

# 6989

## WIRE DRAG

Diag'd. on Diag. Ch. No. 8865

Form 504		
U. S. COAST AND GEODETIC SURVEY		
DEPARTMENT OF COMMERCE		
DESCRIPTIVE REPORT		
Type of Survey	Hydrographic	
Field No.	SU-05144 W. D. Office No.	H-6989
LOCALITY		
State	Alaska-Aleutian Islands	
General locality	Semichi Islands	
Locality	Shemya Pass	
1944		
CHIEF OF PARTY		
C. D. Meaney		
SURVEYOR		
LIBRARY & ARCHIVES		
DATE	Sept. 4, 1945	

6989  
WIRE DRAG

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. SU 05144 WD

REGISTER NO. H-6989

State Alaska  
General locality Semichi Islands  
Locality Shemya Pass  
Pass between Niki and Shemya Islands  
Scale 1:5,000 Date of survey August 29  
September 2, 1944  
Vessel USC&GSS SURVEYOR  
Chief of Party C. D. Meaney  
Surveyed by L. S. Hubbard, R. C. Rowse, R. H. Randall  
Protracted by Christine N. Hillman  
Soundings penciled by C. N. Hillman  
Soundings in ~~fathoms feet~~ Feet  
Plane of reference MLLW  
Subdivision of wire dragged areas by Christine N. Hillman  
Inked by R. D. Goodrich  
Verified by R. D. Goodrich  
By Liaison Officer, Adak, May 17, 1944  
Instructions dated CS-218 - Feb. 8, 1938, 19  
Remarks: Smooth Sheet and Plotting by the  
Seattle Processing Office

REG. NO.

H6989

NOTES FOR DESCRIPTIVE REPORT

to accompany

Wire Drag Work on Sheet H-6989

Semichi Islands

Aleutian Islands - Alaska

Scale 1:5000

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

C.D. MEANEY, Cmdg., 1944

PROJECT

The authority for this survey is contained in the Director's Instructions for Project CS-218, dated February 8, 1938. Supplemental instructions for the work around the Semichi Islands were written by the Liason Officer at G.H.Q., Seventeenth Naval District, Project II, dated May 17, 1944

AREA SURVEYED, DATES and WEATHER CONDITIONS

The area of a reported obstruction off Alcan Harbor, Shemya Island, and the two passes between Shemya Island and Nizki Island were wire dragged. *Plotted on H-7020 W.D. (1944)*

Days when the sea was sufficiently calm for wire drag operations were extremely rare. On August 29th the area of the reported obstruction off Alcan Harbor was completely dragged and the east pass between Nizki and Shemya Islands partly dragged. The sea was choppy during this day.

On September 2nd the dragging in both passes between the islands was executed. In the morning sea and weather conditions were excellent. The east pass was dragged at that time.

In the afternoon a sharp chop and overfalls developed in the west pass. In dragging one strip from north to south, the current was adverse and considerable lift resulted. This strip was again covered dragging from south to north with very small lift.

BOATS

The three launches on the SURVEYOR were used for dragging operations. Hydrographic launches numbers two and four were used for towing the drag. In order that the drag might be set out from either the north or the south sides of the passes, all gear was carried in and set out from motorsailer number one. This motorsailer also acted as the drag tender.

EQUIPMENT

Standard size wire, buoys, floats, and weights were used. Since large buoys and weights could not be readily handled from the motor-sailer intermediate buoys and weights were used as end buoys. Forty five meter tow lines were used by the towing launches.

A graduated wire with a five foot rod smeared with a mixture of white lead and tallow was placed in the path of the drag for testing the lift. The tender carried on these tests continuously while the drag was in operation.

CONTROL

The "dual control" method was used. Three point fixes were observed on both towing launches.

COMMUNICATIONS

Communication between launches was maintained by wigwag flags, using a prearranged code of signals.

TIDE REDUCERS

The tide staff at Alcan Harbor at Shemya Island was washed out and the gage inoperative during the time of the dragging. Tide reducers were therefore taken from the automatic gage installed at Massacre Bay, Attu Island.

