

6972

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. 2743 Office No. H-6972

LOCALITY

State Alaska

General locality Alaska Peninsula

Locality Izembek Bay

1943

CHIEF OF PARTY

L.C. Wilder  
SURVEYOR

LIBRARY & ARCHIVES

DATE DEC 9 1944

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO. H 6972

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. 2743

REGISTER NO. H-6972

State Alaska

General locality Alaska Peninsula

Locality Isembek Bay

Scale 1:20,000 Date of survey Sept. 3 - Sept. 7, 1943

Vessel Ship SURVEYOR

Chief of Party L. G. Wilder

SURVEYOR'S Officers  
Surveyed by ~~L. S. Hubbard, W. F. Malmate, G. A. George~~

Protracted by Betty B. Jones

Soundings penciled by Betty B. Jones

Soundings in ~~FATHOMS~~ feet Feet Fathoms and tenths

Plane of reference MLLW

Subdivision of wire dragged areas by

Inked by J. A. McCormick

Verified by J. A. McCormick

Instructions dated August 16, 1943

Remarks: Smooth Sheet and Plotting by

Seattle Processing Office

NOTES FOR DESCRIPTIVE REPORT

To Accompany

HYDROGRAPHIC SURVEY, FIELD NO. 2743

NORTH SIDE OF ALASKA PENINSULA

IZEMBEK BAY AND APPROACHES

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SHIP SURVEYOR

L. C. WILDER, COMDG.

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INSTRUCTIONS

This survey was executed under authority of orders dated August 16, 1943, issued by Casper M. Durgin, Lieut. Comdr., C. & G.S. Liaison Officer. The instructions were verbal.

LIMITS

This survey comprises the hydrography of the approaches and entrances to Izembek Bay (between Cape Glazenap and Glen Island) and the channel leading to Grant Point.

CONTROL

Control was furnished by planetable graphic control. (See Report attached. Descriptive Report to accompany Topographic Sheet, Field No. L-43).

SURVEY METHODS

Standard survey methods were employed. Portable depth recorders (type 808 A) were used for all sounding except a small amount of hand lead sounding in the vicinity of Grant Point.

DANGERS

At the entrance to Izembek Bay, breakers and shoals extend offshore in a northwesterly direction for a distance of approximately one mile. There are also numerous shoals in the channel between Cape Glazenap and Grant Point, which makes navigation difficult. Detailed information on the dangers of this survey is omitted, pending the smooth plotting.

25  
FF

CHANNELS

As previously noted the channel from Cape Glazenap to Grant Point is narrow, crooked and difficult to navigate. Detailed information concerning the depths in this channel and the channel at the entrance to Izembek Bay has been omitted pending the smooth plotting. A copy of Coast Pilot notes furnished the U. S. Army Signal Corps is included in this report.

25  
FF

GEOGRAPHIC NAMES

*Geographic Names*  
See D.R. #1-8300(1956) 1/30/58 L.S.S.

Glen Island. It is noted that on the ozalid print of Sheet T-8537, the name GLEN ISLAND is used for the island located between Latitudes 55°-17' and 55°-18'. Actually, this island extends from the northern side of the entrance to Izembek Bay (Signal BLOW) - Latitude 55°-14' - and includes that portion shown as a separate island on Sheet T-8537. The name GLEN ISLAND is locally applied to the entire island. Boat sheets nor graphic control made <sup>any</sup> ~~no~~ attempt to show this as one island. Accept T-8537 as is until more information can be obtained on topography of this area.

LANDMARKS

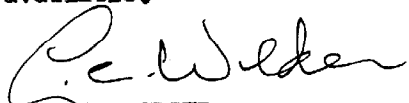
Signal WRECK is the tip of the mast of a wrecked vessel, ✓  
and is fairly conspicuous from offshore.

STATISTICS

131.9 Statue miles of sounding  
870 Positions  
8 Square statue miles ✓

REMARKS

The instructions specified that this work be of a recon-  
naissance nature. With the exception that the graphic control was  
done on ordinary boat sheet paper rather than a standard topographic  
sheet, it is believed that standard accuracy was obtained for the work ✓  
accomplished. No attempt was made to make a complete survey within  
Izembek Bay as sufficient time was not available.

