

6911

WP

6911

Form 504

U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE

**DESCRIPTIVE REPORT**

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Type of Survey ..... Wire Drag

Field No. 2143 W.D. .... Office No. H-6911

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LOCALITY

State ..... Alaska

General locality ..... Aleutian Islands

Adak Island

Locality ..... Kuluk Bay, Adak I.

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194 3

CHIEF OF PARTY

G. C. Mattison  
~~EXPLORER~~

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LIBRARY & ARCHIVES

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DATE .....

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. 2145 W.D.

REGISTER NO. H-6911

State Alaska

General locality Alutian Islands

Adak Island

Locality Kuluk Bay, Adak Island

Scale 1:20,000 Date of survey April-May, 1945

Vessel EXPLORER

Chief of Party G. C. Mattison

Surveyed by G. B. Shelton

Protracted by R. M. Sylar

Soundings penciled by R. M. Sylar

Soundings in ~~fathoms~~ Feet

Plane of reference MLLW

Subdivision of wire dragged areas by \_\_\_\_\_

Inked by ~~J. A. McCormick~~ R. M. Sylar

Verified by J. A. McCormick

Instructions dated April 16, 1945

Remarks: Smooth Sheet and Plotting by the

Seattle Processing Office.

FIELD NOTES FOR DESCRIPTIVE REPORT

WIRE DRAG SHEET NO. 2143

KULUK BAY

U.S.C. & G.S.S. EXPLORER - 1943

INSTRUCTIONS:

Project CS-218; Priority "A", dated April 16, 1943. ✓

AREA:

This survey was made at the request of the U. S. Navy to provide a wire drag coverage of the anchorage area in Kuluk Bay. This area lies northwest of a line extending northeast of Gannet Rocks to a point one mile south of Zeto Point. ✓ ✓

EQUIPMENT:

Two of the regular sounding launches from the EXPLORER were used to tow the drag with a motor whaleboat acting as drag tender. The drag was set out and picked up by the EXPLORER. ✓ ✓

The standard wire drag was used. The ground wire was 3/16", equipped with patent fieges. The toggles were aluminum. All buoys were of the latest design, all-steel construction. ✓ ✓

The tester was the standard type with regulation markings and greased iron rod at the bottom for registering lift. ✓ ✓

METHOD OF SURVEY:

The drag strips were plotted with dual launch control, each launch plotting independent positions on duplicate boat sheets. Since most of the area covered was deep and the purpose was to assure a safe anchorage, no attempt was made to drag close to the bottom except close inshore. The U. S. Navy required an effective depth of 40 feet only in deep water. Tests for lift were taken as frequently as needed to compute the lift. ✓ ✓

LEAST DEPTHS ON GROUNDINGS:

Whenever the drag grounded, soundings were taken by handlead from the tender. All groundings were covered later at a shoaler depth, usually within two feet of the least depth obtained by sounding. Only one grounding on sheet. ✓ ✓

{ Hung at 33 ft.  
| Sounding of 28 ft. cleared at 24 ft.

All data as to lift, drag setting, and soundings at groundings have been transferred from the tender record to the guide launch record. All data for smooth plotting the sheet is contained in the guide launch record. ✓ ✓

REDUCERS AND DIAGRAMS:

All reducers have been entered and checked in the field and the drag diagrams have been drawn with effective depths entered. ✓ ✓

Respectfully submitted:

*George R. Shelton*

George R. Shelton,  
Lieut. Comdr., C. & G.S.

APPROVED AND FORWARDED:

*G. E. Mattison*

G. E. Mattison,  
Commanding Officer,  
U.S.C. & G.S.S. EXPLORER

H-6911

Seattle Processing Office Notes

Datum-

The boat sheets are on the Navy datum of 1933; smooth sheet is on the Unalaska datum, unadjusted. ✓

Control-

Control is based on triangulation by U.S.N.-1933 and signals from sheet T-6930 (1943). Hydro signal NIC is from H-6910 (1943). ✓

Signal Jac-

A signal with this name was located on T-6930a. <sup>(1943)</sup> On the boat sheet for H-~~6911~~ <sup>(1943)</sup> the position of Jac is different. It is evident that the boat sheet position is correct for H-6911 as the line jumps when shifting signals involving Jac if the topo position is used, but does not shift if the boat sheet position is used. No data is given for the boat sheet position. It was transferred to the smooth sheet. Boat sheet position tested and accepted as O.K. Signal shown as a hydrographic location. ✓

It is presumed that they are different objects. Undoubtedly. Topo position was used on H-6910 (1943). Tests showed it O.K. for that sheet. ✓

Area Depth Sheet-

This sheet has been prepared on linen to lay over smooth sheet. ✓

On "A" day at position 37.5- the End Launch stopped and ceased taking fixes because a net tender was towing a submarine net across the wire drag. The Guide Launch continued on its course. The End Launch resumed on position 47.4 after having drifted 670 meters to the northwest. Upon plotting the smooth sheet, the dragged area covered by the Guide Launch, while the End Launch was stopped, was retained as it added deeper coverage to the area and there was no reason to believe that the tension on the drag was slackened during the maneuver. The boat sheet shows this area as being covered. ✓

Accepted  
as O.K.

Splits-

<u>Lat. &amp; Long.</u>	<u>Remarks</u>
51 <sup>0</sup> 53.15 ✓ 176 35.4	A split where the surrounding area is dragged ✓ to 44 and 45 feet.
51 53.8 ✓ 176 35.9	A split where the surrounding area is dragged ✓ to 45 and 46 feet.
51 53.75 ✓ 176 36.3	A split where the surrounding area is dragged ✓ to 24 and 33 feet.

