Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: __________________________

DESCRIPTIVE REPORT.

Locality:

Chief of Party:

Sheet No. 3457
The most important change is the wharf at Hilo Bay. This wharf runs true N.E.S. The East side is solid stone pier; the West side is a wooden wharf on pile; the dividing line is shown. A double track runs up centre of pier, below grade, so cars may go even with pier level. 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 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.

Hilo Bay has been dredged and new buoys placed to indicate channel to wharf. There are also three mooring buoys off West 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 rock by the former contractors, but a new firm now has this work, & Marshall Bros. and they propose to bring rock from Kipio 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. No.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 on sta. Haahoe, 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 workings, 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 html #10, #20, #30, #40, STONE CRUSHER, BAND STAND, and STACK. Sugar Mill, could 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.
Descriptive Report

To accompany revision of chart #4135, Hilo Bay, Island of Hawaii, Oct. 1914

Solon R. Land, Asst., Chief of Party.

The most important change is the wharf at Kauio Bay. This wharf runs true N. 45° E. The East side is solid stone pier; the West side is a wooden wharf on pilings; the dividing line is shown. A double track runs up centre of pier, below grade, so cars may be driven on piers. A double track also runs out centre of wooden wharf. There are no buildings as yet.

The proposed wagon road is indicated and I am informed it will be out 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.

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

The breakwater remains unchanged since last revision, 1912. A few yards of "core" were dumped on the substructure, but nothing was done which would call for a change on chart. It now stands as indicated in my revision 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 Opio Quarry and to that end are now building a breakwater at that place to permit of loading scoops.

The whistle buoy is shown in a slightly different position: The buoy C3 is in same place but C1 appears to be farther West. A2 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 but also to give them bearings from them. They are immense iron cylinders, red, and so, shackle to anchor that they float on their sides.

No shapes should be shown of. Hilo Sugar Mill, or aash rocks; this was shown incorrectly by a former aid.

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

I suggest that the Band Stand, in park, be shown on sheet of 1912; also it might be of value to indicate the Stone Crusher, with wharf 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 Hilo, KOKOMO, STONE CRUSHER, BAND STAND, and STACK Sugar Mill, could 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 block was built connecting several long structures: this is the Volcano Stables & Transportation Co.

Solon R. Land
Asst., U.S.C. & G.S.
**LIST of POSITIONS**


*Colin R. Hand Ass't Chief of Party*

<table>
<thead>
<tr>
<th>Node</th>
<th>D.P.</th>
<th>A</th>
<th>D.M.P.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>End</td>
<td>14° 14'</td>
<td>185° 38'</td>
<td>133° 47'</td>
<td>Bollard, 200 ft off end breakwater, 152 ft.</td>
</tr>
<tr>
<td>Dura</td>
<td>14° 24'</td>
<td>185° 38'</td>
<td>133° 47'</td>
<td>The winch is at extreme end of Hulis Bay wharf.</td>
</tr>
<tr>
<td>Lift</td>
<td>14° 12'</td>
<td>185° 38'</td>
<td>133° 47'</td>
<td>Old derrick close to short end of breakwater.</td>
</tr>
<tr>
<td>Doc</td>
<td>14° 12'</td>
<td>185° 38'</td>
<td>133° 47'</td>
<td>Highest derrick near wharf. Hulis Bay painted red.</td>
</tr>
<tr>
<td>Ave</td>
<td>14° 18'</td>
<td>185° 38'</td>
<td>133° 47'</td>
<td>Large water tank at shore end Hulis Bay wharf unpainted.</td>
</tr>
</tbody>
</table>