

4733

U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

_____, Director

State: Alaska

DESCRIPTIVE REPORT

Topographic
~~Hydrographic~~

Sheet No. "F"

4733

LOCALITY

Head of Resurrection Bay

West Side (Seward)

1932

CHIEF OF PARTY

H. B. Campbell

Apply to insert in R.R. 85-27. Feb. 1940. D.S. 2

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC FIELD SHEET "F"

LOCALITY

This sheet covers the area at the head of Resurrection Bay from the south side of Lowell Point to the north end of the salt lagoon just north of the town of Seward.

AUTHORITY

This survey was made under the Director's Instructions dated April 21, 1932: U.S.C. & G.S.S. DISCOVERER, H. B. Campbell, Commanding.

GENERAL DESCRIPTION

Lowell Point is a flat well wooded point, with a sand and gravel beach. From Lowell Point north to the town of Seward the shoreline is precipitous and boulder strewn.

The town of Seward is located on a gently sloping piece of ground evidently built up as a delta by Lowell Creek and ancient glacial action. The mountains rise steeply behind the town and Lowell Creek, flowing through the town, is a glacial stream, subject to severe high waters. A flume has been constructed to care for sudden floods. Mt. Marathon directly back of Seward forms an imposing land mark when approaching the head of the bay. The top is sharp and easily identified. Deep water lies close to the beach except in the vicinity of Lowell Point and north of the town.

There are three main wharves, the largest being the railroad dock with a 600 foot frontage. The oil dock, 100 foot frontage, has deep water and larger vessels may tie up to it by making use of the dolphin at the southwest end of the face. Larger vessels may also tie up at the San Juan Fish Co. dock which has a frontage of 200 feet. All docks have a supply of water, but larger vessels should take water at the railroad dock. There are several good general stores where ordinary supplies may be secured. Some ship chandlery is handled and a limited amount of engine parts and repairs may be had at the local machine shop. Coal, fuel oil, gasoline etc. may be obtained. Coal must be ordered ahead if desired in large amounts, and the fuel oil supply at times is limited.

A well equipped private hospital is maintained, which takes care of marine cases. The U. S. Public Health Service maintains medical and dental service. A very good public school system is maintained.

The principal industries are fishing and mining. A good landing field has been constructed at the head of the bay, and several air lines using both land and sea planes operate very complete service. Seward is an outfitting point for prospectors, hunters and fishermen. A good automobile road extends northward about 18 miles to Lake Kenai.

There is telegraphic communication to Anchorage and thence to outside points by wireless. Rail service is maintained throughout the year as far as Fairbanks.

METHODS OF SURVEY

A plane table was used throughout. Triangulation points were established supplementing those of previous surveys, so that traversing was not necessary.

ELEVATIONS

Elevations are heights above MHW and are given to the ground in all cases.

STATISTICS

Statute miles of shore line -----	5.0
" " " roads -----	11.5
" " " railroads -----	3.5
Area, square statute miles -----	20.0

Respectfully submitted:



Geo. L. Bean,
H. & G. Engr.

Approved and forwarded:



H. B. Campbell,
H. and G. Engr.,
Chief of party, Ship DISCOVERER.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4733

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 Letter FREGISTER NO. 4733State ~~BOOK~~ AlaskaGeneral locality ~~Kenai Peninsula~~ Kenai PeninsulaLocality ~~West of Seward~~ Seward and VicinityScale 1/5,000 Date of survey August, 19 32Vessel Ship DISCOVERERChief of Party H. B. CampbellSurveyed by Geo. L. BeanInked by Geo. L. BeanHeights in feet above MHW to ground to tops of treesContour Approximate contour Form line interval 100 feetInstructions dated April 21, 19 32Remarks: T-4732
Joins Field Sheet "G" to form completesurvey of head of Resurrection Bay.

REVIEW OF TOPOGRAPHIC SURVEY No. 4733

Title (Par. 56) *Seward and vicinity, Kenai Peninsula, Alaska*Chief of Party *H.B. Campbell* Surveyed by *G.L. Bean* Inked byShip *Discoveer* Instructions dated *Apr. 21, 1932* Surveyed in *August 1932*