  
L. G. WILDER  
Commanding, Ship SURVEYOR

(4)

NOTES ON IZEMBEK BAY

To enter Izembek Bay steer approximately Southeast true, with the west tangent of Amak Island astern, to pass mid-channel between Cape Glazenap and the west end of Glen Island. Keep about 200 yards North-eastward of the line of breakers extending well off Cape Glazenap in a northwest direction. When abeam the near point of Cape Glazenap turn sharply eastward until about 250 yards from the Glen Island shore. Follow the trend of the low water shoreline at about this distance off. An extensive shoal area exists south of the point one mile east of the entrance. ✓ 25

The channel from Cape Glazenap to Grant Point is narrow and crooked, with few land marks as a guide. It is therefore recommended that the channel be temporarily buoyed from a small boat at low water when the low water banks of Glen Island can be seen, before attempting to navigate this channel with a boat having a six foot draft. ✓

The bottom in this bay is sand. It is probable that the sand banks shift. The navigator must be on the lookout for such changes. ✓

Cape Glazenap is a grass covered headland. The highest point is about 100 feet in elevation. Glen Island is a low sand spit, most of which covers at high tide. The wreck of an old schooner is a conspicuous landmark. ✓

Temporary survey beacons were established in Izembek Bay. ~~as indicated on the tracing~~

Copy filed in Coast Pilot  
50.9



REPORT ON THE ESTABLISHMENT OF HYDROGRAPHIC CONTROL

IZMIR BAY

C. A. GEORGE - LIUT. CMDR., C. & G.S. ✓

SEPTEMBER, 1943

SHIP SURVEYOR

L. C. WILDER, COMDG.



*RWC*  
REPORT ON THE ESTABLISHMENT OF HYDROGRAPHIC CONTROL

IZEMBEK BAY

C. A. GEORGE - LIEUT. COMDR., C. & G.S.

SEPTEMBER, 1943

SHIP SURVEYOR

L. C. WILDER, COMDG.

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INSTRUCTIONS

This survey was executed under authority of orders dated August 16, 1943, issued by Casper M. Durgin, Lieut. Comdr., C. & G.S., Liaison Officer. The instructions were verbal. Preliminary instructions, dated August 28, were issued by the Commanding Officer, Ship SURVEYOR, to the officer in charge of the sub-party at Izembek Bay. A copy of these instructions is included in this report.

PURPOSE OF SURVEY

The purpose of this project was to furnish the Army with hydrographic surveys of the approaches to Izembek Bay and with surveys within Izembek Bay, to facilitate the landing and the shore connections of the Army cable between Kodiak Id. and the Western Aleutians. It was originally intended that the connection in Izembek Bay was to be made at Applegate Cove, but after conferring with the Signal Corps Officer at Cold Bay, it was decided that the shortest and most probably connection would be made at Grant Point. Accordingly, the necessary control was established to survey the channel from Cape Glazenap to Grant Point.

GENERAL

The SURVEYOR arrived at Cold Bay on Friday, August 27, and the Commanding Officer, Lt. C. A. George, and Lt. (j.g.) Howard S. Cole went ashore to confer with the army personnel at Fort Randall. An inspection trip was made to Grant Point, and it was at this time that the decision was made to survey the channel to Grant Point rather than the vicinity of Applegate Cove.

It was also decided that, due to weather conditions and the lack of information on the entrance to Izembek Bay, considerable time would be saved by establishing the shore party at Grant Point and transporting personnel and equipment overland from Cold Bay. Arrangements were made with the Battery Commander at Grant Point for lodging and messing of the personnel, and with the Transportation Officer, Fort Randall, to transport two (2) eighteen-foot dories, outboard motors, and other equipment by trailer trucks. Although the distance by land from Cold Bay to Grant Point is approximately only seven miles, because of the poor condition of the roads, transportation of the boats and other equipment was accomplished with difficulty. Delivery of the equipment was completed on Sunday, August 29, and field work was started on the following day.



