

4364

C. & G. SURVEY

L. & A.

DEC 26 1928

Acc. No.

Form 504

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

State: ~~Terr.~~ of Hawaiian Is.

11-5613

DESCRIPTIVE REPORT.

Topographic Sheet No. G 4364

LOCALITY:

KAUAI ISLAND

PORT ALLEN

(HANAPEPE BAY)

1928

CHIEF OF PARTY:

K. T. Adams, H & G E.

4364

DESCRIPTIVE REPORT

To Accompany Topographic Sheet "G" ----- Scale 1/5000

Kauai Island, Terr. of Hawaii.

Port Allen

(Hanapepe Bay)

Date of Instructions:- May 25, 1928

Date of Survey:- October 23-28, 1928

Chief of Party:- K. T. Adams, H. & G. E.

Topographer:- F. B. Quinn, Jr., H. & G. E.

Limits:- This sheet includes the shore line from Puolo Point on the West, through Hanapepe Bay, to the vicinity of Koheo Point on the East. Very little was done back of the shore line except at Port Allen proper, where the existing details were checked on the present chart.

Control:- Three triangulation stations, previously established, furnished the control for the vicinity of the bay. The "Guide" established the new stack at the McBryde Sugar Mill as an intersection station, and the easterly limit of the topography was closed in to it with an error of 7 meters. This error was proportioned out.

Method:- The party consisted of an officer and three men. Regular plane table methods were used. Part of the time was used in signal building which consisted chiefly in re-whitewashing old signals.

At nearly all set-ups it was possible to check the orientation on a triangulation station. Considerable care was exercised in rodding the shoreline, particularly of the bay and its approaches.

Where the details obtained by the party of the "Discoverer" and those on Chart 4108 appeared to be correct, they were not duplicated on this sheet. These details were checked on the accompanying copies of the topographic sheet of the "Discoverer" and of chart 4108.
*(T. 4230)**

The locations and sizes of buildings at the dock were checked and changes were indicated either on this sheet or the two above mentioned sheets.

** Revision of interior details by G. H. Lovace were shown on a photostat of T. 4230. These details were transferred in red to T. 4230 by E. P. Hui, and the photostat destroyed.*

© This chart is attached to the descriptive report of T. 4364

On October 28th, Mr. Lovesee and one man checked the existence of the numerous houses shown on Chart 4108. Many others have been built as indicated on the chart. Few of the buildings are visible from the bay or outside.

General Description:- The port is located on the easterly side of the bay, where a small breakwater has been built to protect small boat landings. A large warehouse at the landing is used to store sugar and other freight awaiting shipment. The Standard Oil Company has a supply depot just east of the landing. Since there are no facilities for actually docking a ship, fuel is pumped ashore through a hose, that is floated on pontoons, and connected with the tanks by a pipe line. This same method is used to load outgoing molasses.

A breakwater at the southerly end of the landings protects them from wind and sea in that direction. A narrow gauge railroad on the breakwater, and a loading boom at its end, very much facilitate the loading and unloading of freight.

Surf landing with small boats is possible on the sandy northerly beach during smooth weather, but there is no advantage in so doing. The dock is much easier to approach and is the logical place to land. At no other places on the bay, are landings safe.

The port is very well connected with other parts of the island by a narrow gauge freight railroad and paved highways.

A day landing field for airplanes has been cleared on the westerly side of the bay, west of signal "Ore." It has no well-defined limits. A roadway, partly rough and partly paved, connects it with Port Allen, via the town of Hanapepe.

Seven mooring buoys are maintained in the bay, by the Kauai Railway Company.

Geographic Names:- It has been requested that the name "Port Allen" be used on the charts in designating this harbor inasmuch as seafaring men are more familiar with this name than with the names "Eleele" or "Hanapepe." More detailed information in this regard is found in a report by the Commanding Officer of the Steamer "Guide" which accompanies these sheets.

Land Marks:- Approximately $1\frac{3}{4}$ miles east of Port Allen is a prominent smoke stack that is visible about 15 miles at sea. It is the new stack of the McBryde sugar mill. It is 225 feet tall and 24 feet in diameter at its base. The elevation of its base is roughly 200 feet above sea level. It is the most prominent smoke stack in that vicinity, and has the appearance of a tall white lighthouse when seen from the westward. There has been some talk of placing a privately maintained light on it as an aid to navigation.

On closer approach, the warehouse and the Standard Oil Company's tanks are the most conspicuous objects.