Groundings-

51 53.82 176 36.57	The 33 ft. drag went aground, and a sounding of 29 feet was found at grounding. Two shoaler soundings were obtained in the same area on the next working day--A 28 ft. sounding 70 meters northeast of grounding and a 28 ft. sounding 110 meters southeast of grounding. All of this area was cleared by a 24 ft. drag.
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*Edgar E. Smith*

Edgar E. Smith  
Assoc. Cartographic Engineer  
Seattle Processing Office.

Approved and Forwarded:

*F. H. Hardy*

F. H. Hardy  
Officer in Charge,  
Seattle Processing Office.

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. **H0311** .....

Records accompanying survey:

Boat sheets .....; sounding vols. ....; wire drag vols. ....;  
bomb vols. ....; graphic recorder rolls .....;  
special reports, etc. ....  
.....

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

Number of positions on sheet	..434
Number of positions checked	...13
Number of positions revised	....0
Number of soundings recorded	...7.
Number of soundings revised (refers to depth only)	....0
Number of soundings erroneously spaced	....0
Number of signals erroneously plotted or transferred	....0
Topographic details	Time .....
Junctions	Time .....
Verification of soundings from graphic record	Time .....

Verification by **E. A. McCormick** ..... Total time 8 hrs. Date .8/4/44.

Review by **E. A. McCormick** ..... Time 2 hrs. Date .8/4/44.

Tidal Note

H-6911

Aleutian Is. - Adak Island

Kuluk Bay

Wire Drag

Sweeper Cove

Portable Automatic Gage

Latitude  $51^{\circ} 51.110$  Unalaska Datum

Longitude 176 38.47

Staff reading of MLLW 2.8 feet

See Director's Letter, 36-mlh, of Nov. 11, 1943.

Statistics

434 = Positions

13.1 = Mi. drag strip

5.5 = area, sq. stat. Mi.



GEOGRAPHIC NAMES

Survey No. **H0911**

Name on Survey

A On Chart No.  
 B On previous survey No.  
 C On U. S. quadrangl. Maps  
 D From local information  
 E On local Maps  
 F P. O. Guide or Map  
 G Rand McNally Atlas  
 H U. S. Light List

Name on Survey	A	B	C	D	E	F	G	H	K
<u>Aleutian Islands</u>									1
<u>Adak I.</u>			(U.S.G.B.)			515	765		2
<u>Kuluk Bay</u>			( " )						3
									4
									5
									6
									7
									8
									9
									10
<u>Sweeper Cove</u>			(location of tide staff (U.S.G.B.))						11
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Names underlined in this report  
 by L. Heckman 8/1/44

Remarks

Decisions

	Remarks	Decisions
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# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT }  
PHOTOSTAT OF }

No. H **H6911**  
No. T

received  
registered  
verified  
reviewed  
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
✓ 25		<i>PT</i>	<i>Drag areas</i>
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	
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*✓ Pank*

RAC  
112

TIDE NOTE FOR HYDROGRAPHIC SHEET

June 14, 1944

~~Division of Hydrography and Topography.~~

✓ Division of Charts: Attention: H. R. EDMONSTON

Plane of reference approved in  
2 volumes of <sup>with data</sup> sounding records for

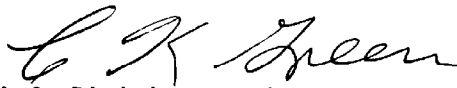
HYDROGRAPHIC SHEET 6911

Locality Aleutian Islands: Kuluk Bay, Adak Island.

Chief of Party: G. C. Mattison in 1943  
Plane of reference is mean <sup>lower</sup> / low water reading  
2.8 ft. on tide staff at Sweeper Cove  
7.2 ft. below B. M. 1

Height of mean highwater above plane of reference is 3.2 feet.

Condition of records satisfactory except as noted below:

  
Chief, Division of Tides and Currents.

DIVISION OF CHARTS

REVIEW SECTION - SURVEYS BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. 6911

Field No. 2143 W. D.

Aleutian Islands; Adak Island; Kuluk Bay  
Surveyed April - May 1943; Scale 1:20,000  
Project C. S. 218

Wire Drag

Dual Control

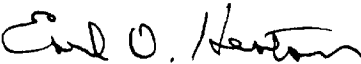
Chief of Party - G. C. Mattison  
Surveyed by - G. R. Shelton  
Protracted by - R. M. Sylar  
Subdivision of dragged areas by - R. M. Sylar  
Inked by - R. M. Sylar  
Verified by - J. A. McCormick  
Reviewed by - J. M. McCormick  
Inspected by - H. R. Edmonston, August 4, 1944


The purpose of the survey was to provide quick coverage of Navy anchorage areas. It is supplemented inshore by soundings on H-6910 (1943). Soundings of 4-4/6 fathoms obtained by the drag tender in Lat. 51°53.8', Long. 176°36.7' compare with 7 fathoms on Navy survey H-6889 (1933). Largest of the three splits is in over 25 fathoms of water according to the 1933 soundings. If further drag work is to be done in Kuluk Bay these splits should be covered.


Chart 9141 (Print of April 13, 1944) should be made to agree with the present survey as to position and extent of the 4-4/6-fathom shoal. The chart now shows 4-1/4 and 4-1/2 fathoms, probably from undiagrammed advance information.

Examined and Approved:

  
Chief, Surveys Branch

  
Chief, Section of Hydrography

  
Chief, Division of Charts

  
Chief, Division of  
Coastal Surveys

Slaps applied to chart 9141. Dragged areas not charted by direction J.M.G. 10/5/44

9192  
8863  
Examined for application to Ch. 9119 - No conflict results. GR. 1/24/44.

Completely applied (no Gr.) to Ch 9119 - JGW 6/4/45