SHOAL

The drag hung up in opposite directions on a 13 foot shoal in the southeast part of the west pass. The weather, however, was never again suitable for dragging over this shoal to prove the least depth obtainable.

See Page 6 (18' on present survey)

83)

This shoal was well marked by a kelp patch. It is recommended that the shoal be marked with a buoy before this pass is used for navigation.

CHANNELS

The east channel was cleared to an effective depth of <sup>14 1/2 to 16 1/2</sup> feet for an average width of 450 feet.

The west channel was cleared to an effective depth of <sup>16 1/2 to 17 1/2</sup> feet for an average width of 600 feet.  
(minimum width about 450 ft.)

Respectfully Submitted,

*L.S. Hubbard*  
L.S. HUBBARD, Lieut. Comdr.  
U.S.C. & G.S.S. SURVEYOR

Approved:

*C.D. Meaney*  
C.D. MEANEY, Lieut. Comdr.  
Commanding Officer  
U.S.C. & G.S.S. SURVEYOR

## STATISTICS FOR HYDROGRAPHIC SURVEY H-6989 (1944)

Ship SURVEYOR

Project CS - 218

Vessels: Launches 2 &amp; 4

Day	Date 1944	Volume	Number Angles	Mo. Statue Miles
a	August 29	1	94	3.5
b	Sept. 2	1	198	8.0

## Total Statistics for Survey:

292 Angles  
 11.5 Statue Miles  
 1.5 Square statue Miles

TIDE NOTE FOR HYDROGRAPHIC SURVEY NO. H-6989

Tide Station: Alcan Harbor, Shemya Island.

Latitude  $52^{\circ} - 43.95'$  N  
Longitude  $174^{\circ} - 04.34'$  E

Two Staffs were used at Alcan Harbor: Staff No.1 which was established by the Ship EXPLORER was partly destroyed and was replaced by a new staff (No. 2) on September 8, 1944.

The plane of mean lower low water for Alcan Harbor corresponds to a staff reading of 5.0 feet on No. 1, (See Directors letter to commanding officer, Ship EXPLORER, dated July 17, 1944) and to a staff reading of 4.9 feet on Staff No. 2.

No correction for differences in time or height was applied.

The gage at Alcan Harbor was inoperative on numerous occasions and is supplemented by staff readings by the U.S. Engineers up to and including August 30, 1944. The plane of mean lower low water on the Engineers Staff is 3.0 feet.

For such days during September, when the Alcan Harbor gage was not operating, tides at Massacre Bay have been substituted without time or range correction in accordance with the Director's letter dated December 6, 1944 (36-McC). A value of 3.9\* feet, for mean lower low water on the staff at Massacre Bay were also furnished by the Ship EXPLORER.

\* A value of 3.6 feet used for mean low water on the staff in use during September in accordance with Director's letter dated January 29, 1945 - reference 36-mlh.

SU 05144 W.D.

H-6989

Shemya Pass

Seattle Processing Office Notes

Datum-

*Recomputed*  
USN 1934, ~~Approx.~~ (Assuming station CHIC as a recovery of the Navy astronomical station.)

Control-

1943 Triangulation by USED, as recomputed by the EXPLORER's party in 1944; and 1944 triangulation by the SURVEYOR's party.

Topographic stations are from T-6932<sup>6971(1944), T-6964(1944)</sup> and T-6931b.  
(1944) (1944)

Groundings-

Position	Latitude	Longitude	Eff. depth at time of grounding	Sounding	Depths on H-6988	Depths at which drag cleared area
66 B	52° 43' 54 <sup>6</sup>	174° 01' 99	Ft. <sup>not plotted - shoaler on H-6988</sup> 17	Ft. 22	27-28 14-18	not cleared
Sounding is 50 meters north of grounding.						

47 A	52 43.53	174 01.97	18	18	15 <sup>4</sup>	
The sounding at this point was entered on the boat sheet as 13 ft. and is so noted under paragraph on "Shoals" on Page 2 of this report. "21 ft." is recorded on page 12 of the Guide Launch, which reduced to 18 ft. The 13 ft. sounding mentioned was found in the development of the shoal on sheet H-6988, Pos. 152-153a, page 8, Vol. 17. Soundings of 14 and 15 ft. also were found.						