### PRELIMINARY CONTROL

Since it was desired to begin hydrography as soon as possible, signals were erected and at the same time located by sextant angles. Locations of sufficient accuracy for hydrography were furnished the SURVEYOR by blinker on Wednesday, September 1. These preliminary locations checked very closely with those later determined by planetable graphic control.

### PLANETABLE GRAPHIC CONTROL

The SURVEYOR was furnished copies of air photo compilations and 9-lens photographs covering the region of Izembek Bay. These surveys were compiled in the Washington office without field inspection, but with signal sites selected by the compiler and indicated on the compilation sheets and photographs.

Since it was originally intended that the surveys would be made in the vicinity of Applegate Cove, the majority of the selected sites were in that area and there were comparatively few in the vicinities of Cape Glazenap and Grant Point. Two points, however, were identified and transferred from air photographic survey T-8537. These points were used as a base to locate the remaining signals. This work was done by Lt. (j.g.) Howard S. Cole and is explained in detail in the Descriptive Report to Accompany Graphic Control Sheet, Field No. L-43. Graphic control report attached to this report. Control sheet destroyed after pertinent information had been transferred to smooth sheet.

It was found that the locations determined by planetable graphic control agreed closely with the preliminary locations determined by sextant cuts. The graphic control was done on ordinary boat-sheet paper, but the sheet did not get wet while in the field and there was little or no distortion.

### U. S. ENGINEERS' TRIANGULATION

It was found that the U. S. Engineers had executed a scheme of triangulation in the region of Izembek Bay, using Coast and Geodetic Survey triangulation in Cold Bay as a starting point. The Engineers' stations were not marked, but several of the old signals were still standing. The positions of these stations were obtained from the Resident Engineer, Fort Randall and were plotted on the graphic control sheet. Alidade cuts to these stations agreed closely with the triangulation locations.

Signal WRECK is the mast of a wrecked ship in about the middle of Glen Island. It is not located on the air photographic surveys, although it can be identified on the photographs. It is a triangulation station of the U. S. Engineers.

WEATHER

Extreme weather conditions prevailed while the work was in progress. On August 30 and part of the 31st the weather was excellent. Most of the signals were built and the preliminary positions obtained on these days. There followed several days of rain and high winds which made field work difficult.

In the afternoon of September 1st, the two signal-building parties were unable to return to Grant Point because of southeasterly gales. Mr. Cole and party, who were ashore at Cape Glazenap, beached their dory in a cove on the east shore of the cape. They walked to the west side, managed to contact the SURVEYOR, and were picked up by the ship's launch. The other party, which included myself and three men, was ashore on the south end of Glen Island. An attempt was made to leave the beach, but the motor was drowned out and it was decided that it was unsafe to make a further attempt. The party remained on the beach the remainder of the night and both parties were able to return to camp the following morning.

Weather conditions remained poor until the end of the week, but improved on September 6th and the field work was completed on that day.

SUMMARY

The camp party was broken up on September 7th and returned to the SURVEYOR in the ship's launches.

The shoal water near Grant Point and other parts of Izembek Bay was quite a hindrance in executing the work. Advantage had to be taken of the periods of high water in order to build the necessary signals.

The Army personnel at both Fort Randall and Grant Point rendered much valuable assistance. Enlisted personnel was assigned to the survey party to aid in signal building and to maintain the tide staff.

Respectfully submitted,

*Clarence A. George*

CLARENCE A. GEORGE

Lieut. Comdr. C. & G.S.

Approved and Forwarded:

*L. C. Wilder*

L. C. WILDER

Commanding, Ship SURVEYOR

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

c/ø Fleet Post Office  
Seattle, Washington

Copy

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

August 28, 1943

To: Lieutenant C. A. George  
U. S. Coast & Geodetic Survey

From: Commanding Officer  
U.S.C. & G.S.S. SURVEYOR

Subject: PRELIMINARY INSTRUCTIONS, Izembek Bay.

