

3457

C. & G. SURVEY,
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OCT 29 1914
Acc. No. _____

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: _____

DESCRIPTIVE REPORT.

Map Sheet No. *3457*

LOCALITY:

191

CHIEF OF PARTY:

11-4645

3457

Descriptive Report.

To accompany revision of chart #4103, Hilo Bay, Island of Hawaii. Oct. 1914

Eoline R. Hand, Asst., Chief of Party.

The most important change is the wharf at Kihio Bay. This wharf runs true N. & S. The East side is solid stone pier: the West side is a wooden wharf on piling: the dividing line is shown. A double track runs up centre of pier, below grade, so cars may be even with pier & low. A double track also runs out centre of wooden wharf. There are no buildings as yet on this wharf. The proposed wagon road is indicated and I am informed it will be cut through and in use inside of six months: it parallels the railroad and is 405 ft. centre to centre, and joins the main road at the forks: I shifted the forks slightly to the East.

Kihio Bay has been dredged and new buoys placed to indicate channel to wharf. There are also three mooring buoys off W. side of wharf.

The breakwater remains unchanged since last revision, 1912. A few yards of "core" were dumped on the sub-structure, but nothing was done which would call for a change on chart: it now stands as indicated on my revised sheet of 1912. Much difficulty was found in obtaining suitable rock by the former contractors, but a new firm now has this work (Marshall Bros) and they propose to bring rock from Waipio Valley, and to that end are now building a breakwater at that place to permit of loading scows.

The Whistle Buoy is shown in a slightly different position: The buoy C3 is in same place but C1 appears to be farther west. M2 has been shifted to the East.

I suggest that the three mooring buoys of Matson Navigation Co. be placed on the chart: these were on my revision of 1912 but were not utilized.

These buoys are in constant use, not only for mooring out vessels that know the harbor get their bearings from them. They are immense iron cylinders, red, and so shackled to anchor that they float on their sides.

No shapes should be shown off Sta. Haaheo, out awash rocks: this was shown incorrectly by a former aid.

No houses should be shown behind the Hilo Sugar Co's mill.

I suggest that the Band Stand, in park, be shown: it was on the sheet of 1912: also it might be of value to indicate the Stone Crusher, with wording, and to place "Hilo Iron Works" at the group of buildings. The front of the buildings is lettered thus, and so large that it can be read all over the harbor. The words WORKS, STONE CRUSHER, BAND STAND, and STACK, Sugar Mill, would make excellent objects, well spaced, for locating anchorage, by bearings or sextant.

I have widened Front Street (it is widest street of city) and shown a rearrangement of the isolated buildings and shown what blocks are built up solid at the street line. In one place a solid front was built connecting several long structures: this is the Volcano Staples & transportation Co.

Eoline R. Hand
Asst., U.S.C. & G.S.

Descriptive Report.

To accompany revision of chart #4105, Hilo Bay, Island of Hawaii, Oct. 1914

Eoline R. Hand, Asst., Chief of Party.

The most important change is the wharf at Kuni Bay. This wharf runs true N. & S. The East side is solid stone pier: the West side is a wooden wharf on piling: the dividing line is shown: A double track runs up centre of pier, below grade, so cars may go even with pier & lower. A double track also runs out centre of wooden wharf. There are no buildings as yet on this wharf. The proposed wagon road is indicated and I am informed it will be cut through and in use inside of six months: it parallels the railroad and is 405 ft. centre to centre, and joins the main road at the forks: I shifted the forks slightly to the East.

Kuni Bay has been dredged and new buoys placed to indicate channel to wharf. There are also three mooring buoys off East side of wharf.

The breakwater remains unchanged since last revision, 1912. A few yards of "core" were dumped on the sub-structure, but nothing was done which would call for a change on chart: it now stands as indicated on my revision sheet of 1912. Much difficulty was found in obtaining suitable work by the former contractors, but a new firm now has this work (Marshall Bros) and they propose to bring rock from Waipio Valley, and to that end are now building a breakwater at that place to permit of loading scows.

The Whistle Buoy is shown in a slightly different position: The buoy C3 is in same place but C1 appears to be farther West. #2 has been shifted to the East.

I suggest that the three mooring buoys of Matson Navigation Co. be placed on the chart: these were on my revision of 1912 but were not utilized.

These buoys are in constant use, not only for mooring but vessels that know the harbor get their bearings from them. They are immense iron cylinders, red, and so shackled to anchor that they float on their sides.

No shapes should be shown off Sta. Haaheo, but awash rocks: this was shown incorrectly by a former aid.

No houses should be shown behind the Hilo Sugar Co's mill.

I suggest that the Band Stand, in park, be shown: it was on the sheet of 1912: also it might be of value to indicate the Stone Crusher, with working, and to place "Hilo Iron Works" at the group of buildings. The front of these buildings is lettered thus, and so large that it can be read all over the harbor. The words: WORKS? STONE CRUSHER? BAND STAND? and STACK, Sugar Mill, would make excellent objects, well spaced, for locating anchorage, by bearings or sextant.

I have widened Front Street (it is widest street of city) and shown a rearrangement of the isolated buildings and shown what blocks are built up solid at the street line. In one place a solid front was built connecting several long structures: this is the Volcano Stables & transportation Co.

Eoline R. Hand

Asst., U.S.C. & G.S.

LIST of POSITIONS

To accompany revision of chart 4103, Hilo Bay, Island of Hawaii. Oct. 1914.

Eoline R. Hand, Asst. Chief of Party.

Name	Lat	D.P.	Long	D.M.	Description
End	19° 44'	662	155° 03'	873	Ached. drop shaped rock out on end breakwater, 1912-1914.
Bit	44'	926	03'	878	The iron bit out at extreme N. end of Kihio Bay wharf.
Lift	44'	192	03'	354	Old derrick close to short end of breakwater.
Red	44'	1653	03'	556	Highest derrick near wharf, Kihio Bay, painted red.
Water	11° 43'	1726	155° 03'	684	Large water tank at shore end Kihio Bay wharf, unpainted.
		117		1664	