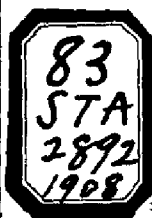


2892



U. S. G. SURVEY,
LIBRARY AND ARCHIVES

JAN 26 1909

cc No.

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

O. H. Tittmann,

Superintendent.

State: *Alaska*

DESCRIPTIVE REPORT.

Topographic Sheet No. *2892*

LOCALITY:

*Kodiak Island, Uyak
Harbor.*

1908.

CHIEF OF PARTY:

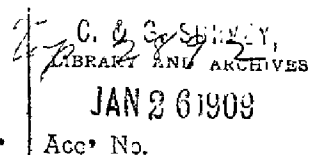
W. C. Hodgkins.

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DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET NO.

UYAK HARBOR, ALASKA, 1908.

Scale 1 : 10000



This survey was based upon plane-table triangulation starting from a base line 500 meters long upon the sand beach in the cove south of the cannery.

The tape used was one of the Lufkin pocket tapes issued from the office. The measurement was approximate, the alignment of the stakes being made by eye and the tension being applied by hand.

The stakes were 25 meters apart and differences of elevation between successive stakes were not determined. These were small, however, as the base was nearly level.

The measurement was thought sufficiently precise for the purpose intended and this base was subsequently connected by triangulation with the main scheme of Uyak Bay.

Although Uyak is not a perfectly landlocked harbor, it is the best anchorage south of Ugavik Bay which is readily available for vessels driven from Karluk by heavy weather and is therefore of considerable importance.

The anchorage is divided into two parts by a long, curving spit which extends from the southern end of Harvester Island about half way to the Kodiak shore.

The anchorage between this spit and Cormorant Rock is easiest of approach by strangers and affords fairly good shelter except in heavy northeasterly or easterly weather. With heavy northwesterly winds it seems to be a better berth than the northern anchorage between Harvester and Kodiak Islands.

With easterly winds the latter is a safer anchorage and it is easily entered by steamers of moderate size. The Kodiak shore should be kept well aboard until abreast the cannery wharf when an anchorage may be selected to afford swinging room.

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The water in the middle is rather deep, exceeding twenty fathoms. The bottom is of sticky mud. Less water may be found by going closer to Harvester Island or further up the passage in the direction of Bear Island.

This anchorage may ^{also} be approach^{ed} from the northwestward, passing between Harvester and Bear Islands, but this is not advisable for persons without local knowledge, as the passage is somewhat obstructed by rocks. At low tide, when the principal rocks are uncovered, the passage appears safe enough; but with the southern approach so easy, though requiring a little longer run, the Patterson always used the latter entrance.

Harvester Island is high, bold, and rugged, its eastern side being especially steep. It is covered with grass with occasional thickets of low, matted bushes. The surface is much broken by ledges and small cliffs.

Bear Island is lower, but is likewise steep on its seaward face. It is joined to the main island of Kodiak by a shingle neck, covered at half tide. Upon this neck and along the neighboring shores are ^{many} scattered boulders, some of which are very large.

This portion of the Kodiak shore is composed of steep hills of moderate elevation and covered with grass and bushes. There are also rather extensive patches of cottonwood trees in places, especially in the valleys.

The Northwestern Fisheries Company maintains a salmon cannery at Uyak and there is also a post office at that point. The Steamer Dora stops there on her monthly trip to Unalaska, also on her return trip.

The salmon are brought chiefly from the vicinity of Karluk, but in the beginning of the season there is a short period of fishing at Little River, just south of Cape Ugat.

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Fresh water of fair quality is led to the cannery wharf at Uyak and was furnished to the Patterson without charge.

Only very small quantities of supplies are obtainable at Uyak, the Company carrying in its store only supplies for the employees.

There are no facilities for repairs to vessels.

Respectfully submitted,

W. C. Hodgkins

Assistant, C. & G. Survey,
Commanding.

To the Superintendent,

of the Coast and Geodetic Survey,

WASHINGTON, D. C.

Name	Latitude		Longitude		Remarks
	D	M	D	M	
Cor	57	37	1580	153-58	Highest part of Cormorant Rk
			285		(552)
Cypress	57	38	50	153 59	Cypress on Mess House
			1812		(653)
Floof	57	37	1770	153 59	Floof pole or light dwelling
			3		(347)
Rck	57	38	665	153 59	Upstairs of Rck on wharf
					650
Stair	57	38	718	153 59	smoke stack of Cannery
					724
Lt. House	38	755		59 58	House for anti-aircraft T.C.F.

I can not make sure of the location of Cor Rk & Lach

This paper should be filed with the
 Descrip Report of Pop sheet No 2892
 Slt.