You will please establish your party this date, at Grant Point Artillery Post and take up the establishment of control for reconnaissance hydrographic surveys as follows:

1. Control is to take care of hydrography for three miles off the pass northeast of Cape Glazenap, from this pass to Grant Point and all but the western quarter of Norma Bay. Control for the pass east of Glen Island will be given 2nd priority and accomplished after the above.
2. The hydrography, accomplished from the ship, will be in the form of accurate reconnaissance. Suitable methods for establishing control will be selected (such points as may be available on the photo compilations or measurement therefrom) such that unnecessary effort is not expended to accomplish an accuracy in location of these control points closer than 10 meters. Weather permitting control at the approaches is desired not later than August 31.
3. You will establish a tide staff in the general vicinity of Grant Point upon which readings from high water to approximately mid tide can be read. Three bench marks will be established; when such work will not interfere with the work of your basic work.

Please request a signalling blinker from Fort Randall such that staff readings and other communications can be transmitted to this ship.

4. No field checking of air photos is required.

s/ L. C. Wilder  
L. C. WILDER  
Commanding Officer  
U.S.C. & G.S.S. SURVEYOR

copy/vd



DESCRIPTIVE REPORT

to accompany

GRAPHIC CONTROL SHEET

~~Field No. L-43~~

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

L. C. WILDER, Comdg.

September - 1943

Sheet destroyed after pertinent information had been transferred to smooth sheet for H-6972 (1943).

AUTHORITY

Orders dated August 16, 1943, issued by Casper M. Durgin, Lieut. Comdr., Coast and Geodetic Survey Liaison Officer.

CONTROL

The base line used to locate the signals was determined by two points transferred to the sheet from air photographic survey T-8537 (ozalid print). These points, START and TIP, are circled in green on the sheet. The identification of the points used was considered positive within a few meters. The actual photographs were taken into the field to assist in the identification of the points.

SURVEY METHODS

After the position of START on the ground was decided upon, a temporary pole and flag was erected. Then the set-up point to the west was located on the line START to TIP. The distance to the set-up from START was measured by a steel tape. From the set-up, orientation was made on TIP and cuts to all visible signals taken. Signal TOPO was located by azimuth and rod reading from this set-up. From it the first cuts were taken to most all signals located not visible from the set-up point on line between START and TIP.

At TIP, to get the second cut, the orientation was made on TOPO as no signals were erected at START or the nearby set-up. The usual methods of graphic triangulation were used for the rest of the cuts necessary. All signals were up at the time the location work was started, with the exception of LEAN and RANGE. These signals were damaged by heavy weather but excellent sextant fixes at these points were obtained at the time of their construction. (See Hydrographic Vol. 5, Sheet 2743). <sup>H-6972 (1943)</sup> They are shown mainly because they help to outline the reef area. LEAN not used. Not shown on H-6972 as it interfered with O curve.

SHORELINE

A small bit of shoreline near signal TIP was rodded in. The instructions to the sub-party did not call for shoreline or field inspection. ✓

U. S. ENGINEERS' TRIANGULATION

The Army had some triangulation in the area, but the stations were not marked and recovery could be positive only in the case of the one station feasible to visit. This was station GLAZENAP near signal HIGH. A check by rod and azimuth from signal HIGH showed a close agreement. Cuts on other Army triangulation points at which the old signals were still standing show a good agreement. The cuts and stations are on the sheet in pencil and have not been erased. These stations are: GLAZENAP, WRECK, GRANT POINT, APPELEGATE. ✓

It is very likely that a radial plot could be made on WRECK to further check this work. WRECK is the tip of the mast of a wrecked vessel. The vessel shows up very well on the pictures, but identification of the mast may be difficult. ✓

LANDMARKS

Stations EAGLE and BLUFF are high points of land which may be used as landmarks. EAGLE is the highest point on Eagle Island, and BLUFF the highest point of land at the bluffline. Pyr is the highest point on a small GRASSY islet and is conspicuous because of its peculiar pyramidal shape. ✓

REMARKS

The preliminary location of signals as determined by sextant fixes agreed closely with the locations determined by graphic control. ✓

See Special Report - "Establishment of Hydrographic Control" - ✓  
C. A. George, Lieut. Comdr. Coast and Geodetic Survey.

