF FIELD RECORDS

Review of Hydrographic Sheet No. 5251  
Cape Chiniak to Kalsin Bay, Kodiak Island, Alaska.  
Surveyed - September 1932.  
Instructions dated April 22, 1932 (Surveyor)

Chief of Party - F. B. T. Siems.  
Surveyed by - F. B. Quinn, J. Bowie, E. C. Baum, G. M. Marchand,  
C. J. Beyma.  
Protracted and soundings plotted by - E. C. Baum.  
Verified and inked by - Harold W. Murray.

1. The records conform to the requirements of the Hydrographic Manual except that Vol. 11 contains both "Wildcat" and "Launch\*4" soundings. The latitude and longitude of place of beginning work for the day was omitted in a number of instances in Launch \*4 records.
2. The plan, character, and extent of the development satisfy the general and specific instructions.
3. Soundings in general are consistent and there is good agreement in depths at crossing of lines. Many rocks lie at varying distances offshore. The tide range from MLLW to MHHW is 8.8 feet and all rocks more than 9 feet above MLLW are shown as islets. The rock awash in lat. 57°37'.65 long. 152°21'05 is from T. 2841. It is shown in red on the boat sheet but is not mentioned in the records. The two rocks awash in lat. 57°36'.85 long. 152°23'.6 are also from T. 2841 where there is a prick mark and pencil lines, though evidently missed in inking that sheet. The present survey does not disprove their existence, and as they lie in a passage that might be used by small vessels it is thought best to retain them.
4. Depth curves are satisfactory.
5. Junction with H. 5250 is satisfactory. There is a considerable overlap and depths agree well with a very few exceptions. A 28½ fathometer sounding (H. 5250) falls on a 32 5/6 wire sounding in lat. 57°38'.4 long. 152°05'.5 but the weather note shows "chop to heavy seas" which may account for the discrepancy. Verification and inking of H. 5254 has not yet been completed.
6. Comparison with previous surveys. - This is the basic hydrographic survey of the area covered. The few soundings from H. 3016 (1909) which fall within the limits of this sheet are in good agreement.  
  
Attention is invited to the note on the sheet relative to rocks on T. 2841, also see par. 3 of this report for disposition of several rocks.  
  
The rock awash P D on chart 8570 was definitely located about 1 mile west of its charted position, the boat sheet had the legend "2 ft. MLLW." (For location of rock see Vol. 9, pg. 4). The other rocks and reefs on the chart are in general agreement with this survey. A small uncharted 7 fathom bank lies about 1¼ mile northeast of Chiniak Island light.
7. Field drafting. - The protracting of positions was excellent. On two

H. 5251.

days the numbers and day letters were placed upside down. Some of the soundings appeared to be spaced by an approximate method and fractions did not always conform to the regulations. Several errors in plotting from notes in the "Remark Column" were found and corrected. The verification data and the  $\Delta$  station in the lower right corner of the sheet were added in the office by the verifier after comparing signals, shoreline, and rocks with the topographic sheet. Some of the shoreline was inked in red, now changed to black.

8. Recommendation. This sheet ( H. 5251 ) should supersede all previous information for charting the area covered by it.

9. Reviewed by R. J. Christman, July 24, 1933.

Memorandum by A. L. Shalowitz.

1. Additional Work.

There are four spots on this survey that require further investigation. These have been indicated and numbered on the several boat sheets comprising this survey. It is recommended that the boat sheets be returned to the field and when opportunity affords the additional work be accomplished.

The 7 fathom bank mentioned in Par. 6 of this review was examined with drift soundings for 51 minutes and no less water found. Although a note in the sounding record (pos. 24C, red) says "Leadsman reported that this brick felt like a pinnacle rock", it is thought that enough hand lead soundings have been taken on this shoal and unless drag work is contemplated, no further lead line soundings is recommended.


Sheet Inspected by - A. L. Shalowitz.

  
L. O. Colbert,  
Chief, Field Records Section.

  
Chief, Field Work Section.

Examined and approved:

  
Chief, Chart Division.

  
Chief, H. & T. Division.

80-DEM

5251

August 31, 1933.

Memorandum to Chief, Field Work.

There is attached a copy of the review of Hydrographic Survey No. 5251, Cape Chiniak to Kalsin Bay, Kodiak Island, which may be forwarded to the field in connection with additional work recommended.

The areas in which work should be done have been spotted on the boat sheets.



Chief, Section of Field Records.



April 22, 1933.

Division of Hydrography and Topography:

✓ Division of Charts:

Tide Reducers are approved in  
11 volumes of sounding records for

HYDROGRAPHIC SHEET 5251

Locality Cape Chiniak to Kalsin Bay, South Coast of Kodiak Island, Alaska

Chief of Party: F. B. T. Siems in 1932

Plane of reference is mean lower low water, reading

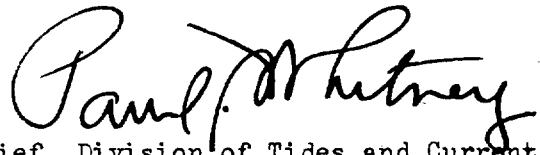
4.0 ft. on tide staff at Kodiak

19.9 ft. below B. M. 8

Height of mean higher high water above plane of reference is 8.8 feet

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



Chief, Division of Tides and Currents.

Applied to Chart No.  
8536 (1934), 1:80,000, by James W. McGuire

C