67-68 B	52 43.7 <sup>6</sup>	174 02.1 <sup>01.95</sup>	16 <sup>1/2</sup>		33 27-30	16 <sup>1/2</sup> & 17
According to the record, the drag touched in passing. As this area was cleared by two deeper drag strips, and as H-6988 indicates depths 16 to 15 ft. deeper, the grounding indication is believed to have been misinterpreted and its rejection is recommended. This was not shown on the boat sheet nor mentioned in the report by the field party. Possibly they considered it disproven. <u>Grounding note from End Launch rejected - angle probably taken by reversing drag.</u>						



Latitude	Longitude	Depths on H-6988	Remarks
52° 43!9 ✓	174° 02!2 <sup>1</sup>	25 to 30 ft.	Insufficient overlap. ✓
52 43.7 ✓	174 02	Approx. 30 ft.	Split ✓
52 43.3 ✓	174 03.3	37 to 40 ft.	Split ✓

Except for the <sup>4</sup> 15 ft. sounding already mentioned, the depths on H-6988 (boat sheet) are deeper than effective drag depths. *(14' falls in split)*

Except for the 16½ ft. questioned grounding, the drag work is consistent with sounding sheet H-6988. *16½ grounding rejected (see preceding page)*

H-6989 W.D.

List of Geographic Names Penciled on the Smooth Sheet

Shemya Pass

Shemya Island

Scot Island

Niski Island

Hammerhead Island

Lotus Island

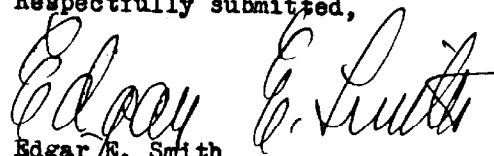
Alcan Cove

Pacific Ocean

Bering Sea

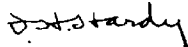
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L+

Respectfully submitted,



Edgar E. Smith  
Cartographic Engineer  
Seattle Processing Office

Approved and Forwarded:



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

GEOGRAPHIC NAMES

Survey No. **H6989**

**WIRE DRAG**

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>			(for title)							1
<u>Aleutian Islands</u>			" "							2
<u>Semiochi Islands</u>			" "					USGB		3
<u>Shemya Pass</u>			" "							4
<u>Shemya Island</u>								"		5
<u>Nizki Island</u>								"		6
<u>Hammerhead Island</u>										7
<u>Lotus Island</u>										8
<u>Alcan Cove</u>			(location of tide staff)							9
										10
										11
										12
										13
										14
										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

Names underlined in red specified  
by L. Heck on 11/18/46

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. **H6989** WIRE DRAG

Records accompanying survey:

Boat sheets .3.; sounding vols. ....; wire drag vols. .2...;  
bomb vols. ....; graphic recorder rolls .....;  
special reports, etc. ....  
..... 1 A & D Sheet .....

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

Number of positions on sheet	327
Number of positions checked	5
Number of positions revised	0
Number of soundings recorded	2
Number of soundings revised (refers to depth only)	0
Number of soundings erroneously spaced	—
Number of signals erroneously plotted or transferred	0
Topographic details	Time ..1..
Junctions	Time ..2.. hrs.
Verification of soundings from graphic record	Time ..—..

Verification by R.D. Goodright Total time .10 hrs. Date 24. Oct. 1946

Review by R.H. Carstens ..... Time "45 Date Nov. 13, 1946

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. 6989 W.D.

FIELD NO. SU-05144 W.D.

Alaska-Aleutian Ids., Semichi Ids., Shemya Pass  
Surveyed in August - September 1944      Scale 1:5,000  
Project No. CS-218

Soundings:

Control:

H andlead

Dual Control - Sextant fixes  
on shore signals

Chief of Party - C. D. Meaney  
Surveyed by - L. S. Hubbard, R. C. Rowse and R. H. Randall  
Protracted by - C. N. Hillman  
Soundings plotted by - C. N. Hillman  
Verified and inked by - R. D. Goodrich  
Reviewed by - R. H. Carstens, November 13, 1946  
Inspected by - H. W. Murray

1. Shoreline and Signals

The shoreline and signals originate with T-6931, T-6932, T-6964 and T-6971 of 1944. Recent changes in Alcan Cove voids the present shoreline for charting purposes.