*Howard S. Cole*

Howard S. Cole  
Jr. H. & G. Engr.

Approved and forwarded:

L. C. WILDER *L. C. Wilder*  
Comdg. Ship SURVEYOR

H-6972

Alaska Peninsula - Izembek Bay

LIST OF SIGNALS

APPLEGATE	USED (See report for H-6973)
BLOW	Topo sheet L-43
BLUFF	" " "
CADE	" " "
DROP	Vol. 1 - H-6973
DUKE	Topo sheet L-43
EAGLE	" " "
FAR	" " "
FLAG	" " "
FIRE	" " "
GRANT	USED (See report for H-6973)
GLAZENAP	USED " " " "
GRASSY	Vol. 1 - H-6973
HIGH	Topo sheet L-43
NEAR	" " "
PYR	" " "
RANGE	" " "
SPIT	" " "
START	" " "
TIP	" " "
TOPO	" " "
WRECK	USED (See report for H-6973)

**TIDAL NOTE**

**To Accompany**

**HYDROGRAPHIC SURVEY**

**H-6972**

**Alaska Peninsula - Isembek Bay**

The tide staff at Grant Point was used for the reduction of all soundings inside the entrance to Isembek Bay. The tide gage at Amak Island was used for the soundings outside the entrance.

The plane of mean lower low water corresponds to a reading of 1.2 feet on the tide staff at Grant Point and to a reading of 2.9 feet on the staff at Amak Island.

Highest tide:	Grant Point	5.1 ft. on Sept. 4, 1943
	Amak Island	9.6 ft. on Sept. 3, 1943
Lowest tide:	Grant Point	0.9 ft. on Sept. 6, 1943
	Amak Island	2.9 ft. on Sept. 7, 1943

Authority: Director's letter dated October 21, 1943.

	Grant Point	Amak Island (approx.)
Latitude:	55° 16' 12"	55° 24'
Longitude:	162 54	163 07

H-6972

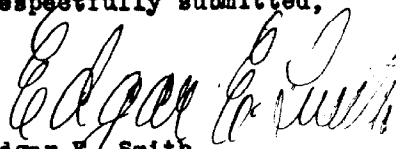
STATISTICS

<u>Date</u>	<u>Day</u>	<u>Ship</u>	<u>Vol. No.</u>	<u>No. of Positions</u>	<u>H.L. &amp; Wire Soundings</u>	<u>Stat. Mi. Sdg. Line</u>
1943						
9/3	a	Launch #1	1	90		11.3
9/5	b	"	1	68		12.4
9/6	c	"	1	205	12	19.7
9/7	d	"	1	16	10	1.3
			2	84	80	6.3
9/3	a	Launch #2	3	59		14.3
9/6	b	"	3	200		47.7
9/7	c	"	4	123		18.0
9/7	a	dory	5	32	159	2.2
			5 Vols.	837	261	133.2

Area - Square Statute Miles ----- 10

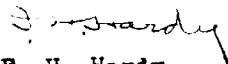


Respectfully submitted,



Edgar E. Smith  
Cartographic Engineer  
Seattle Processing Office

Approved and Forwarded:



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

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. ..H. 9000.

Records accompanying survey:

Boat sheets ..2.; sounding vols. <sup>5</sup>...; wire drag vols. ....;  
bomb vols. ....; graphic recorder rolls ..4...;  
special reports, etc. ....  
.....

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

Number of positions on sheet	..837.
Number of positions checked	...15.
Number of positions revised	..... <sup>0</sup>
Number of soundings recorded	.....
Number of soundings revised (refers to depth only)	..... <sup>0</sup>
Number of soundings erroneously spaced	.....
Number of signals erroneously plotted or transferred	...9.
Topographic details	Time .....
Junctions	Time .....
Verification of soundings from graphic record	Time .....

Verification by J.A.M. Cormick. Total time 60 hrs. Date 3/15/45.

Review by J.A.M. Cormick. Time 8. Date 3/16/45.

GEOGRAPHIC NAMES

Survey No.