PLANE TABLE POSITIONS

SIGNAL	LATITUDE LONGITUDE	D. M. D. P.	REMARKS
Shed	21-53 159-36	1386.9 (458.5) 1009.3 (713.1)	Shack back of beach 410 meters approx. WNW from "Blink"
Blink	21-53 159-36	1106.2 (739.2) 706.5 (1015.9)	Light House at Puolo Point.
Cal	21-53 159-36	1162.4 (683.0) 329.2 (1393.1)	Whitewashed rock pile.
Ore	21-53 159-36	1450.9 (394.5) 23.3 (1699.0)	Whitewashed rock pile.
Left	21-53 159-36	1817.8 (27.6) 235.0 (1487.3)	Easterly gable of southerly shack.
Right	21-53 159-36	1829.5 (15.9) 226.3 (1496.0)	Easterly gable of northerly shack.
Ida	21-54 159-35	131.5 (1713.9) 1696.5 (25.8)	Whitewash on ledge.
Sam	21-54 159-35	279.3 (1566.1) 1614.3 (108.0)	Center of wrecked sampan on sand beach.
Wind	21-54 159-35	432.9 (1412.5) 1315.4 (406.9)	Shack at edge of tree line back of beach.
Log	21-54 159-35	427.9 (1417.5) 1256.1 (466.2)	Log on beach at water line.
Pole	21-54 159-35	528.9 (1316.5) 1155.9 (566.4)	Flag Pole back of trees.
Flag	21-54 159-35	492.9 (1352.5) 1111.2 (611.1)	New flag pole in corner of yard.
Wy	21-54 159-35	410.6 (1434.8) 910.2 (812.1)	Whitewash on ledge.
Der	21-54 159-35	89.0 (1756.4) 736.6 (985.7)	Square mast on new pier north of landing pier.
Blo	21-54 159-35	21.2 (1824.2) 730.8 (991.5)	Concrete block on low breakwater.
Lit	21-53 159-35	1841.9 (3.5) 724.8 (997.5)	Light on low breakwater.

PLANE TABLE POSITIONS

Cont. #2.

SIGNAL	LATITUDE LONGITUDE	D. M. D. P.	REMARKS
Bom	21-53 159-35	1752.6 (92.8) 754.0 (968.3)	Mast on landing boom west of flag pole.
Light	21-53 159-35	1752.1 (93.3) 657.2 (1065.1)	Light pole alongside Eleele flag staff.
Out	21-53 159-35	1752.2 (93.2) 452.9 (1269.4)	Center one of three southernmost tanks.
Tank	21-53 159-35	1773.6 (71.8) 494.6 (1227.7)	Largest tank.
Black	21-53 159-35	1576.6 (268.8) 281.7 (1440.6)	Black pole tomb-stone in Japanese cemetery.
Pit	21-53 159-35	1512.1 (333.3) 316.5 (1405.8)	Whitewash on ledge.
Mid	21-53 159-35	1476.8 (368.6) 64.5 (1657.8)	Whitewash on ledge.
Caro	21-53 159-34	1433.6 (411.8) 1527.5 (194.8)	Whitewash on ledge.
Was	21-53 159-34	1492.5 (352.9) 1283.5 (438.8)	Whitewashed rock pile.
Sha	21-53 159-34	1627.8 (217.6) 1092.4 (629.9)	Small one car garage at Camp #1 beach.
Ho	21-53 159-34	1572.2 (273.2) 1038.4 (683.9)	Clubhouse at Camp #1 beach. ③
Den	21-53 159-34	1126.5 (718.9) 1094.3 (628.0)	Whitewash on ledge.
Mass	21-53 159-34	1135.0 (710.4) 914.3 (808.0)	Whitewash on ledge.
Dok	21-53 159-34	1255.2 (590.2) 662.6 (1059.7)	Whitewash on ledge.
Rog	21-53 159-34	1144.5 (700.9) 380.8 (1341.5)	Whitewash on boulder.
Hi	21-53 159-33	816.4 (1029.0) (313.0)	Whitewash on ledge.

STATISTICS:- Statute miles of high water line -----6.3
 Statute miles of roads and trails ----- 2.0
 Statute miles of tracks ----- 0.5
 Square miles of area ----- 1.0
 Working days ----- 6.
 Number of men in party ----- 3.

Respectfully submitted,

Francis B. Quinn

Francis B. Quinn, Jr. H. & G. E.