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 7, 8, 9, 13, 16.) ✓
2. The character and scope of the survey satisfy the instructions. ✓
3. The control and closures of traverses were adequate. (Par. 12, 29.) ✓
4. The amount of vertical control that the Manual specifies for -contours-formlines- was accomplished. (Par. 18, 19, 20, 21, 22, 23.) ✓ *Over*
18 elevations were determined, which is only 1/8 of the number required in par. 21 of the manual.
5. The delineation of -contours-formlines- is satisfactory. (Par. 49, 50.) ✓ *is unsatisfactory. It is not in keeping with the large scale of this sheet (1:5000). The ridge north of 60° 05' differs from that shown on T. 2719.*
6. There is sufficient control on maps from other sources that were transmitted by the field party to enable their application to the charts. (Par. 28.) *None received.*
7. High water line on marshy and mangrove coast is clear and adequate ✓
for chart compilation. (Par. 16a, 43, 44.)
8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.) ✓
9. Rocks and other important details shown on previous surveys and on the chart were verified. (Par. 25, 26, 27.) *Landmarks not checked.*
10. The span, draw and clearance of bridges are shown. (Par. 16c.) ✓
No navigable channels spanned by the bridges shown on sheet.
11. Locations and elevations of summits are given. (Par. 19, 51.) ✓
Elevations are from 20 to 150 feet lower than shown on chart 8529.
12. The tree line was shown on mountains. (Par. 16g.) ✓
not

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.

4. An additional number of elevations were determined in 1933 and have been added to the sheet in blue ink.
5. Corrections to formline resulting from additional elevations were placed on the sheet. Also see attached letter dated Nov. 5, 1934, and bromide copy ^{of sheet} filed with #4733.
12. The tree line has been added to the sheet from information on the bromide copy of the sheet.

13. The descriptive report covers all details listed in the Manual, in so far as they apply to this survey. (Par. 64, 65, 66, 67.)
Incomplete as affecting landmarks, changes in Oil Station, etc.
14. The ~~descriptive~~ report also contains ~~additional information~~ required in ~~aero-topography~~ relative to type of photographs, method of compilation and type of ground control.
15. ~~The~~ descriptions of recoverable stations and references to shore line were accomplished on Form 524. (Par. 29, 30, 57, 67 except scaling of DMs and DPs, 68.) *Over*
16. ~~No~~ list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16d, e, 60.)
17. The magnetic meridian was shown and declination was checked. ✓ (Par. 17, 52.)
18. The geographic datum of the sheet is *Valdez* and the reference station is correctly noted. (Par. 34) ✓
19. Junctions with contemporary surveys are adequate. ✓
20. Geographic names are shown on the sheet and are covered by the Descriptive report. (Par. 64, 66k.) ✓
21. The quality of the drafting is good. ✓ (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46, 47, 48, 49, 50.)
22. No additional surveying is recommended.

23. The Chief of Party inspected and approved the sheet and the descriptive report after review by

24. Remarks: *Two church steeples as landmarks on chart 8529, the eastern one is not shown by the church symbol on the topo. sheet. Oil 32 is a N.D. Δ station, (oil stack) is shown as landmark on chart 8529, it still in existence and conspicuous.* *Over*
- Reviewed in office by *R. J. Christman* June 7, 1933

Examined and approved:

C. K. Green
Chief, Section of Field Records
L. O. Solbert
Chief, Division of Charts

J. S. Borden
Chief, Section of Field Work
G. H. Hude
Chief, Division of Hyd. and Top.

15. Recoverable planetable stations have now been submitted on Form. 524.

16. List of Landmarks has been submitted

24. The information is covered by the List of Landmarks, a duplicate copy is attached to this Descriptive Report.

RfG

See letter to Commanding Officer, DISCOVERER, dated July 15, 1933,
subject, Topographic survey, vicinity of Seward,
filed in descriptive report of T. 3732.

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POST-OFFICE ADDRESS: 601 Federal Office Bldg., Seattle, Wash.

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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

Ship DISCOVERER

Seattle, Washington
November 5, 1934.

1031 NOV - 12 - 11 11:29
To: The Director,
U. S. Coast & Geodetic Survey,
Washington, D. C.

From: Commanding Officer,
Ship DISCOVERER.

Subject: Topographic Survey, vicinity of Seward, No. 4733.

Reference: 80-DRM.

There is returned by separate mail a bromide of topographic sheet No. 4733, with corrections as made in the field at Seward while enroute to Seattle in October 1933. This sheet had been filed with other bromides and overlooked until called to my attention by your letter. ✓

Referring to omissions listed in your letter of July 15, 1933:

1. Additional elevations were obtained and are shown in red. It would be extremely difficult to obtain more elevations without occupying the hills, and time available did not permit this. Form lines are changed where necessary (in red) to conform to additional elevations. It is believed that form lines as shown are close enough for the requirements of navigation.

2. The approximate tree line is shown on the bromide. ✓

3. A list of Landmarks for Charts is forwarded on Form 567. ✓

4. Recoverable stations are listed on Form 524 and forwarded. ✓ (7 cards)

H. B. Campbell
H. B. Campbell,
Lieut. Commander, C. & G. S.,
Commanding, Ship DISCOVERER.