H8972

Name on Survey

	A	B	C	D	E	F	G	H	K	
	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
<u>Alaska</u>										1
<u>Cape Glazenap</u>			550 625							2
<u>Norma Bay</u>			"		Geographic Names					3
<u>Glen Island</u>			"		> See D.R. #8300 (1956)					4
<u>Izembek Bay</u>			"							5
<u>Alaska Peninsula</u>								U.S.G.B		6
										7
										8
										9
<u>Amak I.</u>				(location of tide staff)			530 630			10
<u>Grant Pt.</u>			"	"	"		530 625			11
										12
										13
										14
										15
										16
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										25
										26
										27

Names underlined in this list  
by L. Heck on 4/6/45

XAC  
HAC

TIDE NOTE FOR HYDROGRAPHIC SHEET

January 12, 1945

~~Division of Hydrography and Topography:~~

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

Plane of reference approved in  
5 volumes of sounding records for

HYDROGRAPHIC SHEET 6972

Locality Izembek Bay, Alaska Peninsula

Chief of Party: L. C. Wilder in 1943  
Plane of reference is mean lower low water reading  
1.2 ft. on tide staff at Grant Point  
11.6 ft. below B. M. 1  
2.9 ft. on tide staff at Amak Island  
15.5 ft. below B. M. 1

Height of mean high water above plane of reference is 4.7 feet  
at Grant Point; 6.9 feet at Amak Island.

Condition of records satisfactory except as noted below:

*H. R. Edmonston*  
Chief, Division of Tides and Currents.

DIVISION OF CHARTS

REVIEW SECTION \* NAUTICAL CHARTS BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. 6972

Field No. 2743

Alaska; Alaska Peninsula; Izembek Bay  
Surveyed in Sept. 1943, Scale 1:20,000  
Project CS-218

Soundings:

Hand lead  
808 Fathometer

Control:

Three-point fix on shore signals

Chief of Party - L. C. Wilder  
Surveyed by - SURVEYOR'S Officers  
Protracted by - B. B. Jones  
Soundings plotted by - B. B. Jones  
Verified and inked by - J. A. McCormick  
Reviewed by - J. A. McCormick  
Inspected by - H. W. Murray, March 16, 1945.

1. Shoreline and Signals.

Shoreline is from planimetric maps T-8537 and T-8538. No field inspection was made and much of the high and low water line is only approximate because of the flatness of the area.

Topographic signals and a small section of shoreline in lat. 55° 14' long. 162° 59' were located by graphic control. The control sheet was destroyed after pertinent information had been transferred to the present smooth sheet.

2. Sounding Line Crossings

Satisfactory

3. Depth Curves and Bottom Relief

On a survey of this nature, depth curves cannot always be developed to the extent usually desired. The descriptive report states that the bottom is shifting sand, consequently it is probable that future projects in this area will require complete resurvey of the present coverage.

4. Adjoining Surveys

Junction with offshore reconnaissance on H-6973 (1943) is satisfactory.

5. Previous Surveys

None available.

6. Comparison with Chart 8860 (Print of Dec. 9, 1944)

Hydrography charted in the area is from advance Bp. 37634, compiled by the present field party. The small scale of the chart precludes charting the survey in any detail so the differences between blueprints and survey matter little.

7. Compliance with Project Instructions

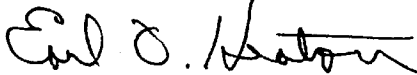
The survey serves the purpose for which it was intended, that is, information for a proposed cable installation from Cold Bay to the western Aleutians.


8. Additional Field Work Recommended


It is recommended that the area be completely resurveyed when systematic surveys are resumed along the north coast of the Peninsula (see par. 3).

Examined and approved:

  
Charles Peirce  
Chart Division

  
Earl O. Heston  
Chief, Section of Hydrography

  
J. B. Borden  
Chief, Chart Division

  
G. F. Rude  
Chief, Division of Coastal  
Surveys.

# NAUTICAL CHARTS BRANCH

SURVEY NO. \_\_\_\_\_

## Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

Applied to Chart 8802  
Compared with chart 8860

March 5, 1945, H.S.M.  
Sept. 5, 1945 J.M.A.