2. Adjoining Surveys

The present survey touches but does not make a complete overlap with H-7020 W.D. (1944) on the northeast.

3. Comparison with Contemporary Hydrographic Surveys

H-6988 (1944) 1:5,000  
H-6999 (1943) 1:10,000

Except for unimportant differences the effective depths of the present survey are in harmony with the soundings of these hydrographic surveys.

4. Comparison with Chart 9125 (Latest print date 3/31/45)

A. Hydrography

There are no important conflicts between the charted depths and the effective depths of the present survey.

B. Aids to Navigation

No aids to navigation were located on the present survey. However, the Descriptive Report recommends that the shoal (14 feet on H-6988) in lat.  $52^{\circ} 43.53'$ , long.  $174^{\circ} 01.98'$  be marked with a buoy.

5. Condition of Survey

The field plotting was accurately accomplished.

The sounding records and Descriptive Report are complete and comprehensive.

6. Compliance with the Project Instructions

The survey adequately complies with the Project Instructions.

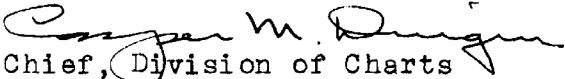
Except for the split in lat.  $52^{\circ} 43.53'$ , long.  $174^{\circ} 01.95'$ , the splits and areas of insufficient overlap are in depths considerably deeper than the effective depths of the present survey.

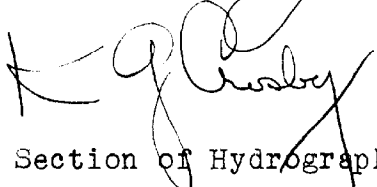
7. Additional Work Recommended


The survey adequately serves the purpose for which it was made and no additional work is recommended.

Examined and approved;

  
Chief, Nautical Chart Branch

  
Chief, Division of Charts

  
Chief, Section of Hydrography

  
Chief, Division of Coastal Surveys

TIDE NOTE FOR HYDROGRAPHIC SHEET

October 16, 1945.

~~Division of Hydrography and Topography:~~

Division of Charts: Attention: H. W. MURRAY

Plane of reference approved in  
2 volumes of ~~sounding~~ records for  
wire drag

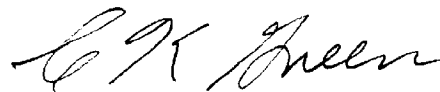
HYDROGRAPHIC SHEET 6989

Locality Pass between Shemya and Nizki Islands, Alaska

Chief of Party: C. D. Meaney in 1944  
Plane of reference is mean lower low water, reading  
5.0 ft. on tide staff at Alcan Cove, Shemya Island  
6.3 ft. below B. M. 1

Height of mean high water above plane of reference is 3.4 feet.

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.



# NAUTICAL CHARTS BRANCH

SURVEY NO. **H6989** WIRE DRAG

## Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
12-4-45	9125	J. M. A.	Before <del>After</del> Verification and Review <i>No correction</i>
1-23-46	9198	J. M. A.	Before <del>After</del> Verification and Review <i>No correction</i>
2-1-46	8865	J. M. A.	Before <del>After</del> Verification and Review <i>No correction</i>
2/13/48	9130	J. A. Mulsam	<del>Before</del> <u>After</u> Verification and Review <i>No correction.</i>
10/16/49	9125	J. A. Mulsam	<del>Before</del> <u>After</u> Verification and Review <i>No correction</i>
5-4-63	8865	<i>[Signature]</i>	<del>Before</del> <u>After</u> Verification and Review <i>Exam No Cor.</i>
11-6-92	16423	Ed Westo	<del>Before</del> <u>After</u> Verification and Review <i>New chart</i>
			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.