Approved,

K. T. Adams

K. T. Adams, H. & G. E.
 Chief of Party.

*Inspected and found adequate. The junctions with the
 adjoining work are adequate and the specific instructions
 were complied with.*

E. P. Ellis

February, 1929

SPECIAL REPORT ON SURVEY AT PORT ALLEN,
KAUAI ISLAND,
T. H.

In accordance with your instructions dated May 25, 1928, and June 23, 1928, a topographic and hydrographic revision survey has been made of Port Allen at Hanapepe Bay, Kauai Island, T. H.

Inasmuch as some work was done in addition to that specified the following explanation is hereby made:

It was found that the shore line differed slightly between the Chart and the DISCOVERER'S survey in additional places to those indicated by you. New signals had to be located and it was deemed advisable to completely rerun the shoreline. This was done very carefully so that there should be no question about the accuracy of the shoreline of our latest survey.

The buildings were indicated as correct or incorrect on the chart and photostat supplied by your office, which are being returned to you. No attempt was made to get complete detail on our topographic sheet back of the shore line.

Mr. W. M. Gorham, General Manager of the Kauai Railway Co., whose office is at Port Allen, and who acts as Harbormaster, has urgently requested that the new edition of the chart include in its limits the lighthouse and the large prominent smokestack east of the port and located by our party. To include this would extend the eastern limit of the chart beyond that indicated by you. Mr. Gorham informs me that they are going to erect a privately maintained light on this stack.

In case that you might comply with his request, both the topographic and the inshore hydrography were run far enough east to cover this farther limit.

Mr. Gorham also requests the use of the name "PORT ALLEN" on the chart, as this name is more familiar to the seafaring men. I have attached his letter to me on this subject to this report.

KPA/h

K. T. Adams
K. T. ADAMS,
Commanding
Steamer GUIDE

Kauai Railway Company

No.

Port Allen, (Eleele) Kauai, T. H. November 1, 1928.

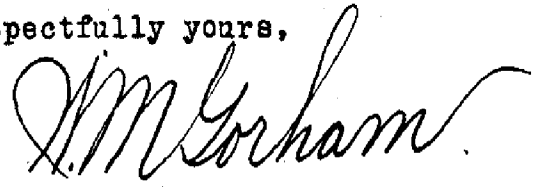
Captain Adams,
U.S.C. & G.S.S. "Guide",
Honolulu, T. H.

Dear Captain Adams:

While you were recently at Port Allen I forgot to speak to you of a question that I believe is of much importance to us all. You will please note on Charts of the Hawaiian Islands such as Hawaiian Island Eastern part C. & G.S. 4102 that Port Allen does not appear, but in place Hanapepe Bay and Eleele. I have discussed this subject with captains of various naval vessels that have called at this port, as well as Captain Garner of your service. These gentlemen have all agreed with me that in the future the name Port Allen should be used as much as possible, the port itself is known to all mariners as Port Allen whereas the town of Eleele as well as Hanapepe are more inland and unknown to most mariners. We had in one instance a ship proceeding from Australia with coal for delivery at Port Allen request by wireless the location of Port Allen, as of course it did not appear on their chart of Kauai. Any assistance that you may render on the above subject would be greatly appreciated by myself and would be I am sure, of much assistance to all others interested.

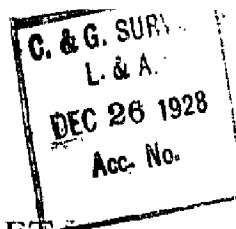
Hoping to see you in the near future, I remain

Respectfully yours,



Submitted with T. 4364

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY



REG. NO.
4364

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. G

REGISTER NO. **4364**

State ~~Territory of Hawaiian Is.~~

General locality ~~Kauai Island~~

Locality Port Allen (Hanapepe Bay)

Scale 1/5000 Date of survey October 23, - 28 1928

Vessel Steamer "GUIDE"

Chief of Party K. T. Adams, H. & G. E.

Surveyed by F. B. Quinn, jr., H. & G. E.

Inked by F. B. Quinn

Heights in feet above M.T.L. to ground ~~to tops of trees~~

~~Contour, Approximate contour~~, Form line interval 20 feet

Instructions dated May 25, 192 8

Remarks: See accompanying copies of Topographic Sheet 4230 and Chart 4108.

See reference, in descriptive report, to request for naming chart "Port Allen" in place of "Hanapepe" and "Eleele."